

5295

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

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



State: Louisiana

DESCRIPTIVE REPORT

Photo  
Topographic } Sheet No. T-5295  
~~Hydrographic~~

LOCALITY

Lake Palto

Wine Island

1934

CHIEF OF PARTY

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

5295

Applied to CM. 1274. Mar. 1937. J.H. G.

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. 8 116

REGISTER NO. T-5295 5295

State LOUISIANA

General locality LAKE PELTO

Locality WINE ISLAND

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

~~Vessel~~ 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 S. S. Gill

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-5295

FIELD NO. 8

PHOTOS, NO.	DATE OF PHOTOGRAPHS.	TIME.
1726-1732	11/30/32	10:30 to 10:35 A. M.
1812-1817	11/30/32	11:08 to 11:12 A. M.

	BY	DATE
PROJECTION BY	<u><i>E. P. Hernandez</i></u> E. P. Hernandez	<u>2/21/34</u>
PROJECTION CHECKED BY	<u><i>E. L. Fitch</i></u> E. L. Fitch	<u>2/21/34</u>
CONTROL PLOTTED BY	<u><i>E. P. Hernandez</i></u> E. P. Hernandez	<u>2/22/34</u>
CONTROL CHECKED BY	<u><i>H. C. Caulfield &amp; E. L. Fitch</i></u> H. C. Caulfield & E. L. Fitch	<u>2/23/34</u>
RADIAL LINE PLOT BY	<u>H. C. Smith-West Flight</u> <u>J. C. Dobler - East Flight</u>	<u>3/7/34</u> <u>3/8/34-10/34</u>
RADIAL LINE PLOT CHECKED BY	<u><i>E. L. Fitch</i></u> E. L. Fitch	<u>3/14/34</u>
DRAFTING OF PHOTOGRAPHS BY	<u><i>H. F. Allen</i></u> H. F. Allen	<u>3/15-3/26/34</u>
PASTING OF NAMES BY	<u><i>H. F. Allen</i></u>	<u>5/21/34</u>
REVIEW OF COMPILATION BY	<u><i>E. L. Fitch</i></u> E. L. Fitch	<u>4/10/34</u>

AREA OF DETAIL INKED- 5.0 sq. Statute Miles (Approx.)

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

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET, FIELD NO. 8.

GENERAL INFORMATION.

Instructions dated November 7, 1933.

The information used in the compilation of this sheet has been obtained primarily from the notes and sketches on the field photographs, and from members of the field inspection party in questionable areas. Additional information was obtained from the records of Lieutenant W. D. Patterson who was engaged in combined operations work in this vicinity at the time of the compilation.

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.

The high water line, as shown along the Gulf Coast, was taken from the field photographs on which the field inspection party had sketched in the high water line of this section as well as other questionable areas. Ordinarily there is very little tide in this locality (approximately 1 foot) and its affect was neglected because of the small scale of the photographs. The high winds that are common to this section in the winter are the cause of the changeability of these islands by backing up the waters of the Gulf or forcing it out from the bays and lakes to the north. Inland from the coast the land area is composed of low marshy ground and no difficulty was experienced in interpreting the correct delineation of the shoreline. The area covered by this sheet is devoid of cultivation of any nature. See Lieutenant W. D. Patterson's report 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 1726-1732 (West Flight) approximately parallel with Longitude 90°40'30" and 1812-1817 (East Flight) approximately parallel with Longitude 90°34'00".

CONTROL.

(A) Sources.

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

- (a) Triangulation by Lieutenant W. Mussetter in 1928, recomputed to North American 1927 datum.

The geographic positions used were those established by Lieutenant W. Mussetter in 1928 on the North American datum. These geographic positions were recomputed to the

*\* This has been changed to agree with  
later planimetric surveys. See the review  
at the back of this report.  
B.G. Jones*

North American 1927 datum (by a member of Lieutenant E. R. Mc Carthy's party), eastward from the triangle "Amos," "Beach", "Hammock", which had been adjusted to the North American 1927 datum. Recent ties with first order work indicate that any error, in this area, would be unplotable at the small scale of the photographs- 1:24,000.

(B) Errors.

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

(C) Discrepancies.

No discrepancies in position of control stations was found. No control stations established by other organizations was 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) Adjustment of Plot.

The photographs in the two strips covering the area shown by this sheet appear to be free of excessive tilt and scale fluctuation and the radial plot required no unusual adjustments.

(C) Interpretation.

To denote mangle brush three or four feet high the symbol used was ( { ), otherwise only the conventional geographic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in interpreting the photographic detail.

There are no roads or canals in this area. The larger bayous were shown by double full lines while the lesser bayous were shown by one solid line depending in weight upon the importance of the feature. In most cases (unless labeled on the field inspection prints) the classification of these features had to be determined by a close examination of the photographs.

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 derived from sources other than the photographs and reports of the field inspection party. The photographs were clear and it is believed the compilation is exact in all particulars.

(E) Conflicting names.

The names shown on this sheet were taken from U. S. Coast and Geodetic Survey Chart No. 198 entirely as no other survey of this area has been made in recent years. Other than four or five small houses there is no development of any nature in this area and no names exist except those of bays, islands, bayous, etc., which have been used for years; therefore, as far as can be ascertained there are no conflicting names except the island shown on the chart as "Isle Derniere", which together with a number of other smaller islands to the west that once comprised the "Isle Derniere" are now referred to by the local fishermen as "Last Island". The naming of these islands is left to the discretion of the Hydrographic Party which will be engaged in this area in the near future.

*see names at back.*

COMPARISON WITH OTHER SURVEYS.

The junctions with adjoining sheets to the east, north, and west, T-5299, T-5294, and T-5291, respectively, are satisfactory.

In comparing this sheet with U. S. Coast and Geodetic chart No. 198 it is to be noted that "Isle Derniere" as shown on the chart has built out and now includes the small island in the vicinity of "Wine Island Pass". There are numerous changes in the marshy areas inland from the coast but the old characteristics of shoreline and bayous may be readily discerned.

LANDMARKS

*Landmarks for charts of this area*  
~~There are no landmarks in this area suitable for navigation~~  
*could be submitted by the Hydrographic Party.*

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of five (5) meters in well defined detail of importance for charting and of 10 meters for other data. There was no need to exaggerate any detail of importance in order to keep it distinct in the photo-lithographic process. *see names at back*

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.

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

Submitted by E. L. Fitch.  
Chief Draftsman

*The stack shown on this sheet is the stack of a permanently anchored ship used by the Texas Oil Co. as a fueling station.*  
*see names at back*      *M.H.R.*

MEMORANDUM TO ACCOMPANY DESCRIPTIVE REPORT SHEET NO. 5295

The southern shore of the Isles Derniere has washed away approximately 70 or 80 meters due to the storm since the pictures were taken. This information was traced on the celluloid compilation from a survey made by Lieut. T. B. Reed immediately after the hurricane.

*M. H. Reese*  
M. H. Reese.

This refers only to the outside coastline west of long.  $90^{\circ}42.6'$ . The remainder of the outer coast line is from planotable surveys of W.D. Patterson prior to the hurricane of June 16, 1934.

*B.G.J.*

The following pages of this report refer to the revision of the original compilation. This revision was made to coordinate the compilation and the contemporary planotable and hydrographic surveys.

*B.G. Jones*



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MEMORANDUM TO ACCOMPANY SHEET NO. 5295

In investigating the disagreements between the air photo compilation sheet and the planetable surveys by Lieut. Patterson and Lieut. Reed covering this area, the geographic positions were used in coordination with the triangulation stations as control for a new radial line plot to determine the cause of the disagreements. Planetable surveys T6108, T6068, and T6063.

It was found that all topographic stations located by the field recovery party held in the new radial line plot, substantiating the original plot. All stations falling on this sheet were recovered with the exception of those on the outer coast line, namely, stations JAM, LEE, and COW. These were reported as being almost impossible to tie in accurately for plotting on the office prints, due to the inability to select definite ties. So much change has occurred along the coast line that it would have been useless to investigate any disagreements arising in this vicinity.

Those errors found on this sheet are given in detail in the following paragraphs:

1. Two small islands located in the southeast section of Lake Peltó approximately at Latitude 29-03-55 and Longitude 90-41-12 were found to be approximately 8 meters south of their correct position. Topographic station DUG, which is located on the eastern tip of the easterly island of the group of two, plotted off the shore of the island. It was found that no radial point was pricked on either of these islands, and the draftsman located the islands by orienting between radial points too far distant from the islands. A new orientation was made holding topographic station DUG and the islands drawn in at their correct positions.
2. Topographic station BAD is located on the central one of a group of three small islands, situated at the south end of a chain of six islands in the northeast section of Lake Peltó, approximately Latitude 29-05-20 and Longitude 90-40-25. After checking the position of this station with the references given in the description of the station, and the sketch made by a recent field inspection party, it was found that the reference tie to the south tip of the small island did not check with its position as shown on this sheet. The sketch made by the field inspection party substantiates the descriptive sketch. It was determined that the island has been subject to erosion of the southern end since the time the photographs were taken, and the distance from the station to the shore line to the south is now 16 meters instead of 28 meters as scaled at the time of the photographs. Not knowing the exact amount of change that has taken place at this point, no effort was made to revise this portion.
3. On investigation, the disagreement concerning the small island, Latitude 29-06-40 and Longitude 90-40-50, on which topographic station MIN is located, it was found that the draftsman's orientation, when drawing in the larger portion of the island, was correct but for some reason exaggerated the northern portion of the island. Although the area was traced in from the "B" print, and the photo showed clearly

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defined detail, the high water line of the small cove at the northeast portion of the island was misinterpreted. The position of the house was also misinterpreted, being shown approximately 15 meters from its true position. These corrections were made accordingly.

The scaled distances to Reference #1, #2, #3 and #4 check with Lieut. Patterson's description of the station, but reference #5 on the descriptive sketch does not check with actual conditions. Reference distance #5 is 48 meters instead of 28 meters as shown on sketch. The descriptive sketch was corrected accordingly. The photographs clearly show a small island adjacent to the extreme northwest tip of the island under discussion. This island is not shown in Mr. Patterson's work and was not noted by a recent inspection party, and it is probable that it no longer exists. However, due to the fact that it did exist at the time of the photographs, it is shown on the sheet.

4. The position of topographic station USE did not check with the descriptive reference distance taken to the northwest tip of the island. Upon investigation it was found to be the result of incorrect orientation when drawing in this particular portion of the island. The correct position of the shore line at this point is slightly further northwest than was shown.

All other reference distances checked satisfactorily. It may be mentioned here, however, that the descriptive sketch of the location of this topographic station is entirely inadequate inasmuch as it does not identify surrounding features. A pier previously overlooked is now shown south of the station.

5. In checking the location of topographic station LEX against the descriptive sketch, it was found that the sketch could not be reconciled to the topographic conditions surrounding the station. Descriptive reference distances of 36 meters from normal to west shore, 101 meters from station to point southwest, and 25 meters to west edge of a small pond, check with the distances as scaled on the proof sheet, but the remaining references to the north, west, and south can not be reconciled with actual topography; thus no check can be made in these directions.

A supplementary sketch of the station as noted by a recent field inspection party is attached to the description. *This sketch is now shown on the description page.*

6. The island on which topographic station TEX (The Texas Company beacon) is located at the extreme northern point, has washed away considerably since the time of Lieut. Patterson's planetable survey, according to reports of a field inspection party visiting the location recently. The descriptive reference point #1 is now only 4 meters away, reference point #3 is now 4 meters from the station. Reference point #2 is a small break in the western coast line of the island, and, due to misinterpretation of the photo, was not shown on the sheet. This break in the coast line is now shown and the reference distance checks with the compilation. A supplementary sketch as noted by the field inspection party was made and attached to the station description. *The new sketch is attached and now shown on the description.*

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7. At the time of compilation of this sheet there were only two oil wells on the Texas Company holdings southwest of topographic station USE. These two wells were shown in their correct positions at the time the photographs were taken; this was substantiated by the new radial line plot carried through. According to the reports of a recent field inspection party, more wells have been drilled in this area since the time of compilation. Considering the fact that these wells are continually being abandoned and new wells drilled, it is not considered wise to show the accurate position of any of the wells, as such data would be obsolete in a short time and prove misleading to users of the chart. Therefore, it is deemed advisable to merely indicate the approximate limits of the fields under development at the present time. This is being shown on the sheet by two areas, each enclosed by a broken line and labeled "oil field".

8. Topographic station ABE is located on an island west of Bayou La Poule. It was found that due to erosion on the southern part of the eastern tip, descriptive reference #2, taken normal to the high water line at the south, does not check. This distance is at present 35 meters against 42 meters at the time of compilation. No attempt was made to revise after this change. *Detail has been changed slightly to agree with the 35 meters. B.G.J.*

9. In the original radial line plot on this sheet and likewise on the replot, topographic station SMOKE did not check the geographic position as determined by the topographic party. This station is the smokestack of a large anchored ship used as a fueling station by The Texas Company. In the compilation of this sheet the geographic position scaled off the topographic sheet, as Latitude 29-05-1428.6 and Longitude 90-35-1615.0 were shown on the sheet, instead of the geographic position at Latitude 29-05-1490.0 and Longitude 90-35-1598.2 as determined by the radial line plot. This ship was probably moved during the period following the time of the photographs and preceding the date of the planetable survey. According to reports of a recent field inspection party, the ship is now permanently anchored, but whether or not it has again been moved was not determined. The ship is now shown in its position when the photographs were taken and located by the radial line plot. This is not a wreck, but is a ship in good condition and used as a storehouse for supplies and as a steam generating plant for oil field operations, and most probably was, until recently, moved when necessary. Its position is now indicated by a circle 2.5 mm. in diameter, but no name is recommended. It is called SMOKE on the aluminum topographic sheet.

The geographic position of topographic station SMOKE, as determined by radial line plot, is as follows:

	(357.2)
SMOKE	Latitude 29-05 1490.0
	(24.5)
	Longitude 90-34. 1598.2

10. The geographic position of topographic stations MIT, PAS, RIC, and RIN coincide with the respective positions established by the radial line plot. Upon the re-orientation of photographs, it was found that the topography checked with reference to the stations.

*o Smoke will not be shown on the printed copies of the compilation as it is not permanent  
B.G.J.*

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11. Topographic station STO is located at approximately Latitude 29°03'30" and Longitude 90°44'30". The geographic position as established by Lieutenant Reed coincided with the geographic position as established by the radial line plot. The island on which the station is located was incorrectly traced on the celluloid, evidently due to an insufficient number of radial points on the photographs in this vicinity. The island had been located on the celluloid by an orientation of the photograph between radial points too far distant to warrant correct location. The proper orientation was made on the celluloid and the detail traced correctly and indicated on the overlay sheet. ✓

12. The geographic position of topographic station PAR, located at approximately Latitude 29°03'03" and Longitude 90°44'30", as established by Lieutenant Reed, coincided with the geographic position as established by the radial line plot and so far as could be ascertained no corrections were found necessary.

13. Topographic station FIL is located on the outer coast line. Since the shore line was traced from the ground survey by Lieutenant Reed and the shore line is so variable here, no attempt was made to tie in the station on the photographs. The station is shown on the celluloid with a black circle and indicated on the overlay sheet.

All permanently marked stations are shown on the sheet by a circle 2.5 mm. in diameter. All changes made are indicated by a tracing of the revised section attached to the celluloid sheet.

The control on this sheet was established by Mr. Hemple in 1928 and recovered in 1934. The point designated by a triangle, located on an island at approximately Latitude 29-03-50 and Longitude approximately 90-42-03, was included in Mr. Hemple's triangulation scheme and the geographic position computed in this office. This is known as station HOUSE NEAR PELTO 1928-1934.

On the east flight of this sheet the photo at the northern limits is Photo No. 1812, and the last photo in the flight is photo No. 1817, having a limit of photographs at approximately Latitude 29-03-30 and Longitude 90-34-08.

It is well to state here that due to the expanses of water traversed, incorrect mounting of photographs could not be detected. This condition, together with the excessive dimness of the photographs, made the compilation of this sheet difficult. Due to the expansion and contraction of the mounting cards, it was necessary to remount all pictures before making the new radial line plot.

*H. C. Smith*  
 H. C. Smith,  
 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 7-5298.*

## REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5295

Title (Par. 56) Forwarded with sheet.

Chief of Party M. H. Reese

Compiled by H. F. Allen

Project Louisiana Air Photo Compilation Instructions dated Nov. 7, 1938.

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.)
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.

- 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 Hydrographic Parties*
- 14. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted, (Par. 34.) *and is unadjusted*
- 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 approved, Harlow Bacon*
- 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: *see following*

20. Examined and approved: *M. H. Reese*  
 (*Sgt.*) 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: *B. F. Green*  
 Chief, Section of Field Records  
*L. O. Polbit*  
 Chief, Division of Charts

*F. R. Dorden*  
 Chief, Section of Field Work  
*G. M. Mude*  
 Chief, Division of Hydrography and Topography.

REVIEW OF AIR PHOTO COMPILATION T-5295

Comparison with Other Surveys:

1. The original compilation has been replotted by the field party using as additional control plane table locations from the contemporary plane table surveys Nos. T-6108, T-6068, and T-6063. This revision is discussed on pages 6 to 9 of the preceding report. Refer also to pages 8 to 12 of descriptive report T-5298 for a general discussion of revision <sup>and</sup> of the review of compilations in this area.

The recoverable plane table stations and descriptions are now in agreement with the compilation. The descriptions of described topographic stations shown on this compilation are filed under surveys Nos. T-6108, T-6063, and T-6068.

The high water line along the outside coast as shown on the original compilation from the 1932 photographs has been changed to agree with the 1934 plane table surveys listed above.

2. Comparison with chart No. 198 and with the last previous plane table surveys Nos. 1763 (1887) and 2752 (1906) shows large changes in this area. The compilation is detailed and adequate to supersede the old plane table surveys.

Geographic Names:

Names shown on this sheet have been approved by Mr. Bacon, with the exception of the name Isles <sup>Darnieres</sup> ~~Bern Ieres~~ which is shown pending approval by the Geographic Board.

The estimated accuracy of location of 5 to 10 meters given at the bottom of the preceding page 4 is too high for work on this scale. A better estimate is an accuracy of 6 to 10 meters for intersected points and 6 to 20 meters for other detail.

*B. G. Jones*

GEOGRAPHIC NAMES

Date. Nov. 12, 1934

Diagram No. \_\_\_\_\_

*Names underlined in red approved Nov 12, 1934*

*Harlow Bacon*

\* Approved by the Division of Geographic Names, Department of Interior.

¢ Not Approved by the Division of Geographic Names, Department of Interior.

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

*a print of T5295 with names underlined accompanies this report.*

*Compared with U.S.G.S. surveys of 1935.*

Status	Name on Survey	Name on Chart and other Maps	New Names in local use	Names assigned by Field	Location
	<u>Bay Blanc</u>	✓ From U.S. Engrs Map of So. La. 1934 USGS 1935			29°07'0 90°43'5
	<u>Timbalier Island</u>	✓ 197 U.S. Engrs USGS 1935			
	<u>Cat Island Pass</u>	✓ 197 U.S. Engrs USGS 1935			
	<u>Terrebonne Bay</u>	✓ USGB 198 U.S. Engrs cat Island Lake on U.S. Engrs Map of So. La. 1934 USGS 1935			
	<u>Wine Island</u>	✓ USGB 198 U.S. Engrs			
	<u>Wine Island Pass</u>	✓ 198 USGS 1935 U.S. Engrs			
	<u>Point Mast</u>	✓ " U.S. Engrs 1935			
	<u>Pass Bayou la Poule</u>	✓ " USGS 1935			
	<u>Lake Pelto</u>	✓ " USGS 1935 U.S. Engrs			
	<u>Trinity Bay</u>	✓ " USGS 1935 U.S. Engrs			
	<u>Bodwin Point</u>	✓ " " USGS 1935			
	<u>Bodwin Cutoff</u>	✓ " " USGS 1935			
	<u>Isles Dernieres</u>	✓ * * * Recommended to D.G.N. Dept of the Interior. Approved by USBSGN.			
	<u>Gulf of Mexico</u>	✓ 198 U.S. Engrs USGS 1935			
	<u>Old Camp Pass</u>	✓ " U.S. Engrs 1935			