

5289⁵²⁸

LINNAEUS

MAY 28 1934

Acc. No. _____

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: Louisiana

DESCRIPTIVE REPORT

Photo
Topographic
~~Microphotography~~

} Sheet No. T-5289 5289

LOCALITY

Lake Mechant.

Lake Pagie to Bayou Grand

Caillou.

1934.

CHIEF OF PARTY

M. H. Reese, Jr. H. & G. Eng.

5289

applied to Chk 1274 - Dec. 1936 - J.H. Gamble
" " " 1275 May 1936 J.H. Gamble
" " " 1050 " 1937 Chas R. Bush J

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5289

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 2

REGISTER NO. T-5289 5289

State Louisiana

General locality Lake Mechant

Locality Lake Pagie to Bayou Grand Caillou

Scale 1:24,000 Date of Photographs 11/30/32, 19

~~MISSISSIPPI~~ Air Photo Compilation Party No. 24, New Orleans, La.

Chief of party M. H. Reese

Surveyed by See data sheet in the descriptive report

Inked by G. O. Coignet

Heights in feet above ----- to ground to tops of trees

Contour, Approximate contour, Form line interval ----- feet

Instructions dated November 7, 1933

Remarks: Compiled on scale of 1:24,000 and enlarged and printed on scale of 1:20,000 by Photo Lithography.

* NOTES ON COMPILATION -

SHEET NO. T-5289

FIELD NO. 2

PHOTOS, NO.	DATE OF PHOTOGRAPHS.	TIME.
1643-1653	11/30/32	9:51 to 9:57 A. M.
1686-1696	11/30/32	10:13 to 10:17 A. M.

	BY	DATE
PROJECTION BY	<u><i>E. P. Hernandez</i></u> E. P. Hernandez	<u>2/26/34</u>
PROJECTION CHECKED BY	<u><i>E. L. Fitch</i></u> E. L. Fitch & J. Hotard	<u>2/26/34</u>
CONTROL PLOTTED BY	<u><i>G. O. Coignet</i></u> G. O. Coignet	<u>2/27/34</u>
CONTROL CHECKED BY	<u><i>A. A. Voss</i></u> A. A. Voss	<u>2/28/34</u>
RADIAL LINE PLOT BY	<u><i>M.H. Reese, E.L. Fitch, E.P. Hernandez</i></u> M.H. Reese, E.L. Fitch & E. P. Hernandez.	<u>3/6-12/34</u>
RADIAL LINE PLOT CHECKED BY	<u>M.H. Reese</u>	<u>3/15/34</u>
DRAFTING OF PHOTOGRAPHS BY	<u><i>G. O. Coignet</i></u> G. O. Coignet	<u>3/16 to 4/16/34</u>
PASTING OF NAMES BY	<u><i>G. O. Coignet</i></u> G. O. Coignet	<u>5/23/34</u>
REVIEW OF COMPILATION BY	<u><i>G. O. Coignet</i></u> G. O. Coignet	<u>4/25/34</u>

AREA OF DETAIL INKED- 92.5 sq. Statute Miles.

LENGTH OF SHORELINE (more than 100 meters from nearest opposite shore)---- 181.1 Statute Miles.

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. 2

GENERAL INFORMATION.

Instructions dated November 7, 1933.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs; from the reports of Lieutenant (j. g.) E. R. Mc Carthy in charge of a triangulation party located in this area at the time of the compilation; and from members of the field inspection party in questionable areas.

The accompanying "Notes on Compilation" details all data and statistics in connection with the compilation of this sheet.

Because of the very small tide, one foot, and the small scale of the photographs, its effect was neglected in the interpretation of the high water line from the photographs.

The area covered by this sheet consists principally of low marsh ground, a very small portion of which is under cultivation, numerous small bayous and lakes, several large bayous, and one large lake.

This sheet was compiled from the photographs taken by the U. S. Army Air Corps' five lens T-3A camera, No. 32-3, photographs numbers--- 1643-1653 (West Flight), 1686-1696 (East Flight). The line of flight on the West falls approximately along Longitude $90^{\circ}56'45''$ and on the East approximately along Longitude $90^{\circ}48'15''$.

CONTROL.

(A) Sources.

The following sources of control were used in the compilation of this sheet:

- (a) Triangulation by Lieutenant (j. g.) E. R. Mc Carthy in 1933-34. *unadjusted*

The geographic positions are on the North American 1927 Datum and the difference between the unadjusted and the final adjusted positions, at the scale of this compilation (1:24,000), would be unplotable.

(B) Errors.

The available control for this sheet is adequate and the radial line plot gave well defined points of intersection.

(C) Discrepancies.

No discrepancy in position of control stations was found. No control stations established by other organizations were used in this compilation.

COMPILATION.

(A) Method.

The usual five lens method of radial line plotting was used throughout in the compilation of this sheet.

(B) Adjustment of Plot.

The photographs on the West Flight were free from excessive tilt but on the East Flight, one photograph No. 1689 was discarded because of tilt, and the adjacent photographs were used.

There was no unusual adjustments of radial plot in the drafting of the photographs.

(C) Interpretation.

To denote mangle brush three or four feet high, and reed, the following symbols were used: Mangle Brush ({), Reed (. . .) (Symbol for Bamboo).

Aside from this, only the conventional symbols approved by the "Board of Surveys and Maps" (1932) were used and no great difficulty was experienced in interpreting the detail from the photographs.

To indicate bayous, large canals and good roads, the double full line was used. These are indicated by name on this sheet. The lesser bayous and canals, too narrow to be shown by double lines, were indicated with a single solid line and where intermittent, were shown with the approved symbol, thus (- ... -).

The shell road on the East side of Bayou de Large to (Sta.) Blow is shown with a double solid line and from Blow to the end, the road is dirt and shown with a double broken line. In order to accurately show the shore line of Bayou de Large, this road is shown somewhat exaggerated. Because of the small scale of the photographs, the bayou and road appeared to be touching and it would have been impossible to clearly show the two without some exaggeration. The few houses which appear have also been slightly exaggerated for clearness, however the center of the houses are accurately located and can be used for hydrographic work.

A small area on photograph 1694 C and adjacent and overlapping photographs was covered with smoke and the detail was therefore not clearly visible. This area was shown with a broken line.

In most cases where the field inspection party did not classify all of the features, they had to be determined by a close examination of the photographs.

(D) Information from other sources.

There were no other sources of information for this sheet aside from that obtained from the photographs, from the field inspection party and from the reports of Lieutenant (j. g.) E. R. Mc Carthy.

Note. This compilation has adequate control along the western border in that the differences noted on the opposite page are no doubt due to differences in control used or lack of control on the Engineer surveys, and to errors in the plot on the Engineer surveys since the differences are not consistent

B.G.F.

(E) Conflicting names.

Since this area has never before been charted by the U. S. Coast and Geodetic Survey there exists no conflict with names of previous charts. The names were taken from recent editions of U. S. Geological Survey maps of this locality and from progress sketches of triangulation work performed by Lieutenant (j. g.) E. R. McCarthy and from information supplied by the field inspection party. All names are in current usage by the inhabitants of this particular area and in case of conflict of names those shown by Lieutenant (j.g.) E. R. McCarthy on his recent progress sketches were used as his work in this area enabled him to become quite familiar with them. The only conflict of names is shown below:

<u>Progress Sketch Of</u> <u>Lieut. (j.g.) E.R. McCarthy</u>	<u>Progress Sketch Of</u> <u>Lieut. W. D. Patterson</u>	<u>U.S. Engineer's</u> <u>Map of Southern</u> <u>Louisiana</u>
Sister Lake <i>OK, local name</i>	Lake Caillou	Sister Lake
Voss Canal <i>OK, local name</i>		Lovell Canal

COMPARISON WITH OTHER SURVEYS. *See Review attached to back of this report.*

This sheet matches satisfactorily with the adjoining sheets to the North, East and South, T-5288, T-5293, and T-5290, respectively. To the West at Longitude 91°00' the junction with the War Department Corps of Engineers' Quadrangle sheet of Lake Decade, the following discrepancies occur:

<u>NAME OF FEATURE.</u>	<u>AIR PHOTO SHEET</u>	<u>CORPS OF ENGINEERS' SHEET.</u>
Bayou de Large	Latitude 29°15'-622m	29°15'-497m + 125 - 926
Lake Mechant	Latitude 29°18'-1189m	29°18'-263m
Lake Mechant	Latitude 29°19'-66m	29°18'-962m
Voss Canal	Latitude 29°22'-738m	29°22'-1687m -
Lake Pagie	Latitude 29°20'-26.4m	29°20'-56.4m
Lake Pagie	Latitude 29°21'-67.2m	29°20'-1561m

LANDMARKS. *See opposite page*

A list of land marks in this area has recently been submitted by the party of Lieutenant (j. g.) E. R. McCarthy recently engaged in triangulation work in this area.

RECOMMENDATIONS FOR FURTHER SURVEYS.

It is believed that an error of five meters may occur in the compilation of this sheet in well defined detail and an error of ten meters for other data. It is understood, however, that the widths of roads, canals, and bayous, where necessary, have been slightly exaggerated in order that the detail may show up clearly in the photo-lithographic process. *see below.*

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

M. H. Reese

Approved by: M. H. Reese.
Chief of Party.

G. O. Coignet

Submitted by: G. O. Coignet.

Draftsman

The value of 5 to 10 meters given above is high. a better estimate is an accuracy of location of about 5 to 10 meters for intersected points and 10 to 20 meters for other detail.

B. G. Jones.

MEMORANDUM TO ACCOMPANY SHEET NO. 5289

The purpose of this review is to show the hydrographic stations which fall on this sheet, and, with the new stations to aid the control, to determine and correct any discrepancies which may exist.

The geographic positions of the hydrographic stations covering this area were plotted on the celluloid. Using the measurements given on sketches of Lieutenant T. B. Reed, the shoreline near the stations was checked for accuracy in drafting. Very small discrepancies in shoreline position were found. In order to eliminate the discrepancies, the stations were pricked on the photographs and a new radial line plot was drawn, using the original control in conjunction with the hydrographic stations as control.

In several cases, the ties given in the sketches were insufficient to plot the stations on the photographs, and in such cases the topographic features could not be checked with reference to the stations. Since the position of such stations could not be checked by the radial line plot, their plotted geographic positions were taken as being correct.

The sketches furnished for this work in several cases were not very clear. Points on the shoreline to which ties were taken were very indefinite in many instances.

The intersection, for the location of stations OAT and ARK, set up by the radial line plot, did not coincide with the plotted geographic position. It is believed that the positions set up by the radial line plot are correct and, therefore, the new positions were scaled from the celluloid, and accompany the report.

The errors in shoreline found in the investigation are very small and may be due to an insufficient number of radial points making orientation more difficult. Many of the photographs were dark and fine detail was very hard to distinguish accurately. *correct*

A detailed report on each hydrographic station, with discrepancies and corrections listed, is given herein. *correction*
MTR

Hydrographic station LAR is located at Latitude $29^{\circ}15'$ and Longitude $90^{\circ}54'$ approximately. Its geographic position was plotted on the celluloid and its position was picked on the photographs using the ties given on the sketch accompanying the description.

A new radial line plot run in this area gave a definite intersection which coincides with the plotted geographic position. A picture was oriented to check the drafting and it was found that

the shoreline in the vicinity of the station was drawn slightly in error. The correction was made as shown on the overlay sheet. The sketch now checks the drafting. The station is shown on the celluloid by the standard symbol.

Hydrographic station BIG is located at Latitude $29^{\circ}15'$ and Longitude $90^{\circ}56'$ approximately. This station, the north gable of a house, was pricked on the photographs and its position established by radial line intersection. This position coincides with the plotted geographic position.

A picture was oriented to check the drafting, and, using the new point of control, it was found necessary to change the shoreline and buildings a small amount. The correction is shown on the overlay sheet. The station is shown on the celluloid by the standard circle.

Hydrographic station ANT is located at Latitude $29^{\circ}17'$ and Longitude $90^{\circ}55'$ approximately. The plotted geographic position of this station coincides with the position, a definite intersection, established by the radial line plot. Upon reorienting the pictures, it was found necessary to change the shoreline a small amount so as to show small nicks from which ties are given on the descriptive sketch. The change is shown on the overlay sheet.

Hydrographic station ARK is located at Latitude $29^{\circ}18'$ and Longitude $90^{\circ}54'$, approximately.

The ties given on the descriptive sketch are not very distinct on the photographs. The station, however, was plotted on the photographs and is believed to be picked correctly. The intersection set up by the radial line plot does not coincide with the plotted geographic position. The new position is thought to be correct and its geographic position, scaled from the celluloid, accompanies the report. Upon reorienting the pictures, using the station as additional control, it was found necessary to change the shoreline a small amount as shown on the overlay sheet.

Hydrographic station OAT is located at Latitude $29^{\circ}18'$ and Longitude $90^{\circ}55'$ approximately.

The station was picked on the photographs by means of a sketch given in the description. The points to which ties are taken are very indistinct on the photographs. Point "A" (descriptive sketch) could not be picked, but using the three other ties, it is believed that the correct location was established. The radial line plot run, using the triangulation stations and hydrographic stations as control, gave a definite intersection which did not coincide with the plotted geographic position. The point established by the radial

line plot was taken as the correct location and is shown by the standard symbol. A reorientation of the photographs showed that the shoreline had to be moved a small amount.

The geographic position of the new location accompanies the report.

Hydrographic station SID is located at Latitude $29^{\circ}16'$ and Longitude $90^{\circ}49'$ approximately.

It was impossible to pick this station on the photographs since the points on the shoreline given in the descriptive sketch were too indefinite to be seen on the photographs. Since the station could not be shown on the photographs, it was also impossible to check the shoreline with reference to the station. The geographic position given in the description was plotted on the celluloid and shown by the standard symbol.

Hydrographic station RAG is located at Latitude $29^{\circ}16'$ and Longitude $90^{\circ}45'$ approximately.

The descriptive sketch gives only one measurement, 18.5 meters from the shoreline to the station, and with this as the only tie, it was impossible to prick the station on the photographs. The geographic position was plotted on the celluloid and the distance from this point to the shoreline scaled 38.4 meters. To check the drafting, new points were pricked on the photographs near the station and a new radial line plot was drawn. Using these new points, the photographs were oriented and no change in shoreline was possible.

Since the radial line plot was drawn using well established triangulation stations as control, it is believed to be correct. Assuming that the measurement given on the sketch is correct, the only reason for such a discrepancy may be that the shoreline has washed since the taking of the photographs several years ago.

The plotted geographic position is shown on the celluloid by the standard symbol.

Hydrographic station SEV is located at Latitude $29^{\circ}18'$ and Longitude $90^{\circ}49'$ approximately. The station was plotted on the pictures and the radial line plot run in this area located the station with a definite intersection which coincides with the plotted geographic position. With the station as additional control, a photograph was reoriented to check the drafting and it was found necessary to change the shoreline a small amount. The change is shown on the overlay sheet. The descriptive sketch checks the drafting in the immediate vicinity of the station. *See Page 13*

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Hydrographic station OUR is located at Latitude 29°15' and Longitude 90°50', approximately.

The radial line plot located the station with a definite intersection which coincides with the plotted geographic position. A picture was oriented to check the drafting, and it was found necessary to change the shoreline near the station. The change was very small and is shown on the overlay sheet. The points to which the station was tied show plainly on the photographs and the measurements check the drafting.

Hydrographic station YOU is located at Latitude 29°16' and Longitude 90°57', approximately.

It was impossible to plot this station on the photographs. Only one tie to the shoreline was given. The geographic position of the station was plotted on the celluloid and the one measurement given in the sketch checks the distance from shoreline to station.

Geographic positions scaled from celluloid:

	Lat. 29°18'	(117.2) ✓ 6m 1730.1
OAT		
	Long. 90°55'	(678.4) 12m 940.9 24
	Lat. 29°18'	(1549.8) 17m 297.5
ARK		
	Long. 90°54'	(640.1) 16m 979.2

Examined and approved:

M. H. Reese
M. H. Reese,
Chief of Party.

G. O. Coignet
G. O. Coignet
Draftsman.

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5289

Title (Par. 56) Forwarded with Sheet

Chief of Party M. H. Reese

Compiled by G. O. Coignet.

Project Louisiana Air Photo Compilation Instructions dated November 7, 1933.

Party No. 24.

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) (Note) Par. 8 not applicable to this party.
2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)
4. ^{None} There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) None submitted.
5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
6. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) See Par. C, Page 3 of Desc. Report.
7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. No changes in such details have been noted on this sheet. *no charts of this area*
8. The span, draw and clearance of bridges are shown. (Par. 16c.)
9. The data furnished by the Field Inspection is adequate.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

- 20. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)
- 11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
- 12. The descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.) *None submitted*
- 23. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) *see page 4 of the report.*
- 14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.)
- 15. Junctions with contemporary surveys are adequate.
- 16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.) *Names examined and approved or referred to D.G.N. H. Bacon*
- 17. The quality of the drafting is ^{fair}~~good~~. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)
- 18. No additional surveying is recommended.
- 19. Remarks:

20. Examined and approved: *M.H. Reese*
M. H. Reese
 Chief of Party

21. Remarks after review in office: *see following pages.*

Reviewed in office by: *B.G. Jones*

Examined and approved:
K.T. Adams
 Chief, Section of Field Records
L.O. Lobnitz
 Chief, Division of Charts

F.S. Borden
 Chief, Section of Field Work
F. Wade
 Chief, Division of Hydrography and Topography.

REVIEW OF AIR PHOTO COMPILATION T-5289 (1934)

The preceding pages 6 to 8 include a discussion of small revisions made to the original compilation by the field compilation party to coordinate the shore line and the permanent hydrographic stations marked, located, and described by T. B. Reed in this area.

The changes noted have been applied and are shown on the compilation together with the recoverable Hydrographic stations except as follows:

The hydrographic positions of stations "Oat" and "Ark" are accepted as correct in preference to the photo plot positions given on page 8 of this report because of the probable inaccuracy of the identification of these points on the photographs. The differences are ~~17~~¹² meters in case of station "Oat" and 18 meters in case of station "Ark". The stations are not shown on the compilation.

Station "Rag" could not be identified on the photographs and since the sketch does not fit the shoreline the station is not shown on the compilation.

The descriptions of recoverable stations shown on this compilation are filed as follows:

<u>Station Name</u>	<u>Field and Sheet Number</u>
Sid ✓	H -----
Ant ✓	H-5339.
You ✓	
Our ✓	
Dev	
Lar ✓	
Big ✓	

Geographic Names: See page 4 of the descriptive report. Attached as the following page of this report is a copy of a letter from Lieutenant Reese in regard to his use of progress sketches as authority for names

shown on his compilations in this area.

The following names do not agree with the U. S. Geological Survey quadrangles, but have been accepted as submitted by the compiler since the report states on page 7 that these names are in current use and the Geological Survey quadrangles are very old:

~~Crillon Lake~~ USGBN May 1936
~~Sister Lake~~ } Approved as local name
Voss Canal } H.B. Nov. 7, 1934

B. G. Jones

B. G. Jones.

Note With further reference to the marked Hydrographic Stations: ~~to~~ the description for station ~~see~~ has not been filed and the station is not shown on the compilation. The card states that the position was determined by one cut and whorl line measurements which were laid down on the photo sheet. This method of location is not sufficiently accurate for a marked station. The photographs were taken in 1932 and the ground measurements made in 1934. ~~slight~~ ^{any} change in this area between those dates would affect the position as determined by this method.

B. G. J.

C O P Y

U.S. COAST AND GEODETIC SURVEY
1611 Masonic Temple Bldg.,
New Orleans, Louisiana

June 22, 1934.

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

From: M. H. Reese,
Lieutenant (j.g.), C. & G. Survey.

Subject: Geographic Names on Air Photo Sheets, Reference: 26-AHH, 1990 (24)

You are advised that the matter of names on the air photo sheets has been given detailed attention. Geographic names were obtained from the progress sketches and reports of Lieutenants Patterson, Reed and McCarthy, because they were more familiar with the territory than I was. It was considered that these officers were in a position to give the correct information, due to the length of time their parties spent in the field, and to the fact that they were employing local people who could furnish the information. The field inspection party, as a rule, only spends two or three days in a particular locality.

Another handicap in this particular locality is that the natives themselves have different names for various bayous, bays and lakes.

As far as the Geological Survey maps of this section are concerned, they are not worth the paper they are printed on. They were compiled in 1890 from the charts of the Coast Survey and surveys of the Public Land Office. The only recent map of this section was compiled by the U. S. Engineers in 1915 and it is supposed to be revised up to 1934. The descriptive reports give the comparison of the names as submitted by the various field parties, the Geological Survey Maps, and the U. S. Engineers Map, where names were given on these maps. You will note that a number of new names were added that did not exist on the Geological Survey Maps. To the best of my knowledge, from the information available, these are the names in local use.

The area covered by this party is made up of innumerable bayous, bays, and lakes. There are a number of large lakes, bays and bayous which have no names, or at least, none in general use. The entire territory, except along a few main bayous, is uninhabited. There are a few trapper shacks scattered over the area, but as a rule, they are not permanent. Due to this fact, the information secured by the field inspection is sometimes very meagre.

I realize that as a rule progress sketches are not a reliable source to obtain geographic names, but in this particular case, I think the proper course was followed. I was in constant contact with the various Chiefs of Parties and requested them to furnish this party with the geographic names in their locality. I also realize how important it is to secure the proper names or otherwise considerable trouble is caused to the Chart Section.

(Sgd.) M. H. Reese

Survey No. T 5289
 H 5539
 Chart No. 116
 Diagram No. _____

Date. Nov. 9, 1934

GEOGRAPHIC NAMES
 Louisiana

Names underlined in red approved Nov. 9, 1934
 H. Bacon

- * Approved by the Division of Geographic Names, Department of Interior.
- ⊕ Not Approved by the Division of Geographic Names, Department of Interior.
- ⊙ Referred to the Division of Geographic Names, Department of Interior. R

Other names not on this list are OK unless rejected H.B. by D.G.N.

See Hyd. 5539 for correct names H.B. Dec 3 1934 Compared with USGS surveys of 1935. Corrections from USGS SE and SW Bayou du Large Quad.

Status	Name on Survey	Name on Chart or other surveys or maps	New Names in local use	Names assigned by Field	Location
	<u>Lake Mechant</u> *	Lake Washa (1116) (USGS)	Lake Mechant	Reported by Field Party	✓
		Lake Mechant (US Engrs, 1934) (Local usage)			
	<u>Voss Canal</u>	Not Lovell Canal see Rec Report.	Voss Canal		
	<u>Jug Lake</u>	Same US Engrs, So. La., 1934	Jug Lake		29° 22.3 90° 57.0
	Bayou Cheveroux	from U.S. Engrs Map of So. La. 1934	Big Deer Bayou	Bayou Cheveroux	29° 19.4 90° 54.5 ✓
	Big Deer Bayou	from H 5539 (1934) Latest and best information			
	Bayou de Fresne	from U.S. Engrs, Map, So. La., 1934	Ashburn Bayou		29° 18.5 90° 52.5
	Ashburn Bayou	from H 5539 (1934) Latest and best information			
	<u>Bayou Dufrene</u>	D.G.N. 7/21/1935			✓
	Sister Lake R	<u>Caillou Lake</u> U.S. B.G.N.	Sister Lake	Sister Lake	✓
	See T 5290				
	<u>Bayou L'Ourse</u>	Shift name as indicated by authority of H 5539			See letter GN 9
	<u>Four Island Bayou</u>	not Bayou L'Ourse			see Hyd. 5539. Limits to be determined see Letter GN 9
	Bayou de Large or Little Bayou de Large	Name in doubt. To be investigated Letter GN 9 [818 (1934)]		Little Bayou de Large	✓
		Bayou du Large D.G.N. decision U.S. B.G.N. May 21, 1935			
	<u>Grand Pass</u>	Grand Pass, Hyd. 5539	Grand Pass		29° 15.8 90° 56.1
	Alligator <u>Chain Bayou</u>	D.G.N. decision 11/7/34	Yes		29° 17' 90° 45'
	<u>Bayou de Cade</u>	U.S. Engrs Name in 2 places			

GEOGRAPHIC NAMES
Survey No. T 5289

Name on Survey	Sources of Information										
	A	B	C	D	E	F	G	H	K		
	On Chart No.	On previous survey No.	On U.S. Coast and Geodetic Survey Maps	On U.S. Coast and Geodetic Survey Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Bay Long</u> ^{29° 22' 2} _{90° 58' 7} ✓			Bay Long	✓							1
<u>Raccourci Bay</u> ✓			✓	✓							2
<u>Raccourci Bayou</u>			✓	✓							3
<u>Turtle Bayou</u> ✓			✓	✓							4
<u>Goose Bay</u> ✓			✓	✓							5
<u>Fred Bayou</u> ✓			✓	✓							6
<u>Mud Lake Bay</u> ✓ GN 15 (37)			✓	✓							7
<u>Bayou Saurer</u> (2) ✓			✓	✓							8
<u>Lewis Bayou</u> ✓			✓	✓	Decision	D. G. M.	11/18/38				9
<u>Little Lewis Bayou</u>			✓	✓							10
<u>Remis Bay</u> ✓			✓	✓							11
<u>Bay Long (duplication)</u> ^{29° 16' 2} _{90° 51' 3}			✓	✓							12
<u>Bayou Jones</u> ✓			✓	✓							13
<u>Bayou New Route</u> ✓			✓	✓							14
<u>King Lake</u> ✓			✓	✓							15
<u>Bayou du Nord</u> ✓			✓	✓							16
<u>Treasure Bayou</u> ✓			✓	✓							17
											18
<u>Little Bayou cherreau</u> *					Decision	D. G. M.	11/18/38				19
											20
											21
											22
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											24
											25
											26
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Underlined names approved
May 21, 1936. *S.A.B.*