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

State: Louisiana

DESCRIPTIVE REPORT
 Photo } Sheet Nos. T-5302, T-5303
 Topographic }
 Hydrographic } 5303

LOCALITY

T-5302 Caminada Bay
 Hackberry Bay to Grand Isle
 Raccoon Pass to Grand Isle

T-5303 Timbalier Bay
 Raccoon Pass

1934

CHIEF OF PARTY

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

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5302
5303

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 Nos. 15 & 16 **5302**

REGISTER NOS. T-5302 & T-5303.

State Louisiana

General locality Caminada Bay - Hackberry Bay to Grand Isle (T-5302)
Timbalier Bay - Raccoon Pass ... T-5303

Locality ~~Raccoon Pass to Grand Isle.~~

Scale 1:20,000 ^{20,000} ~~1:24,000~~ Photographs. 12/1/32
Date of survey 1/1/33, 19

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

Chief of party M. H. Reese.

Surveyed by See data sheet in descriptive report.

Inked by A. A. de Carriere.

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

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

Instructions dated November 7, 19 33.

Remarks: Compiled on a scale of 1:24,000 and enlarged and

printed on scale of 1:20,000 by Photo-Lithography.

- NOTES ON COMPILATION -

SHEET NO. T-5302 & T-5303.

FIELD NO. 15 & 16

PHOTOS, NO.	DATE OF PHOTOGRAPHS.	TIME.
1926-1942	12/1/32	10:48 to 10:56 A. M.
1998-2009	1/1/33	9:42 to 9:46 A. M.

	BY	DATE
PROJECTION BY	<u>E. P. Hernandez</u> <i>E. P. Hernandez</i>	<u>2/15/34</u>
PROJECTION CHECKED BY	<u>M. H. Reese</u> <i>M. H. Reese</i>	<u>2/15/34</u>
CONTROL PLOTTED BY	<u>A. A. de Carriere</u> <i>A. A. de Carriere</i>	<u>2/17-19/34</u>
CONTROL CHECKED BY	<u>M. H. Reese</u> <i>M. H. Reese</i>	<u>2/19/34</u>
RADIAL LINE PLOT BY	<u>A. A. de Carriere</u> <i>A. A. de Carriere</i>	<u>2/20-27/34</u>
RADIAL LINE PLOT CHECKED BY	<u>E. M. Noon</u>	<u>2/27-28/34</u>
DRAFTING OF PHOTOGRAPHS BY	<u>A. A. de Carriere</u> <i>A. A. de Carriere</i>	<u>2/28 to 4/12/34</u>
PASTING OF NAMES BY	<u>A. A. de Carriere</u> <i>A. A. de Carriere</i>	<u>5/20/34</u>
REVIEW OF COMPILATION BY	<u>E. L. Fitch</u> <i>A. A. de Carriere</i>	<u>5/9/34</u>

AREA OF DETAIL 'INKED--- 85.7 sq. Statute Miles.

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

COMPILER'S REPORT.

FOR

T5302 T5303
PHOTO TOPOGRAPHIC SHEET, FIELD NOS. 15 & 16. ‡

GENERAL INFORMATION:

Instructions dated November 7, 1933.

This report is written, and the statistics and data are compiled as for one sheet because the drawing was made on one sheet which was later cut to make two sheets- 15 & 16. This was done as the original sheet would have been too wide to go through the photo-lithographic process when enlarged to 1:20,000.

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The information used in the compilation of this sheet has been obtained from the notes and sketches on the field photographs, from members of the field inspection party in questionable areas, from the reports and data of Lieutenants E. R. Mc Carthy and T. B. Reed, engaged in triangulation and combined operations work respectively, 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 shore-line, with exception of that from Raccoon Pass to Belle Pass, was taken from the field photographs on which the field inspection party had sketched in the high-water line. The shore-line and shoal areas from Raccoon Pass to Belle Pass ^{and the shoal areas leading the entrance to Bay Marchand} were taken from the "Topographic Sheets" executed by Lieutenant W. D. Patterson-1933-34, because this area had changed to such a degree since the pictures were taken, (1932), that it was impossible to trace the present shore-line on the field prints.

Normal tide variation in this locality is very slight (approximately one foot) and its effect was neglected because of the small scale of the photographs. The shore-lines of the bays, lakes, and bayous in the area shown by this sheet, however, are subject to change because of the abnormal tides during the winter season, which are caused by the high winds backing up the waters of the Gulf or forcing it out of the bayous and lakes.

The land area consists principally of low marsh ground, a very small portion of which is either cultivated or developed.

This sheet was compiled from photographs taken by the U. S. Army Air Corps' five lens T-3A Camera, No. 32-3, photograph numbers 1926-1942 (West Flight) approximately parallel with Longitude 90°11'30" and 1998-2009 (East Flight) approximately parallel with Longitude 90°04'40".

CONTROL:

(A) Sources.

- (a) Triangulation by H. W. Hemple-1928.
- (b) Triangulation by Lieutenant W. D. Patterson-1933-34.
- (c) Triangulation by Lieutenant T. B. Reed-1933-34.

In the compilation of this sheet the Geographic Positions obtained by H. W. Hemple in 1928 were on the North American datum and were tied in with the triangulation executed in that year by W. Mussetter to the westward. These geographic positions were recently recomputed to the 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 triangulation indicate very small error in this area. These positions were used and supplemented by Lieutenant W. D. Patterson engaged in combined operations work in the area covered by the western part of the sheet. In the eastern part of the sheet the above mentioned triangulation stations were used and supplemented by those of Lieutenant T. B. Reed who was engaged in combined operations work at the time of the compilation. Because of the recent ties with first order triangulation to the North and East of this sheet any existing error between the unadjusted and the final adjusted positions would be unplotable at the small scale of the photographs-1:24,000. Further data concerning the control in this area can be obtained from the reports of Lieutenants T. B. Reed and W. D. Patterson, 1934.

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

(B) DISCREPANCIES.

No discrepancies in position of control stations was found, and 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) 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 graphic symbols were used as approved by the "Board of Surveys and Maps" (1932) and no great difficulty was experienced in interpreting the photographic detail.

The large canals, bayous and hard surface roads are indicated by double full lines; secondary roads or streets by double broken lines; and lesser bayous and canals by one solid line depending in weight upon the importance of the feature. There are a number of small canals (called locally "Pirogue" canals), which are used by trappers and fishermen, and these are shown by one full line. The bridge connecting "Grand Isle" with the

This estimate of accuracy is too high. It is more
probable that the work is correct within 8 to 10 meters →
for well defined detail and 10 to 20 meters for other detail

KTA

main-land is constructed of creosoted piling, has a mean clearance above low water of approximately nine feet, except for the channel span which has a clearance above mean low water of approximately 17 feet. It has no moveable span and this data is shown on the sheet. *

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

(D) Information from other Sources.

There was no information derived from sources other than the photographs and reports of the field inspection party, except as noted above under "General Information". The photographs covering the area shown by this sheet were clear and it is believed the compilation is exact in all particulars.

(E) Conflicting Names.

The names of the main features shown on this sheet were taken from U. S. Coast and Geodetic Survey Chart No. 196, while those of the lesser features were taken from the progress sketches of Lieutenants W. D. Patterson and T. B. Reed. The names shown are in current usage by the inhabitants of that area and as far as can be ascertained no conflict in names exists. The names shown may be later supplemented by the hydrographic party working in this area.

COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the North, East, and West, T-5301, T-5311, and T-5298, T-5299 respectively, are satisfactory.

In comparing this sheet with U. S. Coast and Geodetic Survey Chart No. 196 it is to be noted that the Gulf shore line has remained fairly constant, while the shore-lines of the inland marshy areas have undergone considerable change. However, the general characteristics of the islands, bays, etc., may be readily noted.

LANDMARKS:

The landmarks in the area covered by this sheet will be furnished on "Form 567", by Lieutenants T. B. Reed and W. D. Patterson, who were engaged in combined operations work in this area at the time of the compilation.

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 plotting, and of ten 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.

* Clearance has been changed on the 16
compilation to read: M.H.W. Clearance ~~15~~ft.
This was shown by the compiler: clearance 17.7ft.
Mean range of Tide = 1.3ft.

B. G. J.

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.

A. A. de Carriere

Submitted by: A. A. de Carriere.
Draftsman.

M. H. Reese

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

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO.S. T-5302, T-5303

Title (Par. 56) Forwarded with Sheet.

Chief of Party M. H. Reese.

Compiled by A. A. de Carriere

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 Des. 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. See page 4 of desc. report
8. The span, draw and clearance of bridges are shown. (Par. 16c.)
*No data given for the draw bridge at Leeville. and
See follow. review at back of this report.*
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.) *See page 4 of the report.*
- 14. The geographic datum of the sheet is *unadjusted* 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.)
- 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. Lobbut
 Chief, Division of Charts

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

MEMORANDUM TO ACCOMPANY DESCRIPTIVE REPORT OF SHEET NO. 5302

The discrepancy found between air photo sheet No. 5302 and Hydrographic Sheet No. 5 was confined to the position of a portion of Panama Canal located between Devils Bay and Bayou La Fourche, Latitude $29^{\circ}-14'-30''-15''$, the vicinity just east of Timbalier Bay. # 5480

After establishing a three point fix with a theodolite and computing its geographic position at the northwest point of the intersection of Panama Canal and Bayou La Fourche, additional radial intersections were plotted in the vicinity of the canal. The closer orientation made possible by this replot disclosed a small error in the former orientation along the central and N.E. end of the canal. Due to the dim photographs, a small error in the position of the N.W. shore of the canal was also found. The revised position of the canal shows its intersection to Bayou La Fourche to be approximately 15 m. north west of its former position. The present positions check with the hydrographic work with the exception of hydrographic sounding position No. 109 p. After redetermining this position it is evident that an error was made in the fix of the position. The position was rejected and the soundings between positions 108 p. and 110 p. were plotted in their correct locations in the channel, by time.

After checking over the alleged discrepancy in Grey's Canal, Lat. $29^{\circ}-12''-29^{\circ}-13''$ and Longitude $90^{\circ}-14''-90^{\circ}-15''$, it was found that no error exists on the air photo compilation sheet, the error being due to a small error in a fix.

M. H. Reese

This additional work was done to clear up discrepancies between the planotable and Hydrographic surveys of Patterson and the compilations.

BGF

See the following review

MEMORANDUM TO ACCOMPANY DESCRIPTIVE REPORT OF SHEET NO. 5303

The two errors in this sheet were found in the lower portion of the southwest branch of Bayou La Fourche along Belle Pass, and in the position of the lower portion of the southeast branch of Bayou La Fourche along Pass Fourchon. #5478

A three point fix was established by a theodolite on Topographic Station ASH and the position recomputed. This gave a position of Lat. $29^{\circ}-06'$ --1284.5m. and Long. $90^{\circ}-12'$ --825.8m. against Lat. $29^{\circ}-06'$ --1302.0 and Long. $90^{\circ}-12'$ --819.0m. as the position by Patterson.

Additional radial points were picked in the areas of discrepancy and new radial intersections established with the corrected position of Station ASH. Due to the more than average tilt of the photograph in this area, the additional points made possible a more accurate orientation in the areas in question.

The revised position of the portion of the S.W. Branch is approximately 15m. east of the former position and the revised position of the S.E. branch of the Bayou is approximately 8m. southwest of the former position.

The shoreline on the Gulf of Mexico at Pass Fourchon has been revised to correspond with its present location at that point as determined by more recent field inspection.

The revised positions now check with the positions of the areas as shown by Hydrographic Sheet No. 1-H5478

W. A. Reese

This additional work was done to clear up discrepancies between the compilations and the plan table and hydrographic surveys of Patterson (1934).

B. G. J.

See the following review

MEMORANDUM TO ACCOMPANY SHEET NO. 5303

The shoreline on the compilation was taken from the ground survey made by Lieutenant Patterson from Raccoon Pass to Belle Pass. T6061 (1934)
 The shoreline from Belle Pass to the east was taken from the photographs as there was too much difference between the photos and the ground survey location. The radial line plot was rechecked, using Station Ash (located by theodolite three-point fix) as additional control. There is considerable difference in the location of the point at Latitude $29^{\circ}04.8$ and Longitude $90^{\circ}12.8$. It seems as though the ground survey is in error at this point and in Bay Marchand. The sand bars in Bay Marchand are subject to change, but I doubt if the change is as great as shown by the two surveys. It is, therefore, my opinion that the compilation correctly shows the shoreline as existing at the time the photographs were taken.

△ Page 2

The shoreline from Pass Fourchon to Bay Marchand is incorrectly shown by the ground survey. The highwater ^{line} is shown too far inshore, as the topographer has taken the storm highwater line. It is to be noted that the ground survey highwater line checks very well if the inshore limits of the sand as shown by the compilation were taken as the highwater line, but this is not the mean highwater line. The correct location of the highwater line is as shown on the revised compilation. I personally visited ^{Pass 2} this station July 8, 1934, and taped the distance from the station to the highwater line, which was 105 meters, and this was after the hurricane had cut away quite a lot of the sand beach. The error is due to misinterpretation of the highwater line.

The highwater line as shown on the compilation does not agree with Lieutenant Reed's topographic location for the same reasons as stated above. T6076 I will reiterate that it is due to misinterpretation. Lieutenant Reed's location agrees very well with the inshore limits of the sand as shown on the compilation; this tends to prove my statement that the topographer took the edge of the marsh grass as the highwater line, which is the storm highwater line and not the mean highwater line. There are probably errors in the location by the photographs as much as 15 meters, but I do not think that the errors are as large as shown by the ground survey.

Another reason that I recommend acceptance of the shoreline as shown by the compilation is because of the way the shoreline was located by the topographic party. Lieutenant Reed advised me that this area was executed under the direction of Lieutenant Wilder and that it was not done on a projection made for the area, but was made on a sheet made for another section of the country. The topography was done by traversing between triangulation stations, and later transferred to a projection on Whatman's paper. Lieutenant Reed reported that the results obtained were not satisfactory to him, so he made a projection on an aluminum sheet and transferred the shoreline to the aluminum Sheet.

Due to reasons stated above, it is my recommendation that the shoreline as shown by the compilation be accepted.

See the following review.

M. H. Reese
M. H. Reese.

Names: The new name BAY MAGOIN as submitted by the compiler has been changed on the compilation to BAY MACOIN to agree with H 5490. The name is not shown on the charts or G. S. Quadrangles and is not mentioned in the descriptive report for the compilation. It is listed as BAY MACOIN in the desc report for H 5491 with the statement that it is in local use. It is also spelled

Bay MACOIN on the Boat Sheet and Smooth Sheet. *New names submitted by the compiler have been retained pending Mr. Bacon's decision on a list submitted to him* B.G. Jones

REVIEW OF AIR PHOTO COMPILATION 5302 and 5303 (1934)

Names : Refer to paragraph E, page 4, of the descriptive report. Attached as the following page is a letter from Reese regarding his use of progress sketches as a source of names for the compilation in this area. There are no names on these compilations conflicting with the charts or U.S.G.S. quadrangles. Several new names are shown. (see opposite page)

Bridges: No data is given for the drawbridge at Leeville, at Long. 90°13'. The reference plane is not given for the trestle bridge clearance of 7 feet at Leeville. These bridges are not listed in the U.S.E. List of Bridges. No data is given for the Trestle Bridges Lat. 29°11:3', Long. 90°.03'. These are not listed in the U.S.E. List of Bridges, 1927.

Roads: The road ending abruptly on the S.W. end of Grand Isle is correctly shown according to the attached letter from Reese.

Comparison with Contemporary Surveys.

1. These compilations, Nos. 5302 and 5303 were returned to Reese along with Hydrographic surveys H-5478 and H-5480 in June 1934 for such revision as was necessary to coordinate the shore line and soundings. Pages 8 and 9 of the preceding report discuss the changes made by this revision.

2. The compilations 5302 and 5303 when reviewed in this office also showed large differences in the location of the H.W. line on the outside coast as compared with plane table surveys T-6061 and T-6076 (1934).

Reese's report on his examination of these differences in July and August 1934 is on page 10 of the preceding descriptive report. Page 1 also describes his original compilation of this area.

Plane table survey T-6061 (1:20,000) was surveyed in March 1934. Plane table survey T-6076 (1:20,000) scale was surveyed in November and December 1933.

The compilation was made in the winter of 1933-1934 from photographs taken in 1932. The control for the ^{pilot} was adequate. On page 2 the descriptive report states in paragraph 4 that all shore line except for that west of Long. 90°13.5 was taken from the photographs on which the field inspection party had sketched in the H.W. line. On page 10 the report states in Par. 1 that the H.W. line in Bay Marchand represents conditions at the time the photographs were taken. Changes have no doubt occurred along this coast and the report does not state except at ^A pass 2 in what area it was possible to revise the photographs by field sketching to fit 1934 conditions. Also where large changes have occurred it would be very difficult to sketch the new shore line on the 1932 photographs. It is therefore concluded that since the compilation is adequately controlled any large errors will be due to change and to some extent to incorrect interpretation.

The plane table surveys are also adequately controlled and large errors are most likely to be due to incorrect interpretation of H.W. line.

3. Considering the differences between the compilations T-5303 and T-5302 by areas:

(1) T-5303, Long. 90°15' to Belle Pass-Detroit transferred from plane table survey T-6061 as large changes have occurred since the photos were taken (see page 2 of the preceding report.

(2) T-5303 Bell Pass to Bay Marchand- compilation showed shore line as taken from 1932 photographs. See pages 2 and 10 of the preceding report. The compiled shore line was 100 meters north and east of plane table survey T-6061. Reese, on page 10 attributes this to misinterpretation by the plane table and accepts the compilation as correct. He rechecked his plot but as far as can be determined from his report on page 10 he measured distances only at Δ Pass 2 and, therefore, had no way to tell how much this area had changed since the photographs were taken. The best way to check this area would have been to re-run it by plane table. Examination of T-6061 shows no indication of large error except possible incorrect selection of H.W. line. Except immediately at Pass 2 where Reese measured a reference distance to H.W. in July 1934, the choice in this office lies between a plot from 1932 photographs with the possibility of large change or a 1934 plane table survey which may be considerably out due to incorrect selection of H.W. line. The compilation has been changed in the office to agree with the plane table survey T-6061. The plane table shore line in Bay Marchand was never carried to a junction with the compilation. This junction has been made in the office and is shown as a broken line. At Δ Pass 2 the compilation is accepted as correct for a short distance because of Reese's additional work in July 1934 and is carried into a junction with T-6061 westward and T-6076 eastward.

(3) T-5303 Δ Pass 2 to Long. 90°08'. The compilation shows H.W. line 60 meters off shore of plane table survey T-6076 whereas west of Long. 90°08' it agrees closely with T-6076. This difference is discussed by Reese in the last two paragraphs on Page 10. The fact that the plane table traverse was run on a separate sheet is discussed in the report T-6076 and does not necessarily indicate a large error in the survey. The choice in this office is the same as discussed in the preceding paragraph and for the same reason the compilation has been changed to agree with the plane table.

(4) On compilation 5302 the plane table surveys T-6076 and T-6077 (1934) agree very closely with the compilation from Long. 90°08' east to Long. 90°04'. At Caminada Pass there are large differences and small differences for some distance east and west of Caminada Pass. In this case the differences large enough to be of any consequence are due to change. There is no reason to question this section of plane table survey T-6076 and T-6077, 1934. Since the plane table surveys are later than the photographs, the compilation has been changed to agree with the plane table. A note is shown on the compilation stating that the H.W. line is from the plane table surveys. The descriptive report for the compilations T-5302 and T-5303 does not mention specifically the method of location of H.W. line at Caminada Pass but the changes are so large since the date of the photos (1932) that it is doubtful that the H.W. line could have been accurately sketched on the field prints.

The last previous plane table surveys in the area of these compilations, T-5302 and T-5303, are Nos. T-1765 and 1766 (1887). There have been large changes in the outside coastline and many smaller changes in the inshore detail since the previous surveys. The compilations are shown in more detail and are adequate to supersede the information shown on T-1765 and T-1766.

AIR PHOTO COMPILATION NO. 5302 and 5303 (1934)

Reese made a comparison of the compilations T-5303 and T-5302 with Hydrographic Surveys H-5476 and H-5480 and made such revision as necessary to bring the surveys into agreement. His report is on the preceding page 9. Hydrographic Surveys H-5490 and H-5491 covering part of the area of compilation T-5302 were not forwarded to Reese. These surveys have been compared with the compilation in the office and no conflicting information was found. The outside coast line shown on 5490 was apparently taken from plane table surveys T-6076 and T-6077 but does not agree with those plane table surveys by as much as 25 meters in places. This is no doubt due to inaccuracy of transfer.

Accuracy. The control for these compilations was adequate but the accuracy of location given on page 4 of the descriptive report is too high for work on this scale. Except for the outside H.W. line a more probable value would be an accuracy of location of 8 to 10 meters for intersected points and 10 to 20 meters for other detail.

B. G. Jones

U. S. Coast and Geodetic Survey,

1611 Masonic Temple Bldg.,

New Orleans, Louisiana.

C O P Y

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

M. H. Reese.

SUPPLEMENT

TO

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEETS, FIELD NOS. 15 & 16. (Combined)

REGISTER NOS. T-5302 & T-5303.

GENERAL INFORMATION:

(add this paragraph)

Louisiana State Highway No. 620 terminates at the high water line on the South shore of Grand Isle and is shown as such in this compilation. From this point the beach is used by the local inhabitants as a road for two and three quarters miles to a point near the Barataria Coast Guard Station where a shell road begins and runs from this point to the Eastern end of the island.


M. H. Reese,
Chief of Party.

charts 1274(7-21-38 print) 1050(10/30/39)

Greys Canal approved on G.N.S. 1050 (8-19-38)

GEOGRAPHIC NAMES

Survey No. T-5302

Chart No. 196-1273

Date. Feb. 9, 1935

Names approved Feb. 9, 1935.

Diagram No. 1116

Helen M. Strong - *OK. 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.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Panama Canal</u> ✓		Same	✓	Old Panama Canal (See below)
	<u>Bay Tartellon</u> * ✓ OK/HF	Same		✓	
	<u>Devils Bay</u> ✓			✓	
	<u>Timbalier Bay</u> ✓	Same		✓	
	<u>S W Louisiana Canal</u> ✓		Same	✓	
	<u>Bay St. Honore</u> ✓	Same		✓	
	<u>Gulf of Mexico</u> ✓			✓	
	<u>Bayou St. Honore</u> ✓	USGS, 1935		✓	
	<u>Bayou Fort Blanc</u> ✓	USGS, 1935		✓	
	<u>Porpoise Bay</u> ✓	USGS, 1935		✓	
	* <u>Bayou Tartellon</u> is named on T-5303 and chart 197 for same water body. ✓	OK for 5303		✓	See above
	<u>Bayou Thunder Von Tranc</u> ✓	USGS, 1935		✓	
	<u>New Panama Canal</u> ✓	USGS, 1935		✓	✓
	<u>Old Panama Canal</u> ✓	" "		✓	
	<u>Bayou Cochon</u> ✓	" "		✓	
	<u>South Lake</u> ✓	" "		✓	
	<u>Minié's Canal</u> ✓	" "		✓	

GEOGRAPHIC NAMES

Date. Feb 5, 1935

Chart No. 197-1116-1273

Names approved Feb. 7, 1935.

Diagram No. III6

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

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

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

Allen M. Strong.
ex. Harlow Bacon

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Timbalier Bay</u>	Same			29° 07, 90° 15
	<u>Bayou La Fourche</u>	Bayou Lafourche/Chart III6/ Bayou Lafourche/Chart 197/1273			29 07, 90 13
	<u>Bay Champagne</u>	Same	1273		29 07, 90 10
	<u>Raccoon Pass</u>	" "			29 05, 90 15
	<u>Belle Pass</u>	" "			29 05, 90 13
	<u>Bay Marchand</u>	" "	1273		29 05, 90 12
	<u>Gulf of Mexico</u>				29 05, 90 08
	<u>Bayou Tartellen</u>	Same			29 07, 90 11
	<u>Pass Fourchon</u>				
	<u>Evans Canal</u>	" "			

This is OK Bay Tartellen is Same on T5302 HB U.S.G.S. 1935
Change to Bay Tartellen Bayou Tartellen in the south change the Bay. HB. Sept. 1935

Applied to Chs 1273 - Oct. 1935 - H.S. Jumble

5302 " " " 1274 Feb. 1937 H.S. Jumble

5303 " " " " Mar. " H.S.