Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: PLANIMETRIC

Field No.: PH - 21(47)    Office No.: T-9030

LOCALITY

State: LOUISIANA

General locality: BAYOU TERREBONNE-INTRACOASTAL WATERWAY

Locality: HOUMA AND VICINITY

137' 50

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

LIBRARY & ARCHIVES

DATE: Dec 6 - 1951
DATA RECORD

T-9030

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

Field Office (II): Morgan City, La.  Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: Ross A. Gilmore

Instructions dated (II) (III): February 12, 1948  Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1: 20,000  Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): 2-23-50  Date reported to Nautical Chart Branch (IV): 3-1-50

Applied to Chart No.  Date:  Date registered (IV): 10-75-51

Publication Scale (IV): 1: 50,000

Publicaton date (IV): Sept 1951

Geographic Datum (III): N.A. 1927  Vertical Datum (III): M.H.W.

M Harrington except as follows:
Elevations shown as (25) 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): ASHLAND, 1934

Lat.: 29° 31' 06.44" (204.6m)  Long.: 90° 40' 32.447" (873.8m)  Adjusted

Plane Coordinates (IV):

Y =

X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): W.M. Reynolds  Date: May, 1948

Planetable 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):
March 1948 (Air Photo Compilation)

Projection and Grids ruled by (IV): W.E.W. (W.O.)  Date: March 18, 1948

Projection and Grids checked by (IV): W.E.W. (W.O.)  Date: March 18, 1948

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

Control checked by (III): W.W. Dawsey  Date: Dec. 23, 1948

Radial Plot on Contours by (III): M.M. Slavney  Date: April 18, 1948

Stereoscopic Instrument compilation (III):  Date:

Planimetry  Date:

Contours  Date:

Manuscript delineated by (III): R.A. Reece  Date: June, 1949

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

Elevations on Manuscript checked by (II) (III): Inapplicable  Date:
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<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>Mar. 13, 1948</td>
<td>11:27</td>
<td>1: 20,000</td>
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<td>14:37</td>
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<tr>
<td>21320</td>
<td>Dec. 2, 1947</td>
<td>11:00</td>
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**Tide (III)**

Reference Station: No tide
Subordinate Station: Subordinate Station:

Washington Office Review by (IV): [Signature]
Date: 11-28-50

Final Drafting by (IV): Baltimore Office
Date: 7-9-51

Drafting verified for reproduction by (IV): [Signature]
Date: 7-9-51

Proof Edit by (IV): [Signature]
Date: 7-9-51

Land Area (Sq. Statute Miles) (III): 64
Shoreline (More than 200 meters to opposite shore) (III): None
Shoreline (Less than 200 meters to opposite shore) (III): 85
Control Leveling - Miles (II): None
Number of Triangulation Stations searched for (II): 23 Recovered: 19 Identified: 13
Number of BMs searched for (II): None Recovered: None Identified: None
Number of Recoverable Photo Stations established (III): 6
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
Summary to Accompany T-9030

Planimetric survey T-9030 is one of a series of 21 maps at 1:20,000 scale in the Gulf Coast area of Louisiana, 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.

Shoreline surveys for the Intracoastal Waterway of Project Ph. 14(46) at 1:10,000 scale furnished some detailed information along both sides of the Waterway area for the planimetric maps of this project.

Adjoining this project to the east are a series of revision sheets at 1:20,000 scale, starting with CS 365, as part of Ph. 1(45). To the west are 17 contemporary topographic quadrangles at 1:20,000 scale of Project Ph. 33(48).
FIELD INSPECTION REPORT

Quadrangles 9028, 9029, 9030

Project Ph-21(47)

6 May 1948

1. DESCRIPTION OF THE AREA

These quadrangles are located in the south, central part of the state of Louisiana and almost entirely within Terrebonne Parish. Only a very small portion of quadrangle 9030 falls within Lafourche Parish.

The quadrangles are 5⁹⁄₁₂ minutes and are bounded on the north by latitude 29° 37.5', on the south by latitude 29° 30', on the west by longitude 91° 00', and on the east by longitude 90° 37.5'. The area contains about 195 square statute miles of land which is principally marsh.

The principal cultural features are the Intracoastal Waterway, which runs across the quadrangles in an east-west direction; and U.S. Highway 90 also crosses the area in an east-west direction. Several bayous are within the area and the principal one is Bayou Black, which parallels Highway 90 and passes through quadrangles 9028 and 9029; and Bayou Terrebonne, which runs across quadrangle 9030 in a north-south direction. The only incorporated town within the area is Houma. Several other settlements, owned and operated by sugar plantations, are found within the area. They are Sunrise, Mulberry, Woodlawn, Ashland, Presquile, Mandalay, Waterproof, and Humphreys.

The arable area of the quadrangles is devoted chiefly to sugar cane production and numerous plantations, as noted above, are found within these limits. Numerous sugar refineries are located in and around Houma.

Oil exploration and drilling is a continuous operation in this locality. Numerous canals have been dredged to make the area accessible by boat. The Shell Oil Company has a large field in production in the north central part of quadrangle 9028.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with the
project instructions dated 12 February 1948. It is believed that the field inspection is adequate and complete.

3. **INTERPRETATION OF PHOTOGRAPHS**

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

4. **HORIZONTAL CONTROL**

All horizontal control stations within the area were recovered or searched for, as noted below. Part of the area falls within the limits of Project Ph-14(16) and this work was not duplicated.

**USCGS STATIONS COVERED IN 1947 SEASON**

<table>
<thead>
<tr>
<th>Name of Station</th>
<th>Recovered</th>
<th>Identified</th>
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<tbody>
<tr>
<td>FAIR, 1934</td>
<td>Not Found</td>
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<tr>
<td>C.A. NORMAN SUGAR CO. OLD STACK, 1934</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>SOUTHDOWN SUGAR REFINERY TALLEST STACK, 1934</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>COLE PLANT, TALLEST OF THREE STACKS, 1934</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>TERREBONNE LUMBER CO. TANK, 1934</td>
<td>Destroyed</td>
<td>--</td>
</tr>
<tr>
<td>COURTHOUSE FLAGPOLE, 1934</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>ABLE, 1934</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>CANAL, 1934</td>
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<td>x</td>
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**USCGS STATIONS COVERED IN 1948 SEASON**

<table>
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<tr>
<th>Name of Station</th>
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<tr>
<td>STANDPIPE, 1934</td>
<td>x</td>
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<tr>
<td>HOUMA MERCANTILE CO. WATER TANK, 1934</td>
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<td>--</td>
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<tr>
<td>HOUMA DUPONT WHOLESALE CO. WATER TANK, 1934</td>
<td>x</td>
<td>x</td>
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<tr>
<td>BUD, 1934</td>
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</tr>
<tr>
<td>CHAUVIN, 1934</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>SAVOIE, 1934</td>
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<td>x</td>
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<tr>
<td>MORON, 1934</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>ASHLAND, 1934</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>ASHLAND SUGAR MILL WATER TANK, 1934</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>MONTEGUT STACK, 1934</td>
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<tr>
<td>MONTEGUT TALLEST STACK, 1934</td>
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</tr>
<tr>
<td>MONTEGUT TANK, 1934</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>ELLANDALE LONE METAL STACK, 1935</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>COCKE, 1931</td>
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<td>ARSENAUX, 1931</td>
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<td>COPASAF, 1934</td>
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USGS STATIONS COVERED IN 1947 SEASON

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<th>Name of Station</th>
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<tr>
<td>CLAYTON;</td>
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</tr>
<tr>
<td>TT 35 F, 1932</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>TT 36 F, 1933</td>
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USGS STATIONS COVERED IN 1946 SEASON

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<td>TT 37 F, 1932</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>TT 38 F, 1932</td>
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<td>x</td>
</tr>
<tr>
<td>TT 20 F, 1932</td>
<td>x</td>
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<tr>
<td>TT 31 L, 1932</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>TT 41 L, 1932</td>
<td>x</td>
<td>x</td>
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<tr>
<td>TT 42 L, 1932</td>
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<td>x</td>
</tr>
<tr>
<td>TT 47 L, 1932</td>
<td>x</td>
<td>--</td>
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<tr>
<td>TT 48 L, 1932</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>TT 50 L, 1932</td>
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</tr>
<tr>
<td>TT 51 L, 1932</td>
<td>Lost</td>
<td>--</td>
</tr>
<tr>
<td>TT 52 L, 1932</td>
<td>x</td>
<td>--</td>
</tr>
</tbody>
</table>

The horizontal control was originally identified on the old set of photographs and at a later date was transferred to a better and more recent set of photographs.

5. VERTICAL CONTROL

(not applicable)

6. CONTOURS AND DRAINAGE

(not applicable)

7. WHARVES AND SHORELINE STRUCTURES

The only wharves and shoreline structures worthy of note in these quadrangles are along the bayous and Intracoastal Waterway, principally in Houma; however, these coincide with the shoreline of the waterway and are of minor importance.

8. MEAN HIGH WATER LINE

The only high water line within the area covered by these quadrangles is along the Intracoastal Waterway and the bayous. This is distinguishable on the photographs.
9. **LOW WATER LINE**
   (not applicable to these quadrangles)

10. **DETAIL OFFSHORE FROM THE HIGH WATER LINE**
    (not applicable to these quadrangles)

11. **LANDMARKS AND AIDS TO NAVIGATION**

    Landmarks were investigated throughout the area. No landmarks were outstanding, but those worthy of note are listed on attached Form 567 and were identified on the photographs.

    The only aids to navigation within the area, are along the Intracoastal Waterway. These aids were located during the field work on Project Ph-44(46), and only a visual inspection was made on ozalid prints of the area affected, (see T-8891). Fixed aids to be charted are listed on the attached Forms 567. Their position for each was determined during compilation of Project Ph-44(46).
12. HYDROGRAPHIC CONTROL

(not applicable to these quadrangles)

13. LANDING FIELDS AND AERONAUTICAL AIDS

One landing field falls within the area. It is the Houma-Terrebonne Airport. The field was formerly operated by the U.S. Navy, but as of 20 February 1948, the field was turned over to the city of Houma. No commercial flights are scheduled as yet, but they are contemplated for the near future. One aeronautical aid falls within the area. It is the beacon at the above mentioned airport and is identified on photograph 21323. The beacon was not in operation at the time of this survey.

14. ROAD AND WOODLAND CLASSIFICATION

All roads and woods have been classified and indicated on the photographs in accordance with instructions for this project.

15. BRIDGES

See I. 700 (45)

All bridges within the area were field inspected. Bridges over navigable waters were measured with a steel tape, clearances noted on the photographs, and all discrepancies reported to the District Engineer, U.S. Corps of Engineers, New Orleans, Louisiana. The only exceptions are those bridges at which measurements and discrepancies verified the discrepancies reported during the field work on Project Ph-1(45).

The following list constitutes all of the discrepancies with the "List of Bridges over the Navigable Waters of the United States" dated 1 July 1941, which were not previously reported during the field work on Ph-1(45):
16. BUILDINGS AND STRUCTURES

All buildings to be shown have been encircled on the photographs except for urban areas. The public buildings in urban areas have been designated on the photographs.

17. BOUNDARY LINES AND MONUMENTS

The entire area, with the exception of a very small portion in the northeast corner of quadrangle 9030, is in Terrebonne Parish. The northeast corner of quadrangle 9030 is in Lafourche Parish. The parish boundary is not monumented. The legal description of the boundary will be the subject of a special report and that part of the boundary which passes through the area has been drawn in on photo 21323, (see Item No. 20 of this report).

18. GEOGRAPHIC NAMES

Geographic names for the area were the subject of a special report in connection with the field work of Project Ph-14(46).

19. PREVIOUS SURVEYS; PROJECT Ph-14(46)

In accordance with the project instructions, the ozalids for sheets Nos. T-8889, T-8890, T-8891, and a small part of T-8892 which is within these quadrangles, were field inspected. The discrepancies were noted on the ozalids and proper references were made for correction.

20. CITY LIMITS OF HOUMA

An investigation of the city limits of Houma was made. The legal description and a layout showing the city limits as they exist will be submitted. The boundary was not monumented at the time it was surveyed and no points along the line could be recovered.

No legal description of the Houma-Terrebonne Airport was available. The airport manager verified the limits as following the fence around the reservation, but that there are no marked points. These limits are shown on photo 21324.
Respectfully submitted

William M. Reynolds
Eng. Aid

Approved and forwarded

Charles W. Clark, Lieut., USCG & US
Chief of Party
Tampa Photogrammetric Office
Box 1689, Tampa, Fla.

June 23, 1949

To: The Director
U. S. Coast and Geodetic Survey
Washington, D.C.

Subject: Nautical Chart 879

I am just in receipt of a requested copy of nautical chart 879 of the new Intracoastal Waterway series and it is noted that the aeronautical aid (AERO) at latitude 29° 34.9' and longitude 90° 40.3', should be deleted according to the enclosed copy of letter received with the field data from Project Ph-21(47) now in the process of compilation at this office. Mr. Duffy, who was engaged on field work on this project and is not in this office, says that the building on which this light was located has been razed.

It is also noted that the two landmarks indicated on the enclosed form 567 apply to chart 879. The positions of these landmarks have been obtained from T-9030, Ph-21(47) now being compiled.

Ross A. Gilmore
Lieut. Comdr., USCGS
Officer in Charge
Tampa Photogrammetric Office

RAG/c
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
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</thead>
<tbody>
<tr>
<td>Houma Dupont Whelen Sale Co. W.T. Finnial 1934</td>
<td>G2808 P. 167</td>
<td>N.A. 1927 29° 35' 49.623 90° 43' 36.627</td>
<td>1527.8 (319.5) 985.6 (629.0)</td>
<td></td>
</tr>
<tr>
<td>Ashland 1934</td>
<td>G2386 P. 82</td>
<td>29° 31' 06.644 90° 40' 32.447</td>
<td>204.6 (1424.7) 873.8 (742.0)</td>
<td></td>
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<tr>
<td>North of T-9030</td>
<td>G2808 P. 171</td>
<td>29° 38' 45.932 90° 41' 18.401</td>
<td>1414.2 (433.2) 494.9 (1118.9)</td>
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<tr>
<td>Savoie 1934</td>
<td>G2808 P. 58</td>
<td>29° 31' 53.119</td>
<td>1635.5 (211.8) 650.2 (965.4)</td>
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<tr>
<td>Ashland Sugar Mill Center of Flat Top Water Tank, 1934</td>
<td>G2808 P. 171</td>
<td>29° 35' 38.527 90° 40' 24.147</td>
<td>1186.2 (661.2) 428.4 (1186.2)</td>
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<td>Standpipe 1934</td>
<td>G2808 P. 170</td>
<td>29° 35' 49.645 90° 43' 48.726</td>
<td>1528.5 (318.8) 1311.2 (303.4)</td>
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<td>Lost Field Ed. T=9030</td>
<td>G2808 P. 58</td>
<td>29° 35' 38.954</td>
<td>1199.3 (648.0) 1596.1 (18.6)</td>
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<td>Houma, 1934</td>
<td>G2808 P. 172</td>
<td>29° 36' 48.974 90° 41' 49.863</td>
<td>1507.9 (339.5) 1341.6 (272.7)</td>
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<tr>
<td>Buda, 1934</td>
<td>Houma P. 32</td>
<td>29° 33' 54.98</td>
<td>1692.8 (154.6) 1202.7 (412.4)</td>
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<tr>
<td>Drayton Oil Well</td>
<td>Houma P. 62</td>
<td>29° 31' 06.612 90° 40' 32.105</td>
<td>203.6 (1643.8) 864.6 (751.2)</td>
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<tr>
<td>N.E. of T-9030</td>
<td>Houma P. 66</td>
<td>357'359.412 7,359.412 (2640.588)</td>
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<td>TT 31 L 1932</td>
<td>Houma P. 59</td>
<td>2,253.054.329 3,054.329 (6,945.671)</td>
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<tr>
<td>Fair RM1, 1934</td>
<td>Comp.</td>
<td>29° 36' 49.563 90° 41' 49.365</td>
<td>1526 (321) 132.8 (246)</td>
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1 ft = 0.3048006 meter
COMPUTED BY J. Council DATE November 5, 1948 CHECKED BY H.R. Rudolph DATE November 15, 1948
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<th>DATUM</th>
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<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>East of T-9030 Chauvin</td>
<td>1934</td>
<td>Houma</td>
<td>329,659.78</td>
<td>9,659.78 (0.340.22)</td>
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<td>P29</td>
<td>2,234,912.45</td>
<td>4,912.45 (5,087.55)</td>
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<td>Lockport HN W.T. N.E. of T-9030</td>
<td>1934</td>
<td>P41</td>
<td>357,269.18</td>
<td>7,269.18 (2,730.82)</td>
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<td>South of T-9030 Mormon</td>
<td>1933</td>
<td>Dulca</td>
<td>295,100.56</td>
<td>5,100.56 (4,899.44)</td>
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<td>P15</td>
<td>2,186,177.26</td>
<td>6,177.26 (3,822.74)</td>
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<td>Montecut Silver W.T. Finial</td>
<td>1934</td>
<td>P12</td>
<td>296,035.91</td>
<td>6,035.91 (3,964.09)</td>
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<td>2,146,996.67</td>
<td>6,998.67 (3,001.33)</td>
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<td>TT 42L</td>
<td>1932</td>
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<td>302,977.68</td>
<td>2,977.68 (7,022.32)</td>
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<td>Houma</td>
<td>320,882.56</td>
<td>8,882.56 (9,117.44)</td>
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<td>P61</td>
<td>2,237,310.93</td>
<td>7,310.93 (2,689.07)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of T-9030</td>
<td></td>
<td>Dulca</td>
<td>298,072.48</td>
<td>8,072.48 (1,927.52)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT 48L</td>
<td>1932</td>
<td></td>
<td>2,202,180.42</td>
<td>2,180.42 (7,819.58)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of T-9030 S.P. Chauvin</td>
<td></td>
<td>Comp.</td>
<td>329,871.16</td>
<td>9,871.16 (128.84)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2,234,922.22</td>
<td>4,922.22 (5,077.78)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Photogrammetric Plot Report was submitted to the Washington Office May 5, 1949 and is included in Descriptive Report T-9033.

31. **DELINEATION**

The graphic method of compilation was used in the delineation. Photographs were clear and of fairly good scale. The two flights of photographs were not close enough together to pick common detail points on each; therefore, detail points falling between photo centers of each flight line were difficult to locate accurately because of flat radial cuts. It is felt, however, that the detail is located accurately because photographs with the best scale in these areas were selected for delineation.

Field inspection was adequate for the most part.

All questionable areas have been noted on the discrepancy overlay.

32. **CONTROL**

Only in areas of insufficient overlap of photographs (mentioned in Item 31) is the control at all questionable. Otherwise the control was positively identified and so placed that the detail could be accurately delineated.

33. **SUPPLEMENTAL DATA**

Film positive of Shoreline Manuscript No. T-8889, Ph-14(46) was referred to and used for comparison, but no detail was traced due to discrepancies between the radial plot for the Ph-14 and the radial plot for Ph-21(47) (refer to Radial Plot Report).

Film positive of sheet 5 of 5, Project CS-365 was used more for comparison than anything. The geographic position of the details were not of sufficient accuracy for tracing.

34. **CONTOURS AND DRAINAGE**

Contours are inapplicable.

Drainage has been shown according to photo interpretation of the compiler.
35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate for the delineation of these features.

36. **OFFSHORE DETAILS**

No offshore details were recovered by the Field inspector. Dolphins and pilings in two areas are shown on sheet 5 of 5, CS-365 and were discernable on the photographs. These have been shown and referred to the field editor for clarification.

37. **LANDMARKS AND AIDS**

No difficulty was encountered in plotting the (five) landmarks.

One aeronautical aid has been recommended for deletion.

There are no non-floating aids.

38. **CONTROL FOR FUTURE SURVEYS**

Six Recoverable Topographic Stations were radially located and Form 524 is being submitted along with this report. Five of these are landmarks and are listed in Item 49.

39. **JUNCTIONS**

This quadrangle is joined on the west by quadrangle T-9209. They are in good agreement. All other sides are project limits.

40. **HORIZONTAL AND VERTICAL ACCURACY.**

No statement.

41. **BOUNDARIES**

The city limits of HOUMA has been shown according to City Ordinance No. 1257 and a city map of HOUMA. Numerous additions could not be applied due to the descriptions being referenced to private property lines and corners (City Ordinance No. 107, etc.). This has been called to the attention of the field editor on the discrepancy overlay.

Other boundaries have been shown according to field inspection notes.
46. COMPARISON WITH EXISTING MAPS

Comparison was made with U.S.G.S quadrant, Houma, La., 1944 edition, scale 1:62,500. There was good agreement except for swamp areas. The field inspector noted trees in all the areas shown as marsh on the U.S.G.S. quadrant. The compiler interpreted the area to be swamp composed chiefly of cypress trees. Several new canals and ditches have been dug. They fall mainly in the southeast corner of the quadrant.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with nautical chart No. 879 scale 1:40,000 published in March 1949, bearing a print date of March 21, 1949. The same differences are to be found between the nautical chart and the map manuscript as were mentioned in Item No. 46.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

Richard A. Reese
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-l4(46) was being done and is subject to change by the Geographic Name Section of the Washington Office.

ARGYLE
ASHLAND PLANTATION
ASHLAND CANAL
BAYOU BLACK
BAYOU BLUE
BAYOU CHAUVIN
BAYOU du LARGE
BAYOU GRAND CAILLOU
BAYOU LA CARFE
BAYOU LITTLE COTEAU
BAYOU PETIT CAILLOU
BAYOU TERREBONNE
BONVILLAIN CANAL
BOURDEAUX CANAL
CROZIER
HOUMA
HOUMA - TERREBONNE AIRPORT
INTRACOASTAL WATERWAY
LAFOURCHE PARISH
LITTLE BAYOU BLACK
LOUIS CANAL
MECHANICVILLE
MULBERRY PLANTATION
MYRTLE GROVE

PRESQUEILE
PRESQUEILE PLANTATION
ROBERTA GROVE PLANTATION
SOUTHDOWN
SOUTHERN PACIFIC RAILROAD
STATE NO. 69
STATE NO. 79
STATE NO. 80
STATE NO. 144
STATE NO. 247
STATE NO. 964
STATE NO. 1983
ST FRANCIS CHURCH (landmark)
ST MARGARETS CHAPEL
SUNRISE PLANTATION
TERREBONNE PARISH
U S NO. 90
WOODLAWN PLANTATION
WOODLAWN BAYOU
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.

- ARGYLE
- ASHLAND
- ASHLAND CANAL
- BAYOU BLACK
- BAYOU BLUE
- BAYOU CHAUVIN
- BAYOU DU LARGE
- BAYOU GRAND CAILOU
- BAYOU LA CARPE (in capitol letter - la Carpe)
- BAYOU LITTLE COTEAU
- BAYOU PETIT CAILOU
- BAYOU TERREBONNE
- BONVILLAIN CANAL
- BOUDREAUX CANAL
- CROZIER
- Houma Country Club Golf Course
- HOUMA
- HOUMA - TERREBONNE AIRPORT
- Howard School
- INTRACOASTAL WATERWAY
- LA FOURCHE PARISH
- LITTLE BAYOU BLACK
- ST. LOUIS CANAL (two applications)
- Louisiana
- MECHANICVILLE
- MULBERRY
- MYRTLE GROVE
- PRESQUILE
- Ranch Plantation
- ROBERTA GROVE PLANTATION
- SOUTHDOWN
- SOUTHERN PACIFIC RAILROAD
- STATE NO. 69
- STATE NO. 79
- STATE NO. 80
- STATE NO. 101
- STATE NO. 247
- STATE NO. 964
- STATE NO. 1983
- ST FRANCIS CHURCH (landmark)
- SUNRISE
- TERREBONNE PARISH
- U S NO. 90 (LA. 2)
- WOODLAWN
- WOODLAWN BAYOU

Names approved
6-2-50
A.Y.W.

12-11-50 / S/ L. Heek
PHOTOGRAMMETRIC OFFICE REVIEW
T-9030


CONTROL STATIONS


ALONGSHORE AREAS
(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines R&W 32. 1111111111

MISCELLANEOUS


40. Robert W. Weapon
Reviewer

Jesse Giles
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.

Richard A. Reese
Compiler

William A. Reese
Supervisor

43. Remarks:
TO BE CHARTED  | STRIKE OUT ONE

Morgan City, Louisiana  | 29 April 1948

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 Richard A. Rose.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LongITUDE</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>elevated, steel, 135 feet high</td>
<td>M.H.W.</td>
<td>29 34</td>
<td>1442</td>
<td>M.K. 1927</td>
<td>Photo Comp.</td>
<td>1948</td>
</tr>
<tr>
<td>TANK</td>
<td>elevated, steel, 135 feet high</td>
<td>M.H.W.</td>
<td>29 36</td>
<td>380</td>
<td>*</td>
<td>*</td>
<td>X</td>
</tr>
<tr>
<td>SPIRE</td>
<td>Catholic Church Spire, 115 feet high</td>
<td>12.595 above M.H.W.</td>
<td>29 35</td>
<td>1264</td>
<td>*</td>
<td>*</td>
<td>X</td>
</tr>
<tr>
<td>RADIO TOWER</td>
<td>Texas Co., FM Station, skeleton steel, 300 ft, high</td>
<td>195 ft. above M.H.W.</td>
<td>29 35</td>
<td>907</td>
<td>*</td>
<td>*</td>
<td>X</td>
</tr>
<tr>
<td>RADIO MAST</td>
<td>Radio Station KCV, steel, 155 ft, high</td>
<td>M.H.W.</td>
<td>29 34</td>
<td>765</td>
<td>*</td>
<td>*</td>
<td>X</td>
</tr>
</tbody>
</table>

*Ink notations by Field Ed., August 1948.

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
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be 

The positions given have been checked after listing by

Richard A. Reese  
Tampa Photogrammetric Office

Arthur L. Wardwell  
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE (D. I. D.METERS)</th>
<th>LONGITUDE (D. I. D.P.METERS)</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>AERO</td>
<td>Aeronautical Aid</td>
<td>29 34.9 90 40.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>877 878</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
51. METHODS

All features of the manuscript were checked, using visual methods where possible and planerable methods of location where unable to plot from photodetail. All corrections, additions, and deletions have been shown on the field edit sheet or when shown on the photographs have been cross-referenced on the field edit sheet. A description of the colored inks used during field edit has been shown on both the photographs and the field edit sheet. The field edit data has been shown on one (1) field edit sheet, one (1) discrepancy sheet, and two (2) mine-lens, 1:20,000 scale photographs, Nos. 22000 and 22015.

52. ADEQUACY OF COMPILATION

The compilation appears adequate considering the extent of interior field inspection. Little attention was paid to shoreline detail or structures during the interior inspection.

53. MAP ACCURACY

The map accuracy appears good according to the few check measurements during field edit and from visual inspection.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF THE PROOF COPY

The proof copy may be submitted to Mr. T. Baker Smith, surveyor, of Houma, Louisiana.

It is recommended that the geographic names "Ashland", "Woodlawn", "Sunrise", and "Mulberry" have the word "Plantation" added. This is according to local usage and the Houma Post Office. The name "Ranch Plantation" should be added at 29°33'40/90°38'10. References for these changes in geographic names are numbered on the field edit sheet and are as follows:

1. Mrs. Irwin Leonard; school teacher; c/o Ashland Plantation, Houma, Louisiana.
2. Mr. A. W. Adams; foreman; c/o Ashland Plantation, Houma, Louisiana.
3. Mr. R. J. Donaldson; manager; c/o Ashland Plantation, Houma, Louisiana.
4. Mr. Alfred Ledet; foreman; Delarge Route, Houma, Louisiana.
5. Mr. T. Baker Smith; surveyor; Houma, Louisiana.
6. Mr. Sterlin® Ostheimer; surveyor; Houma, Louisiana.
7. Mr. P. G. Bourgeois; sheriff; Houma, Louisiana.
56. **HORIZONTAL CONTROL**

Recovery notes, form 526, are submitted on stations ASHLAND 1934, BUD 1934, FAIR 1934, and TT 47 L(USGS) 1932.

57. **LANDMARKS AND AIDS**

Refer to items 11 and 37, Field Inspection and Compilation Reports.

Form 567 submitted with the field inspection report was checked and found correct with the exception that "Texas Co. Radio Tower" should be shown as 185 ft. above the ground instead of 300 ft. above the ground.

58. **BOUNDARIES**

Refer to items 17, 20, and 41, Field Inspection and Compilation Reports.

An investigation was made of the Houma city limit and corrections shown on the field edit sheet. This final layout of the limit was verified as correct by Mr. Leon Gary, Mayor of Houma. A recent copy of the Houma City Limit Map is included herewith.

59. **OIL WELLS AND PIPELINES**

An investigation of the oil wells in the vicinity was made. There are no producing oil wells; however, the gas wells indicated on the field edit sheet are used to process oil from the natural gas. The wells and the majority of the pipelines have been indicated.

Submitted
28 August 1950

Cecil A. Navin
Topographic Engineer

Approved

George E. Morris, Jr.
Chief of Party
REVIEW REPORT
Planimetric Map T-9030
December 29, 1950

62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-8889</td>
<td>1:10,000</td>
<td>1946</td>
</tr>
<tr>
<td>CS 365 (sheet 5 of 5)</td>
<td>1:20,000</td>
<td></td>
</tr>
</tbody>
</table>

This planimetric survey supersedes the above listed surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Houma, La., quadrangle, U.S.G.S., 1:62,500 1944

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts

<table>
<thead>
<tr>
<th>Chart</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>879</td>
<td>1:40,000</td>
<td>March 1949</td>
</tr>
<tr>
<td>1050</td>
<td>1:175,000</td>
<td>April 1950</td>
</tr>
<tr>
<td>1116</td>
<td>1:450,596</td>
<td>June 1950</td>
</tr>
</tbody>
</table>

Bridge and cable clearances in the Houma area on Chart 879 are superseded by those furnished by T-9030. See L. 700 (48) Mar 10-31-53

The Houma Airport aero-beacon on Chart 879 was destroyed June 1949.

66. Adequacy of Manuscript

This planimetric quadrangle complies with project instructions and with the National Standards of Map Accuracy.

Reviewed by:

L. Martin Gaskill

Approved:

S.C. Griffith
Chief, Review Section
Div. of Photogrammetry

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

D.C. Reading
Chief, Div. of Photogrammetry

W.M. Affer
Chief, Div. of Coastal Surveys
NAUTICAL CHARTS BRANCH
T.9030
SURVEY NO. 357

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>Oct. 1953</td>
<td>879</td>
<td>P.H.A.</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partially Applied</td>
</tr>
</tbody>
</table>

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

Before After Verification and Review

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.