5294

Form 504
Ed. June, 1928

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

State: Louisiana

DESCRIPTIVE REPORT

Photo
Topographic
~~*Hydrographic*~~ } *Sheet No.* T-5294

LOCALITY

Terrebonne Bay
~~Terrebonne Bayou to Bayou Grand Cale~~
~~Pour Point Bayou to Lake~~

~~Bayou~~
Petit
Bayou ~~Little~~ Caillou

193 4

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1933

5294

Appleu to Chr. 1274 - Feb. 1937 H. S. Gamble

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 7

REGISTER NO. T-5294

State Louisiana

General locality Terrebonne Bay.

Locality Bayou Little Caillou ~~Four Point Bayou to Lake Barre.~~

Scale 1:~~24,000~~ 20 000 Date of ~~survey~~ Photographs. 11/30/32, 19

~~Air~~ 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 J. C. Dobler & H. F. Allen

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-5294

FIELD NO. 7

PHOTOS, NO.	DATE OF PHOTOGRAPHS.	TIME.
1733-1743	11/30/32	10:35 to 10:40 A. M.
1802-1811	11/30/32	11:04 to 11:08 A. M.

	BY	DATE
PROJECTION BY	E. P. Hernandez	3/6/34
PROJECTION CHECKED BY	E. L. Fitch	3/6/34
CONTROL PLOTTED BY	F. A. Donadieu	3/7/34
CONTROL CHECKED BY	G. O. Coignet	3/8/34
RADIAL LINE PLOT BY	H. C. Smith	3/8,9,17/34
RADIAL LINE PLOT CHECKED BY	M. H. Reese	3/19/34
DRAFTING OF PHOTOGRAPHS BY	J.C.Dobler & H.F.Allen	3/20-23/34
PASTING OF NAMES BY	J.C. Dobler	4/22/34
REVIEW OF COMPILATION BY	H. F. Allen	4/18/34

AREA OF DETAIL INKED- 38.2 sq. Statute Miles.

LENGTH OF SHORELINE (more than 100 meters from nearest opposite shore)---- 207.4 Statute Miles.

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. 7

GENERAL INFORMATION.

Instructions dated November 7, 1933.

The information used in the compilation of this sheet has been obtained from the notes and sketches on the field photographs; from the reports of Lieutenant (j. g.) E. R. McCarthy in charge of a triangulation party engaged in this area at the time of the compilation; from the reports of Lieutenant W. D. Patterson who was engaged in combined operations work 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. The statistics as to shoreline and area, of this sheet are approximate because of the irregularity of the coast-line and the many bayous and small islands

Because of the small fluctuation of the tide its effect was neglected in the interpretation of the shoreline from the photographs.

The area covered by this sheet consists principally of low ground with practically no cultivation. The report of Lieutenant W. D. Patterson should be read for further data concerning this area.

This sheet was compiled from photographs taken by the U. S. Army Air Corps' five lens T 3A camera, No. 32-3, Photograph numbers 1733-1743 (West Flight) approximately parallel with Longitude 90°40' and 1802-1811 (East Flight) approximately parallel with Longitude 90°34'. 1932

CONTROL.

(A) Sources.

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

(a) Triangulation by Lieutenant E. R. McCarthy in 1933-34.

(b) Triangulation by Lieutenant W. D. Patterson in 1933-34.

The geographic positions obtained by Lieutenant E.R. Mc Carthy were used; these are on the North American 1927 datum. The difference between the unadjusted and the final adjusted positions would be unplotable at the scale of this compilation- 1:24,000.

The triangulation stations in the eastern part of this sheet were established by W. Mussetter in 1928, recovered and used by Lieutenant W. D. Patterson in his recent work in this area. These stations had been recomputed to the North American 1927 datum. Field computations

(B) Errors.

The control is adequate for this sheet and the radial plot gave good intersections.

(C) Discrepancies.

No discrepancies in the 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 radial line method of plotting was used throughout in the compilation of this sheet.

(B) Adjustments of Plot.

The photos in this compilation are free from excessive tilt and scale fluctuations. The radial line plot required no unusual adjustment.

(C) Interpretation.

In most cases (unless labeled on the field prints) the classification of features had to be determined by a close examination of the photograph.

To denote mangle brush three or four feet high the symbol used was thus--(⸗). Otherwise only the conventional graphic symbols were used as approved by the "Board of Surveys and Maps" (1932) and no great difficulty was experienced in interpreting the photographic details.

A double full line was used to indicate bayous and large canals as well as the better class of roads. The smaller bayous and canals were shown by a single line depending on the importance of the feature for its weight. All double line highways are exaggerated in order that it would not appear as a solid line when photographed. Because of the constant change, and the age of the photographs when compiled, no attempt was made to show shoal areas. This is left to the discretion of the Hydrographic Party which will soon be engaged in this area.

(D) Information from other sources.

There was no information obtained from sources other than the photographs and the field inspection party. The photographs were clear and it is believed the compilation is exact in all details.

(E) Conflicting names.

The names on this sheet were taken from progress sketches of triangulation work performed by Lieutenant E. R. McCarthy, from U. S. Coast and Geodetic Survey Charts Nos. 197 and 198, & from information supplied by the field inspection party. There is no conflict of names with existing maps or charts as far as can be ascertained.

See review report at back.

COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the North, East, South and West; Nos. T-5293, T-5298, T-5295, and T-5290 respectively, are satisfactory. The land area shown by this sheet is composed almost entirely of marsh, the shoreline of which undergoes many changes due to the high tides that prevail in this locality during the winter season.

In comparing this sheet with U. S. Coast and Geodetic Survey Charts Nos. 197 and 198, which show only the shore-line of the larger coastal waters, it is to be noted that the more important features are similar but have undergone considerable change since the charts were made.

LANDMARKS:

All land marks and aids to navigation were submitted by Lieutenant E. R. Mc Carthy who was engaged in this area at the time of the compilation of this sheet, or will be included in the reports of Lieutenant W. D. Patterson.

RECOMMENDATIONS FOR FURTHER SURVEYS:

The compilation of this sheet is believed to have a probable error of five meters in well defined detail of importance for charting and of ten meters for other data. It is understood that the width of roads and small bayous may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid line.

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.

H. F. Allen

Submitted by H. F. Allen.
Draftsman

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

MEMORANDUM TO ACCOMPANY REPORT ON SHEET NO. 5294

The day beacon shown in the region of 29°10'30" north and 90°36'20" west was found by the field inspection of July 9, 1934 to be on the north end of the island, instead of on the south end as shown by the previous field inspection. The signal's position was changed on the tracing to the correct position. This signal is designated as station "Mis" on the Hydrographic sheet.

In the vicinity of 29°10' N. and 90°39' W. three small islands not previously shown were added, and the position of two other small islands was changed slightly. The point near 29°09' N and 90°39'10" W was changed slightly. These errors were apparently due to dimness of the photographs.

All changes are indicated on the rough tracing which is attached to the sheet.

M. H. Reese

Pages 5 and 6 include a discussion of Reese's revision of the compilation to obtain coordination with the Hydrographic surveys #5479 and #5481. Changes mentioned have been applied to both the compilation and the Hydrographic sheets by Reese.

B.G.J.

MEMORANDUM TO ACCOMPANY HYDROGRAPHIC SHEET NO. 4

An error was found in the location of position 27-a as shown on page 9 in volume 12 of the soundings for this sheet. The angles given fix the position on land. It appears there is an error of five degrees in reading the right angle. Adding five degrees to the right angle places the position in the channel as shown on the photo compilation. The position referred to is in the vicinity of 29°10'45" N and 90°39'40" W. A note was made on page 9 of volume 12 of this error.

A line of soundings as plotted on the hydrographic sheet crosses a small island at about 29°09'50" N and 90°39' W. A field inspection and a review of the location of the island on the compilation showed the position to be correct as shown. The island was as shown on the photographs. There was no apparent change due to erosion or other cause. No error was found in the hydrography. See note on page 45, volume 2 of the sounding records.

M. H. Reese

7 7

MEMORANDUM TO ACCOMPANY SHEET NO. 5294

In the investigation of the apparent discrepancies existing between the air photo compilation sheet and the plane table survey by Lieutenant W. D. Patterson covering the area contained within the limits of this sheet, the geographic positions of the topographic stations were used in coordination with the geographic positions of the triangulation stations as control in a new radial line plot. This new plot was deemed necessary in order to determine the cause of the discrepancies between the compilation and the survey, and the intersections thus established are considered the proper and correct locations of the stations appearing on this sheet. In the development of this plot it was found that the geographic positions of some of the topographic stations did not coincide with the positions of these stations as established by the radial line plot intersections. Concluding these geographic positions to be in error, the geographic positions of the radial line plot intersections were scaled from the sheet and submitted as the correct locations of the topographic stations in question.

T6063 T6064 T6068 } 1934

The following individual reports of all topographic stations for which corrections were considered necessary describe in detail the corrections made and the conclusions drawn concerning the causes of the discrepancies between the compilation and the survey.

Topographic station LON located approximately at Latitude 29°13' and Longitude 90°40'. The location of this station, established by a radial line plot re-run in this area, coincides with its geographic position. It is evident that the error in location was due to improper orientation between points in drafting. The shore line in this particular area was corrected and checked with the description made on a recent field inspection.

Topographic station YOU is located at Latitude 29°08' (approx.) and Longitude 90°40' (approx.).

The description entitled Station FOR located the station marked YOU on topographic sheet "H". The sketch given with the description checks with the sketch drawn on a more recent field inspection. No changes of shore line position were necessary.

Name has been changed on the card description. R.W.P.

Station CAMP is located at Latitude 29°09' (approx.) and Longitude 90°39' (approx.).

It was found that the geographic position given in the description did not check with the scaled position from topographic sheet "H". The corrected scaled values are given on the description. This position checks with the intersection obtainedby the radial line plot. See below.

The error found in the position of shore line is evidently an error in orienting between points. The proper correction in shore line was made to conform with the sketch made on a recent field inspection. This sketch and the one in the description check very closely.

Note. Station Camp is plotted on the compilation and the position on the card description has been changed back to the planetable position. The difference in location of 10 meters is very likely due to a small change in shoreline since the 1932 photos which would in turn affect the spotting of the point on the photos Ed.

Station LAP is located at Latitude 29°07'30" (approx.) and Longitude 90°38'[illegible]" (approx.).

The geographic position was plotted on the celluloid and the radial line plot re-run in this area checked the location. Using this point as control, the picture was oriented to check the drafting and the shore line was found a little off. The shore line was corrected so that when finished the measurements taken from the shore line to the station, as given on the field sketch, checked the drafting. A more recent field sketch accompanies the descriptive report.

Topographic station GAB, gable of a house located at Latitude 29°08' and Longitude 90°38', has been washed away by a recent storm. The station, however, was in existence at the time the photographs were taken and was clearly visible and therefore pricked.

The radial line plot re-run in this area gave a definite intersection. This intersection, set up by using well established control, does not check with the geographic position which evidently must be in error. See review at back of this report.

The measurements given on the descriptive sketch do not check the distances on the photographs. This must be due to changes in shore line. A corrected sketch could not be made since the station was pricked on the photographs and no sketch made by the field inspection party. ~~Hold~~ Description has not been filed as station is lost

A very small change in shore line was made as shown on the overlay sheet.

Since the station is no longer in existence it has not been shown on the sheet with the standard symbol.

Topographic station DOG is located at Latitude 29°09' and Longitude 90°38' approximately.

The intersection established by the radial line plot checks with the geographic position. The shore line of the small island on which the station is located was incorrectly drawn, probably due to the darkness of the photograph. The shore line has been corrected and checked against the description sketch and the sketch made on a more recent inspection.

Topographic station RAT is located at Latitude 29°09' and Longitude 90°38' (approximately). The radial line plot established a point which coincides with the plotted geographic position. A small correction in shore line was necessary, and this was checked by measurements given on the field sketch.

The sketch from a recent field inspection (August 15, 1934) accompanies the descriptive report.

Topographic station TAR, located at Latitude 29°11' and Longitude 90°38' (approximately), was found to be in error. The location of the station as established by radial line intersection does not coincide with the geographic position established on topographic sheet "D". The radial line intersection was obtained using well established control and apparently the geographic position as established by the plane table survey is in error.

The shore line in the vicinity of the station was corrected to conform with the field sketch measurements, using the radial line intersection as the correct position of the station.

See reverse at back.

Topographic station PAN is located at Latitude 29°12' and Longitude 90°38' (approximately).

The location of the station as determined by the radial line plot coincides with the geographic position established by the plane table survey.

This station, the gable of a house, was destroyed by a recent storm (summer 1934) and, therefore, not shown on the sheet by the usual symbol. It was possible to prick this station on the photographs, and it was found that the shore line was drawn incorrectly. The shore line was corrected and checked against the measurements on the description sketch. Description not filed as station is lost.

Topographic station ALL is located at Latitude 29°13' and Longitude 90°38', approximately.

The intersection established by the radial line plot coincides with the plotted geographic position. The shore line in the vicinity of the station was not correctly drawn. A small island to the west of the station, which shows very dimly on the photograph, was drawn in as part of the mainland, hence the conflict with measurements of the description sketch. The correction in shore line was made and then checked by applying scaled distances given on the descriptive sketch.

Topographic station COD is located at Latitude 29°14' and Longitude 90°38' approximately. Its geographic position coincides with the point established by a radial line plot re-run in this area. With this new point of control, a small error in tracing was found and corrected. Measurements from the field sketch were applied as a check.

Topographic station PIG is located at Latitude 29°09' and Longitude 90°40' approximately. No corrections were necessary. The plotted geographic position coincides with the geographic position determined by the radial line plot.

Topographic station MIS is located on a very small island at Latitude 29°10' and Longitude 90°36', approximately. The new radial line plot gave an intersection which coincides with the plotted geographic position. The island shows so dimly on the

photographs that it was very hard to accurately define the shore line. However, no changes were necessary.

Station CHA is located at Latitude 29°12' and Longitude 90°36' approximately.

A new radial line plot drawn through this area locates the station. This coincides with the plotted geographic position.

The sketch drawn on a recent field inspection (August 15, 1934) does not check with the descriptive sketch. The descriptive sketch gives a measurement of 250 meters to a point to the southeast of the station, which does not check on the photographs. This measurement is evidently an error in the stadia work; because, even though this point may have washed several meters, it is hardly possible that it washed 60 meters in so short a time. The pictures, however, were reoriented to check the drafting. The shore line was drawn in slightly off. The correction was made and checked with the field sketch.

A new sketch accompanies the descriptive report.
The old card description has been corrected to agree with the new sketch. BGF

The geographic position of station LAG, located approximately at Latitude 29°13' and Longitude 90°36', coincides with the position established by the radial line plot. It was found necessary, however, to draw a new sketch for the location of the station due to small changes which were noted on the recent field inspection.
The card description has been changed to agree with this new sketch. BGF

A small change in shore line was made in the vicinity of the station. The field sketch now checks the drafting. Another small change was made at about 150 meters northwest of the station as shown on the overlay sheet. The shore line here was shown by a broken line; because, instead of being a well defined shore line, it was the approximate boundary of a mud flat. The pictures in this area are very dim and hazy, which accounts for the misinterpretation.

It was found that two small islands in the vicinity, which show very dimly on the photographs, had been omitted in drafting. These were drawn in as shown on the overlay sheet.

Topographic station BRE is located at Latitude 29°14' and Longitude 90°35' approximately.

The position of the station as located by a new radial line plot does not coincide with the geographic position. It is believed that the location as established by the radial line plot is correct, because a system of well established triangulation stations was used as control in making the plot which verified the position of several topographic stations in the vicinity. The station, a light fixed on a pole in the midst of a small sand pile, was clearly visible on the photographs and consequently the station was pricked on the photographs used in the plot and a good intersection point was obtained.

With this station established on the sheet, a check on the orientation revealed that no change in shore line was necessary.

Topographic station BAR is located at Latitude 29°14' and Longitude 90°34' approximately.

The position of the station as determined by a new radial line plot does not coincide with the plotted geographic position. On a recent field inspection it was found possible to prick the station on the photographs. It is located in the midst of an oyster shell or sand pile. Lines drawn through this point on the photographs gave a well defined point of intersection which was taken as the correct position. The pictures were reoriented under the sheet, holding station BAR, and it was found that the shore line was drawn incorrectly. The correction was made and the measurements given on the descriptive sketch laid off as a check on the shore line.

Topographic station MUL is located at Latitude 29°13' and Longitude 90°35' (approximately).

The radial line plot gave a very definite intersection and this position coincides with the plotted geographic position. With this new point of control, it was found that the shore line had to be moved a very small amount as shown on the overlay sheet.

Topographic station CON is located at Latitude 29°12' and Longitude 90°34' approximately.

The radial line plot gave a definite intersection which coincides with the geographic position. A small change of shore line was made. The error is probably due to dimness of photographs.

Topographic stations RAG, DAN, POL, and LITE, all lights, were located from the geographic positions given on the descriptive cards. These stations, located out in water, could not be picked on the photographs, and therefore could not be checked by the radial line plot.

The triangulation station LITTLER-1934 was found to be plotted off a small amount and necessary corrections were made.

The location of triangulation station PARASOLLE was checked and found to be correctly plotted.

The location of triangulation station POINT MESHE was checked on the celluloid by values of geographic position given at the bottom of topographic sheet "D", and found to be plotted correctly. POINT MESHE, however, was scaled from topographic sheet "D" and these values do not check with the geographic position given, and therefore must be plotted in error. The name "Point Meshe" seems to be the correct name for this station. See chart No. 198.

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Topographic station NAT is located at approximately Latitude 29°13'20" and Longitude 90°40'25". There was no way of pricking this station on the photographs from the sketch by the field party of Lieutenant Reed. Therefore, the geographic position established by him was assumed to be correct and new radial points were pricked on the photos covering this area. A new radial line plot was made in this section. Holding these new points it was necessary to change the east shore line of Bayou Little Caillou slightly opposite the station. This change was indicated on the overlay sheet.

The geographic positions, as established by Lieutenant Reed, of topographic stations JET and FLY coincided with the geographic positions as established by the radial line plot, and so far as could be ascertained no corrections were found necessary.

Following are listed the topographic stations for which the geographic positions, as established by the radial line plot intersections, were scaled from the celluloid:

GAB Station has been lost	29° 08'	(137) 1710
	90° 38'	(531) 1091
TAR	29° 11'	~~(1391)~~ ~~456~~ ~~465~~
	90° 38'	~~(1076)~~ ~~546~~ ~~561~~
BRE	29° 14'	(639) 1208
	90° 35'	(965) 655
BAR	29° 14'	(955) 892
	90° 34'	(930) 690

See following memo

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

Examined and approved:

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

For general statement covering this report see memorandum attached to report for sheet T 5298

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5294

Title (Par. 56) Forwarded with Sheet.

Chief of Party M.H. Reese Compiled by J.C. Dobler & H. F. Allen

Project Louisiana Air Photo Compilation Instructions dated Nov. 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. 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.

8. The span, draw and clearance of bridges are shown. (Par. 16c.)
None

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.

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10. 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.)

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) Furnished by W.D. Patterson

14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.) Junctions from field computations

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.) Ler review at book

17. The quality of the drafting is 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:

Reviewed in office by: B.G. Jones

Examined and approved: E. K. Green

Chief, Section of Field Records

L. O. Colbert

Chief, Division of Charts

J. D. Borden

Chief, Section of Field Work

G. Rude

Chief, Division of Hydrography and Topography.

M-10

REVIEW OF AIR PHOTO COMPILATION T-5294 (1934)

Comparison with Other Surveys:

This compilation has been revised to obtain coordination with the comtemporary plane table and hydrographic surveys in this area as discussed on the preceding pages 5 to 12. Refer also to pages 8 to 12 of descriptive report T-5298 for a general discussion of the revision and office review of the photo compilations in this area.

The descriptions of recoverable plane table stations are now in agreement with the detail on the compilation except as mentioned below.

(a) Station BRE: See preceding page 10. The photo location is about 25 meters north of the plane table location T-6064 and is accepted as correct. This light was built in 1924 and shows on the photographs. The plot is well controlled and the position checks within four meters the reference distance to the light as given on the description of triangulation Station Seabreeze 1934 - station is not shown on H-5481. Description has been corrected and is filed under T-5294.

(b) Station BAR: Photo position differs by 13 meters from plane table T-6064 and is accepted as correct. The photographs are well controlled and point could be identified by field inspection. See preceding page 11. The description has been corrected to agree with the photo plot and is filed under T-5294.

(c) Station TAR: Photo plot position differs by 9 meters with plane table survey T-6064. The plane table position is accepted as correct because of the probability of error in identi-

fication of this point on the photographs.

The descriptions of recoverable topographic stations shown on this compilation are filed under surveys Nos. T-6063, T-6064, T-6068 (1934) except for descriptions of Stations BAR and BRE which are filed under T-5294.

Comparison with the old survey T-2751 (1906) shows large changes in the islands and points. The compilation is detailed and adequate to supersede T-2751

Names:

Names are shown as approved by Mr. Bacon and either accepted by or recommended to the Geographic Board.

The accuracy of location of 5 to 10 meters given on page 4 is high for work on this scale. A better estimate is an accuracy of about 5 to 8 meters for intersected points and 5 to 20 meters for other detail.

B.G. Jones

Survey No. T 5294

GEOGRAPHIC NAMES

Date. Jan 16, 1935

Chart No. 197

Names underlined in red approved April 25, 1935 Harlow Bacon

Diagram No. 1116

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Compared with U.S.G.S. Surveys of 1935

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Deer Bay ✓				
	Big Misale Bayou ✓				
	Mangrove Bay ✓				
	Misale Bay ✓				
	Little Misale Bayou ✓ R	(See over)			29° 07.2' 90° 45' 32"
	White Bay Blanc ✓				
	White Bayou ✓	By decision D.G.N. 11/8/38 this is a part of Oak Bayou*			
	Austrian Bayou ✓ R	Oyster Bayou* by D.G.N. 11/18/38			29° 8' 6" 90° 42' 50"
	Oak Bayou R ✓	Bayou du Chene USGS. 1935 Change recommended. Oak Bayou* DGN. 11/18/38. Referred to USBGN			
	Deep Saline ✓				
	Crooked Bayou ✓				
	Bayou Little Caillou ✓ R	Bayou Petit Caillou* U.S.B.G.N.			✓
	Tambour Bay ✓				
	Bay Coon Road ✓				
	Bay Sainte Elaine ✓				
	Troiscent Piquette Bay ✓				
	Cooke Point ✓				
	Tambour Cutoff ✓				
	Bay Long ✓				
	Cocodrie ✓				
	Bay Cocodrie ✓				
	Bay Couteau ✓				29° 13.5' 90° 40
	Bay Welsh ✓				29° 12.6' (M-136) 90° 38.5'

Little Misale Bayou* by decision D. & N. 11/18/38
applies from Lat. 29-08-35 to Lake Pelto.
North of Lat. 29-08-35 it is Bayou Sale*.

Survey No. T- 5294

GEOGRAPHIC NAMES

Date. Jan. 17 1935

Chart No. 197 198

Names underlined in red approved April 25, 1935
Harlow Bacon

Diagram No. 1116

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Compared with U.S.G.S. Surveys of 1935

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Bay Chaland ✓				
	Point ~~Mesule~~ ✓				
	Lake Lagraisse ✓				
	Wine Lake ✓				
	Seabreeze Pass ✓				
	Bayou Jose ✓				
	Lake Saint Jean Batiste				
		✓ Lake Jean Pierre			
	Bayou Terrebonne ✓				
	Pass Barre ✓				
	Terrebonne Bay ✓				
	Joseph Bay ✓				
	Lake Barre ✓				
	East Bayou ✓				
	Joseph Bayou ✓				29° 11′ 90° 44.5′
	Mangrove Bayou ✓				
	Deer Bayou ✓				

(M-136)

GEOGRAPHIC NAMES

Survey No. T5294

Name on Survey	Underlined Names	A: On Chart No. (Approved May 193-)	B: On previous survey No.	C: On U.S. Quadrangle Maps (NE & NW 45 Cuillou L 1935)	D: From local information	E: On local Maps	F: P. O. Guide or Map	G: Rand McNally Atlas	H: U. S. Light List	K	
Bay Sale		✓		✓	✓						1
Bay Pumpkin		✓		✓	✓						2
Little Cocodrie Bayou				✓	✓						3
Bay Touch-me-not	(Websters Dict.)			Touch Me Not	✓						4
Bay Lost Reef		✓		✓	✓						5
Bayou de Touche	No Pass			✓	✓						6
St. Elaine Pass		✓		✓	✓						7
Moss Bay		✓		✓	✓						8
Bayou Big Parasol		✓		✓	✓						9
				✓							10
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