U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE  

DESCRIPTIVE REPORT  

Type of Survey  PLANIMETRIC  
Field No.  PH-21(17)  Office No. T-9019  

LOCALITY  
State  LOUISIANA  
General locality  MAY LAKE - INTRACOASTAL WATERWAY  
Locality  NORTH BEND & VICINITY  

1950  

CHIEF OF PARTY  
G. W. Clark, Chief of Field Party  
A. L. Wardwell, Tampa Photogrammetric Office  

LIBRARY & ARCHIVES  

DATE  October 17, 1951
DATA RECORD

T-9019

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

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

Copy filed in Division of Photogrammetry (IV)
Office File

Method of Compilation (III): Graphic
Manuscript Scale (III): 1: 20,000  Stereoscopic Plotting Instrument Scale (III):
Scale Factor (III): None

Date received in Washington Office (IV): 5-4-50  Date reported to Nautical Chart Branch (IV):
Applied to Chart No.  Date:  Date registered (IV): 7-19-51

Publication Scale (IV): 1: 50,000  Publication date (IV): July 1951
Geographic Datum (III): N.A. 1927

Vertical Datum (III): M.H.W.  Mean sea level except as follows:
Elevations shown at (26) refer to mean high water
Elevations shown at (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): FOSTER, 1931

Lat.: 29° 41' 40.577 (1249.4 m)  Long.: 91° 27' 44.443 (1194.8 m)  Adjusted
Plane Coordinates (IV):
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.
| INAPPLICABLE |

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

Field Inspection by (II): W.M. Reynolds  Date: Apr. - June 1948

Planetary contouring by (II): Inapplicable  Date:

Completion Surveys by (II): C.A. Navin  Date: August, 1950.

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

   Date of photographs and air photo compilation

Projection and Grids checked by (IV):  Date: Feb. 10, 1948
Control plotted by (III): R.R. Wagner  Date: Mar. 21, 1949

Control checked by (III): S.C. Richter  Date: Mar. 30, 1949

Radial Plot Review by (III): M.K. Slavney  Date: July 29, 1949

Stereoscopic Instrument compilation (III): Inapplicable  Date:

Planimetry

Contours  Date:

Manuscript delineated by (III): I.I. Saperstein  Date: Oct. 1949

Photogrammetric Office Review by (III): J.A. Giles  Date: Jan. 1950

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

Form T-Page 3
U.S. Coast and Geodetic Survey Nine-lens 8.24" focal length

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>22029</td>
<td>March 13, 1948</td>
<td>14:59</td>
<td>1:20,000</td>
<td>No appreciable tide</td>
</tr>
<tr>
<td>22030</td>
<td></td>
<td>15:00</td>
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<tr>
<td>22068</td>
<td></td>
<td>15:46</td>
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</tr>
<tr>
<td>22069</td>
<td></td>
<td>15:47</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station: Galveston, Tex
Subordinate Station: Eugene 1., Atchafalaya Bay, La.
Reference Station: Galveston, Tex
Subordinate Station: Eugene 1., Atchafalaya Bay, La.

Washington Office Review by (IV): L. Martin Joyce
Final Drafting by (IV): Baltimore office
Drafting verified for reproduction by (IV): C. Kopiec
Proof Edit by (IV): L. Martin Joyce

Date: 1y-18-50
Date: 6-4-51
Date: 8-21-51

Land Area (Sq. Statute Miles) (III): 6.30
Shoreline (More than 200 meters to opposite shore) (III): 3.1
Shoreline (Less than 200 meters to opposite shore) (III): 2
Control Leveling - Miles (II): None
Number of Triangulation Stations searched for (II): 2
Number of Recoverable Photo Stations established (III): 4
Number of BMs searched for (II): None
Number of Recoverable Photo Hydro Stations established (III): None

Remarks:

Form T-Page 4

W. 2618-12(4)
Summary T-9019

Planimetric survey T-9019 is one of a series of 21 maps at 1:20,000 scale in the Gulf Coast of Louisiana area, each 7½ minutes latitude by 7½ minutes longitude.

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

The shoreline surveys for the Intracoastal Waterway of project Ph-14(46) at 1:10,000 scale furnished detailed information along both sides of the waterway area for the planimetric map of this project.
FIELD INSPECTION REPORT
Quadrangle 9019
Project Ph-21(47)
June 1948

1. DESCRIPTION OF THE AREA
This quadrangle is bounded on the north by Lat. 29° 45', on the
south by Lat. 29° 37.5', on the east by Long. 91° 22.5', and on the west
by Long. 91° 30'.

The principal cultural features are the Southern Pacific Railroad,
the Missouri Pacific Railroad, U. S. Highway 90, the Intracoastal Water-
way, and the Wax Lake Outlet Channel.

There are no incorporated towns within the quadrangle and the prin-
cipal occupation of the people is farming. Several large sugar cane
plantations are in this section. One of the larger is The Shadyside Co.
Ltd. of Franklin, which owns and operates the plantation of the same
name.

As mentioned in previous reports, much of the area is marsh and
swamp. The portion of the quadrangle that is arable is devoted pri-
marily to sugar cane production. The area in general is low and easily
flooded. The Wax Lake Outlet Channel was dredged as a means of aiding
flood control. A levee has been built between Bayou Teche and Six Mile
Lake for the same purpose.

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 PHOTOGRAPHS
As the photography was of recent date no great difficulty was en-
countered in the interpretation of the photographs.

4. HORIZONTAL CONTROL
All U. S. C. & G. S. horizontal control stations not recovered dur-
ing 1947 field work were searched for and when recovered were identified
on the photographs. The stations identified during the current field
work are, ALICE, J. W. FOSTER, SUGAR MILL W. T.-1931, GERMANYA-1931,
VERDUN-1831, SHADYSIDE PLANTATION W. T.-1931. One station recovered and
identified during 1947 field work was reidentified also. This station
is OLD NORTH BEND SUGARMILL BRICK STACK 1931.

5. VERTICAL CONTROL
Not applicable to this project.
6. **CONTOURS AND DRAINAGE**
   Not applicable to this project.

7. **MEAN HIGH WATER LINE**
The only M.H.W.L. in this area is along Bayou Teche, the Intra-coastal Waterway, and the Wax Lake Outlet Channel. The banks of these streams represent the M.H.W.L. The banks are clearly visible on the photographs and no delineation was necessary.

8. **LOW WATERLINE**
The banks mentioned in the preceding paragraph also represent the Low 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**
    Not applicable to this quadrangle.

11. **LANDMARKS AND AIDS TO NAVIGATION**
    All landmarks have been identified and labeled on the photographs. Form 567 is submitted.

    The fixed aids within the quadrangle, at the intersection of Wax Lake Outlet Channel and the Intracoastal Waterway were located during work on project Ph-14(48). FLOODWAY CROSSING NORTH CHANNEL LIGHT 8 was reidentified on photo 22029, POSSUM POINT BAYOU LIGHT 10 has been destroyed. The day beacons at this intersection were not relocated but were inspected to determine if they were still in place. These day beacons should be charted as located in 1947 with the following exceptions: Big Oaks Bayou Daybeacons 1 and 4, Floodway Crossing North Channel Daybeacons 4-6-10-12 and 14, Floodway Crossing South Channel Daybeacons 5 and 10. The Daybeacons just mentioned have been destroyed. Form 567 is submitted.

    Three fixed aids north of this quadrangle were located by identification of the photos.
    Verdunville Canal Lt. 2 Photo. 22069
    Cypress Island Lt. 22080
    Windy Point Lt. 22080
12. HYDROGRAPHIC CONTROL
   Not applicable to this quadrangle.

13. LANDING FIELDS AND AERONAUTICAL AIDS
   There are no landing fields or aeronautical aids within this quadrant.

14. ROAD CLASSIFICATION
   All roads have been classified in accordance with current instructions.

   The road bed of Louisiana State Highway 60, just south of Centerville, has been changed. The new road bed shows clearly and has been indicated on photo 22069.

15. BRIDGES
   All bridges in the area, not measured under Ph-14(46), were measured. The Bayou Sale Bridge clearance is correct as listed in the bridge book. The clearances of all other bridges are noted on the photographs and a sheet containing the discrepancies is submitted.
<table>
<thead>
<tr>
<th>Bridge Name and Locality</th>
<th>Bridge Book Page</th>
<th>Shown on Chart No.</th>
<th>Located on</th>
<th>Lat.</th>
<th>Long.</th>
<th>Checked in Field</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Teche Bayou, Patterson, La. (Shadyside Plantation)</td>
<td>460</td>
<td>Not charted</td>
<td>Photo. 22029</td>
<td>29°43.7'</td>
<td>91°23.1'</td>
<td>June 1948</td>
<td>Vert. cl. 6.5' (M.H.W. est.) instead of 4.4'. Hor. cl. correct as listed.</td>
</tr>
<tr>
<td>Centerville, La. (Germania Plantation)</td>
<td>460</td>
<td>Not charted</td>
<td>Photo. 22089</td>
<td>29°45.6'</td>
<td>91°23.1'</td>
<td>June 1948</td>
<td>Hor. cl. 72.1' instead of 71'. Vert. cl. 4.0' (M.H.W. est.) instead of 1.6'.</td>
</tr>
<tr>
<td></td>
<td>460</td>
<td>1050</td>
<td>Photo. 22058</td>
<td>29°46.0'</td>
<td>91°27.8'</td>
<td>June 1948</td>
<td>Vert. cl. 7.0 (M.H.W. est.) instead of 5.2'. Hor. cl. correct as listed.</td>
</tr>
<tr>
<td>Garden City, La. (Alice C. Plantation)</td>
<td>460</td>
<td>Not charted</td>
<td>Photo. 22088</td>
<td>29°46.2'</td>
<td>91°28.8'</td>
<td>June 1948</td>
<td>Hor. cl. 69' instead of 70.2'. Vert. cl. 10.0' (M.H.W. est.) instead of 7.1'.</td>
</tr>
</tbody>
</table>

Note: None of the bridge clearances are charted.
16. **BUILDINGS AND STRUCTURES**
All substantial buildings in the area have been encircled and the public buildings have been labeled on the photographs.

17. **BOUNDARIES**
This quadrangle is entirely within St. Mary Parish and is not affected by any boundaries.

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." Filed in Geographic Names Section, Division of Charts.

19. **PREVIOUS SURVEYS Ph-14(46)**
Ozalid prints of "P" sheets in this quadrangle were not available and the aids discussed under paragraph 11 were only visually inspected to determine if they were still in place.

Submitted by

William M. Reynolds
Engineering Aid

Approved and Forwarded

Charles W. Clark
Lt. U.S.C.G.S.
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT

This is the subject of the special report submitted with Quadrangle T-9012.

31. DELINEATION

Film positives of shoreline manuscripts T-8895 and T-8896 (1:20,000 reduced from 1:10,000) covering the lower 45 minutes of the planimetric manuscript submitted by the Washington Office was not used in the delineation. Detail points cut in radially at identifiable points could not be commonly held. It will be noted that the shoreline manuscripts were mainly compiled from a single flight of photographs along the Intracoastal Waterway, thus making cuts very flat and therefore, the position of detail inaccurate. However, the details adjacent to the Intracoastal Waterway were in fair agreement.

The planimetric manuscript was compiled graphically from nine-lens aerial photographs of good to fair scale.

No difficulty was encountered by the compiler either in the interpretation of the photographs or the delineation of the manuscript. However, a few discrepancies were noted on the discrepancy overlay for the attention of the field editor.

32. CONTROL

A sufficient number of secondary control was established by the radial plot and no difficulty was encountered in cutting in additional detail points.

33. SUPPLEMENTAL DATA

Certain aids to navigation were taken from shoreline manuscripts T-8895 and T-8896. See Items 31 and 37.

34. CONTOURS AND DRAINAGE

No difficulty was encountered in the delineation of the drainage.

Contours are inapplicable.
35. SHORELINE AND ALONGSHORE DETAILS

No difficulty was encountered in delineating the mean high-water line. There is no appreciable tide in the area and the shoreline was very evident throughout.

There are no shoal areas visible on the photographs.

36. OFFSHORE DETAILS

All offshore details have been labeled and need not be further investigated by the hydrographic party.

37. LANDMARKS AND AIDS

Three landmarks have been delineated on the manuscript.

All aids to navigation with the exception of Floodway Crossing North Channel Light 8 were transferred from the film positives of T-8895 and T-8896 by holding detail. Positions for these aids were submitted at time of the shoreline manuscript compilation and are believed to be of required accuracy with exception of Floodway Crossing South Channel Daybeacons 1/and 5, and Floodway Crossing North Channel Daybeacon 2. New positions for these aids to navigation are submitted on Form 567. It will be noted, however, that some aids to navigation have been destroyed since field inspection for the shoreline manuscripts was made (see Field Inspection Report Item 11 and Notice to Mariners). These aids were omitted from the planimetric manuscript.

Floodway Crossing North Channel Light 8 having been reidentified by the field inspector was cut in radially and its position submitted on Forms 567 and 524.
38. CONTROL FOR FUTURE SURVEYS

Four recoverable topographic stations have been shown on the manuscript and Form 524 submitted for each. Filed in Div. Photogrammetry General Files.

A list of these stations has been prepared for the hydrographer and included in Item 49.

39. JUNCTIONS

T-9016 to the west: in agreement
T-9020 to the east: in agreement
T-9024 to the south: in agreement
Mississippi River Commission quadrangle "Foster, La."
1:62,500, edition of 1935 to the north: the detail is in good agreement except that additional roads and levees have been added.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with Mississippi River Commission quadrangle "BELLE ISLE", 1:62,500, edition of 1941, reprinted 1943. The two surveys are in good agreement except for few cultural changes.

There are no planimetric maps available for comparison.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Chart 880, 1:40,000, edition of November, 1949 corrected to November 28, 1949. The detail is in good agreement with the following exception: a bayou has been omitted from the chart at approximate latitude 29° 39.2' longitude 91° 24'.

Comparison was made with Chart 1276, 1:80,000, edition of March 1939 corrected to December 13, 1948 and found to be in agreement with the exception of areas that are labeled marsh on the chart are actually swamp.
47. **COMPARISON WITH NAUTICAL CHARTS** (Contd.)

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**

A discrepancy is noted in the vertical clearance of the bridge across Bayou Teche at approximate latitude 29° 43.6', longitude 91° 23.2'. The vertical clearance should be "6.5' estimated MHW."

**ITEMS TO BE CARRIED FORWARD**

None.

_Irving I. Saperstein_  
Cartographic Survey Aid.

**APPROVED AND FORWARDED:**

_Arthur L. Wardwell_  
Chief of Party
48. GEOGRAPHIC NAME LIST

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

- BALCO
- BAYOU BLUE
- BAYOU CHAFFEE
- BAYOU SALE (I. Str.)
- BAYOU SALE (Community)
- BAYOU TECHE
- BEAU BAYOU
- BERWICK POCKET
- BIG OAKS BAYOU
- CLAUSEN
- CLAUSEN COULEE
- CROW BAYOU
- CROW ISLAND
- EAST LONG POCKET
- EAST OVER BAYOU
- FAIRFAX
- FAIRFAX PLANTATION
- FOSTER P.O.
- INTRACOASTAL WATERWAY
- INTRACOASTAL WATERWAY NORTH CHANNEL
- INTRACOASTAL WATERWAY SOUTH CHANNEL
- JOHNSON
- JERUSALEM CHURCH
- KRAMER POCKET
- LITTLE OAKS BAYOU
- LITTLE ZION CHURCH AND CEMETERY
- LOG BAYOU
- LOUISIANA
- MARIA
- MARYLAND PLANTATION
- MIDWAY
- MIDWAY CEMETERY
- MISSOURI PACIFIC R.R.
- MAGNOLIA CHURCH
- MIDWAY SCHOOL

CLAUSEN - Names report approved this name. It is listed as r.r. stop in December, 1940, Rainey Co.

Name O.K., but F. Edit reports it has been dismantled.
48. GEOGRAPHIC NAME LIST (Contd.)

NICKERSONS BAYOU
NORTH BEND
NORTH BEND CANAL
NORTH BEND CEMETERY

PLUME BAYOU
POSSEUM BAYOU (pending with B.C.N.)

RICE BAYOU
RYCOHOC

SHADYSIDE
SOUTHERN PACIFIC R.R.
ST MARY PARISH
STATE 2
STATE 60
STATE 896
STATE 1092

THOUREGSON CANAL
TODD

U.S. 90
WAX LAKE
WEST LONG POCKET
WEST OVER BAYOU
WILDCAT BAYOU
WAX LAKE OUTLET
YELLOW BAYOU

Names underlined in red are approved. 12-18-50
L. Heck.

Rechecked & approved 6-18-51
A. J. w.
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 are based on lists 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>TANK</td>
<td>Elev. steel 140 ft. high</td>
<td>29 43 1836 91 23 559</td>
<td>N A</td>
<td>Red.Plot</td>
<td>T-9019</td>
<td>1948</td>
<td>x 1050</td>
<td></td>
</tr>
<tr>
<td>TANK</td>
<td>Elev. steel 130 ft. high</td>
<td>29 45 1834 91 22 338</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>TANK</td>
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<td>29 36 300.191 28 1190.8</td>
<td>&quot; &quot;</td>
<td>Tri.</td>
<td>1931</td>
<td>X 1051</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TANK</td>
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<td>29 42 1772 91 27 133</td>
<td>&quot; &quot;</td>
<td>Red.Plot</td>
<td>T-9019</td>
<td>1948</td>
<td>x 1050</td>
<td></td>
</tr>
<tr>
<td>STACK</td>
<td>Red, Brick, 100 ft. high</td>
<td>29 41 25.6 91 28 535.1</td>
<td>&quot; &quot;</td>
<td>Tri.</td>
<td>1931</td>
<td>X 1051</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 are considered to be of great importance to navigational and safety data. The data should be considered for the charts of the area and not by
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Tempe, Florida
April 19

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. I. Eyster
Tempe Photogrammetric Office

Arthur L. Hardwell
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF</th>
<th>LOCATION</th>
<th>DATE OF</th>
<th>CHART</th>
<th>CHARTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FLOODWAY CROSSING SOUTH CHANNEL</td>
<td>29° 38' 1.772</td>
<td>91° 23' 5.78</td>
<td>M.A.</td>
<td>Red-Plot</td>
<td>June</td>
<td>Y-9019</td>
<td>1947</td>
<td>X</td>
<td>1050</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ME. 1</td>
<td>Black band and pointer on white pile with yellow top, green reflector.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>ME. 2</td>
<td>FLOODWAY CROSSING NORTH CHANNEL</td>
<td>29° 38' 1.653</td>
<td>91° 23' 5.83</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>ME. 3</td>
<td>Black band and pointer on white pile with yellow top, green reflector.</td>
<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>ME. 2</td>
<td>Red band and pointer on white pile with yellow top, red reflector.</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>UT. 8</td>
<td>FLOODWAY CROSSING NORTH CHANNEL</td>
<td>29° 39' 2.50</td>
<td>91° 23' 8.90</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ME. 2</td>
<td>Red triangular daymark with yellow border on wooden tower on mud sills</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ME. 2</td>
<td>VERDUEVILLE CANAL - Red triangular slatted struct. on piles</td>
<td>29° 45' 1.824</td>
<td>91° 23' 7.64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: These positions supersede those submitted with Project Ph-14(46).

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids should be considered for the charts of the area and not by
50 PHOTOGRAMMETRIC OFFICE REVIEW

T- 9019


CONTROL STATIONS


ALONGSHORE AREAS

(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines J.G.

MISCELLANEOUS


40. Jesse A. Gile
   Reviewer

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.

43. Remarks: William A. Rasure
   Compiler

   William A. Rasure
   Supervisor
FIELD EDIT REPORT
QUADRANGLE T-9019

51. METHODS

All features were checked, using visual methods wherever possible. Aids to navigation in the vicinity of 29°39'31"24' were located by planimetric methods. New levees and ditches were added by comparison of photographic detail checked by ground measurements or by transfer of Army Engineer construction plans checked by comparison between photographic detail of 1948 USC&GS and 1949 and 1950 USGS photographs.

A description showing the colored inks used during field edit, is shown on both the photographs and the field edit sheet.

The field edit data have been shown on one (1) field edit sheet, one (1) discrepancy sheet, and four (4) nine-lens photographs Nos. 22029, 22030, 22068, and 22069.

52. ADEQUACY OF COMPILATION

In general, the compilation appears satisfactory.

53. MAP ACCURACY

No accuracy tests were made; however, from visual inspection and the few reference measurements made, the horizontal accuracy appears good.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF THE PROOF COPY

Mr. R. H. Nuttall, surveyor, Patterson, Louisiana and Mr. W. Y. Kemper, surveyor, Franklin, Louisiana, were contacted in regards to the examination of the proof copy. Either individual is willing to examine and comment on the proof copy.

The geographic name "THE SPILLWAY" is not used by local boatmen or by the Army Engineers who maintain this channel. It is recommended that the name be changed to "WAX LAKE OUTLET". The name "CLAUSEN" at 29°43'71"27' was a flag-stop on the railroad to North Bend. This portion of the railroad has been dismantled and the station building removed. All farm buildings and houses in the vicinity have been shown as part of "MARYLAND PLANTATION".
The references for the aforementioned geographic name changes are as follows:

Mr. E. L. Feske, Southern Pacific Freight Agent, Franklin, La.
Mr. W. Y. Kemper, Surveyor, Franklin, Louisiana.
Mr. George LeBourgeois, Feed Store Owner, Baldwin, Louisiana.

56. DRAINAGE

The waters of numerous bayous have been blocked by levee construction and are no longer used by small boats. Many of the drainage ditches built parallel to the levees are silting in and it is problematical as to their future value to the map.

57. DETAILS OFFSHORE FROM MH&W

Refer to item 10, Field Inspection Report.

The three (3) piling shown on the manuscript in Wax Lake and one (1) not previously shown, were located by planetable cuts and stadia distances. The absence of complete photographic coverage and the scarcity of detail points make the identification doubtful, except for the cuts from station POSSUM 1933. The entire area outside the channel proper is a foul area, full of snags, sand bars, etc, and the piling are so rotted that they will probably be destroyed in the near future. It is recommended that the areas outside the channel be delineated as foul.

58. LANDMARKS AND AIDS TO NAVIGATION

Corrections to fixed aids to navigation and landmarks may be found on three (3) form 567 submitted herewith. The elevations of landmarks above MH&W have been shown on the field edit sheet.

Submitted
20 September 1950

Cecil A. Navin
Topographic Engineer

Approved

George E. Morris, Jr.
Chief of Party
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

Irving I. Superstein
Tampa Photogrammetric Office

George E. Morris, Jr. Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<tr>
<td>BN. 4</td>
<td>FLOODWAY CROSSING NORTH CHANNEL</td>
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<tr>
<td>BN. 6</td>
<td>RED BAND AND PAINTER ON WHITE POST WITH YELLOW TOP</td>
</tr>
<tr>
<td>BN. 10</td>
<td>&quot;</td>
</tr>
<tr>
<td>BN. 14</td>
<td>&quot;</td>
</tr>
<tr>
<td>BN. 1</td>
<td>BIG OAKS BAYOU - BLACK BAND AND PAINTER ON WHITE POST WITH YELLOW TOP</td>
</tr>
<tr>
<td>BN. 6</td>
<td>BIG OAKS BAYOU - RED BAND AND PAINTER ON WHITE POST WITH YELLOW TOP</td>
</tr>
<tr>
<td>LT. 10</td>
<td>POSSUM POINT BAYOU - RED TRIANGULAR MARK WITH YELLOW BORDER ON MUD</td>
</tr>
<tr>
<td>BN. 5</td>
<td>FLOODWAY CROSSING SOUTH CHANNEL - BLACK BAND AND PAINTER ON WHITE POST WITH YELLOW TOP</td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids or landmarks for charts.
Review Report
Planimetric Map T-9019
December 18, 1950

62. Comparison with Registered Topographic Surveys.

<table>
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<th>Survey</th>
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<tr>
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<td>1946</td>
</tr>
<tr>
<td>T-8896</td>
<td>1:20,000</td>
<td>1946</td>
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This planimetric survey supersedes the above listed surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies.

Belle Isle, La., Quadrangle, U.S.E., 1:62,500, 1941

64. Comparison with Contemporary Hydrographic Surveys.

None contemporary

65. Comparison with Nautical Charts.

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<tr>
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<td>September 1949 (revised)</td>
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<tr>
<td>1050</td>
<td>1:175,000</td>
<td>May 1949 (revised)</td>
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66. Miscellaneous. Mississippi flood control canals and drainage ditches in this area have removed the source of water supply for BAYOU SALE. The land formerly occupied by this feature is being slowly reclaimed. North of the village of Bayou Sale few traces remain of this once prominent natural waterway. The remains of the bayou are in various stages of drainage and "wetness" which required different treatment in delineating various sections of the single feature.

67. Adequacy of Manuscript. This map complies with the National Standards of Map Accuracy and with project instructions for completeness.

Reviewed:

[Signature]
L. Martin Gazik

APPROVED

[Signature]
Chief, Review Section
Div. of Photogrammetry

[Signature]
Chief, Nautical Chart Branch
Division of Charts

[Signature]
Chief, Div. of Photogrammetry

[Signature]
Chief, Div. of Coastal Surveys