

8903

Diag'd. on Diag. Ch. No. - 1116-2

8903

<small>Form 504</small> U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT	
Type of Survey <u>Shoreline (Photogrammetric)</u>	
Field No. <u>Ph-14(46)</u> Office No. <u>T-8903</u>	
LOCALITY	
State	<u>Louisiana</u>
General locality	<u>Intracoastal Waterway</u>
Locality	<u>Bayou Bartholomew</u>
194	
CHIEF OF PARTY	
<u>R.A. Gilmore - Field Chief of Field Party</u> L.C. Lewis - Washington, Office D.C. Div. of Photogrammetry	
LIBRARY & ARCHIVES	
DATE	<u>February 16, 1949</u>

DATA RECORD

T- 8903 (*Shardine*)

Quadrangle (II):

Project No. (II): Ph-14(46)

Field Office:

Chief of Party: R. A. Gilmore

Morgan City, La.

Compilation Office:

Chief of Party:

Graphic Compilation Section
Div. of Photogrammetry, Wash., D.C.

L. C. Lande

Instructions dated (II III):

Copy filed in *office Files, Div of*
~~Descriptive~~ *Photog*
Report No. T- (VI)~~None~~ *Undated*Completed survey received in office: *8/2/48*Reported to Nautical Chart Section: *10/7/48*Reviewed: *12/28/48*Applied to chart No. *882*Date: *Oct 1948*

Redrafting Completed:

*July 3, 1950*Registered: *1/4/49*

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.00

Geographic Datum (III): NA 1927

Datum Plane (III): MHW

Reference Station (III): 2017 \neq 24.99 U.S.E.D.Lat.: $29^{\circ}44'41.903''$
(1290.2m)Long.: $91^{\circ}34'40.938''$
(1100.0m)Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
18547	11-23-46	1 :45	1:10,000 No	Appreciable tide
18548	"	1 :46		
18549	"	1:47		
18550	"	1:48		

Tide from (III):

Mean Range:

Spring Range:

Camera: (Kind or source)

USC&GS Nine-lens camera 8.25 "focal length".

Field Inspection by:

date:

John S. Howell Irving Zirpel

July 1 to July 8, 1947

Field Edit by:

date:

Date of Mean High-Water Line Location (III):

Nov. 23, 1946 date of photographs; supplemented by 1947 field inspection.

Projection and Grids ruled by (III) W E W

date: 3-31-48

" " " checked by: W E W

date: 3-31-48

Control plotted by: F. A. Parsons

date: 4-5-48

Control checked by: N, A. Cluff

date: 4-5-48

Radial Plot by: R. J. French

date: 6-8-48

Detailed by: F. A. Parsons

date: June 1948

Reviewed in compilation office by:

date: July 16, 1948

R. J. French

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore):

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established:

None

Number of Temporary Hydrographic Stations located by radial plot:

None

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

MAP T. 8903

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION Tolerance	N.A. 1927-DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD (BACK)	(BACK)		FORWARD (BACK)	FORWARD (BACK)	
* Sta. 2017/24.99 (USE)	Bayou Scale #35	N.A. 1927	29-44-41.903 91-34-40.938		Held		1290.2	557.2	By protractor
Sta. 2001/32.93 (USE)	Bayou Scale #32	N.A. 1927	29-44-44.982 91-34-58.255		1.00mm		1100.0	512.2	
* S. Sta.									

1 FT. = 3048008 METER
 COMPUTED BY: G. B. Willey
 CHECKED BY: R. J. French
 DATE: 3/29/48
 DATE: 5/48
 M. 2388-12

MAP T- 8904

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION Tolerance	N.A. 1927 - DATUM		S. Sta. FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD (BACK)	(BACK)		FORWARD (BACK)	FORWARD (BACK)	
Jaws, 1933	10	N. A. 1927	29-44-45.310 91-37-22.695			Held	1395.1 609.8	452.3 1002.4	
A-4027(La.G.S., 1936)	Jeanette 109	N. A. 1927	29-47-08.955 91-41-05.772			Held	275.7 155.0	1571.7 1456.6	
* A-4028(La.G.S., 1936)	ette 110	N. A. 1927	29-47-04.769 91-40-38.844			Held	146.8 1043.3	1700.6 568.3	By Protractor
A-4030(La.G.S., 1936)	Jeanette 112	N. A. 1927	29-47-26.119 91-40-09.878			Held	804.2 265.3	1043.2 1346.2	
* S. Sta.									

1 FT. = .3048006 METER
 COMPUTED BY: G. B. Willey
 CHECKED BY: R. J. French
 DATE: 3-29-48
 DATE: 5/48
 M-2388-12

MAP T. 8905

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR

1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION Tolerance	Home Station N.A. 1927-DATUM		S. Sta. FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
* A-4024(La.G.S., 1936)	Jeener- ette 106	N.A. 1927	29-47-08.643 91-42-55.165			Held	266.1 1481.7	1581.3 129.9	By protractor
1550/93.48 (USE) 1939	USE	N.A. 1927	29-46-01.12 91-42-59.32			Held	34.5 1593.6	1812.9 18.3	
1430 / 96.68 (USE) 6	Derouan 144	N.A. 1927	29-45-50.750 91-45-13.329			Held	1562.6 358.1	28418 1253.9	
Cypremort Church 1933	11	N. A. 1927	29-46-29.62 91-46-14.50			Held	912.0 389.5	935.4 1222.3	
Cypremort Plantation Metal Stack, 1931	86	N. A. 1927	29-46-28.722 91-46-23.792			Held	884.4 639.1	963.0 972.7	
A-4013(La.G.S.) 1936	Derouen 56	N. A. 1927	29-48-03.120 91-47-31.614			Held	96.1 849.0	1751.3 762.3	

1 FT. = 3048008 METER

COMPUTED BY: G. B. Willey

DATE 3-29-48

CHECKED BY: R. J. French

DATE 5-48

M-2388-12

MAP T. 8906

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM Tolerance	Home Station N.A. 1927 DATUM		S. Station	
				FORWARD	(BACK)		FROM GRID OR PROJECTION LINE IN METERS	FORWARD		(BACK)
Weeks 2, 1931	26	N. A. 1927	29-48-23.950			Held	737.4	1110.0		
Clubhouse		N. A. 1927	91-48-24.488			Held	657.6	953.6		
Chimney, 1933	15	N. A. 1927	29-49-11.503				354.2	1493.2		
			91-49-51.844				1392.0	219.0		
Sta. 1.076/96.17 (USE)	Devouen 131	N. A. 1927	29-49-22.637			Held	697.0	1150.4		
			91-49-35.785				960.8	650.1		
* Sta. 860/23.89 (USE)	Devouen 112	N. A. 1927	29-50-38.869			Held	1196.8	650.6		by protractor
			91-52-53.312				1431.1	179.5		
Weeks Weeks Island		N.A. 1927								
* S. Sta.										

M. 2388-12

1 FT. = .3048006 METER
COMPUTED BY: G. B. Willey

DATE 3-29-48

CHECKED BY: R. J. French

DATE 5-48

MAP T-8907

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	Home Station N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD (BACK)	Tolerance		FORWARD (BACK)	FORWARD (BACK)	
Sta. 768/00.29 (USE)	Derouen 108	N. A. 1927	29-50-39.109 91-54-38.091		Held		1204.2 1022.5	643.2 588.1	
Sta. 680/01.67 (USE)	124	N. A. 1927	29-50-34.179 91-56-17.419		Held		1052.4 467.6	795.0 1143.0	
* Sta. 611/80.98 (USE)	122	N. A. 1927	29-50-30.052 91-57-33.175		Held		617.4 890.6	1230.0 720.1	by protractor
* Sta. 534/27.75 (USE)	118	N. A. 1927	29-50-01.254 91-58-58.380		1.00mm		38.6 1567.3	1808.8 43.5	by protractor
* Sta. 478/59.23 (USE)	128	N. A. 1927	29-49-42.055 91-59-57.669		Held		1294.9 1548.3	552.5 62.6	1236.8 Computed 1691.1/80.2
* S. Sta.									

1 FT. = 3048006 METER

COMPUTED BY: G. B. Willey

DATE 3-29-48

CHECKED BY: R. J. French

DATE 5/48

M-2388-12

MAP T. 8908

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	HOME STATION N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
* Sta. 460 / 485.73 (USE)	Abbeville N.A. 150	N.A. 1927	29-49-35.94 92-00-16.55			1.00mm	1106.6 444.4	740.8 1166.6	By protractor
Sta. 413 / 69.13 (USE)	148	N.A. 1927	29-49-19.68 92-01-06.77		Held (one cut)		695.9 181.8	1241.5 1429.2	Smoke area
Sta. 360 / 75.34 (USE)	146	N.A. 1927	29-49-01.43 92-02-03.13		21.00mm		44.0 84.0	1803.4 1527.0	
Sta. 315 / 89.88 (USE)	144	N.A. 1927	29-48-45.97 92-02-50.88		Held		1415.4 1366.3	432.0 244.9	
Sta. 123 / 89.93	137	N.A. 1927	29-47-39.78 92-06-15.25		Held		1224.8 409.6	622.6 1201.9	
*S. Sta.									

MAP T. 8909

PROJECT NO. Ph-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CONNECTION Tolerance	N.A. 1927 DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
				FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
Vermillion River		N.A. 1927	29-45-14.47			Held	445.5	1401.9		
Entrance Light 1933	15	N.A. 1927	92-08-52.34			(One Only)	1406.3	205.8		
Sta. 6/03.P.1.(USE)	132	N.A. 1927	29-46-59.142			Held	1821.0	26.4		
			92-08-20.695				555.9	1055.7		
TT-69LS(USGS, 1932)	30	N.A. 1927	29-49-01.04			Not Held	32.0	1815.4		
			92-08-22.77			1.7mm	611.4	999.7		
Sta. 2187/11.50(USE)		N.A. 1927	29-46 -			Held	1506.72	340.7		
	Page 1 Photostat USE	N.A. 1927	92-09 -				1258.97	352.7		
STA. 2060/85.64(USE)		N.A. 1927	29-47 -			Held	166.69	1680.7		
P. B. M. 34			92-11 -				1532.99	78.3		
Sta. 1975/82(USE)		N.A. 1927	29-47 -			Held	1139.5	707.9		
Mile Post 170	T-6177b US&GS	N.A. 1927	92-13 -				702.5	908.7		

1 FT. = .3048006 METER

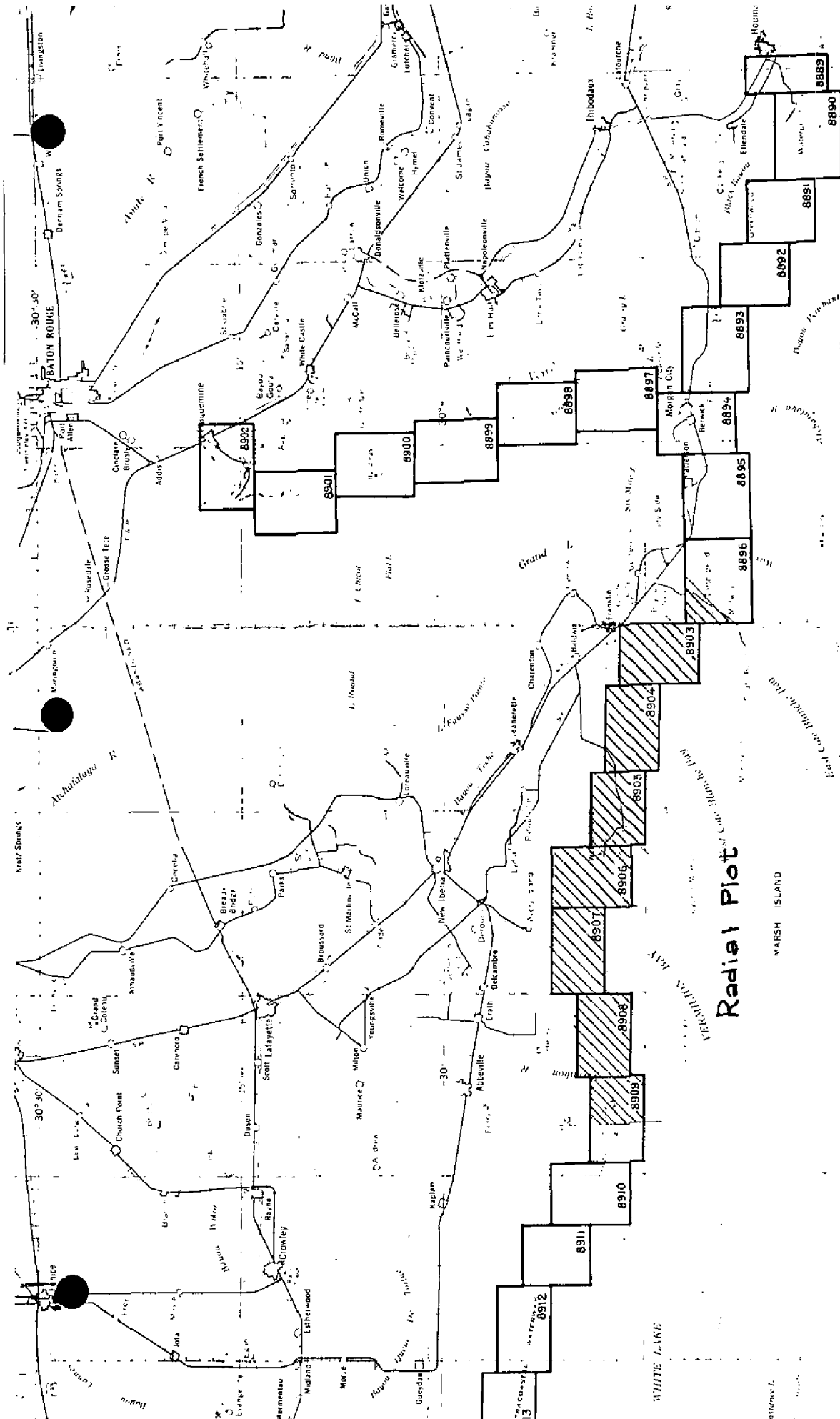
COMPUTED BY:

DATE

CHECKED BY:

DATE

M-2388-12



Radial Plot

PH-14 (46) INTRACOASTAL WATERWAY

30° 15' 30° 45' 92° 00' 91° 00' 45'

30° 15' 30° 45'

30° 15' 30° 45'

Descriptive Report

T-8903

Project: Ph-14(46) (Intracoastal Waterway,
Louisiana)
Location: Vicinity of Bayou Bartholomew;
Mud Lake
Scale: 1:10,000

This report is concerned with one of a series of shoreline sheets which extend along the Intracoastal Waterway from Houma, Louisiana to Corpus Christi, Texas.

A single flight of nine-lens photographs were flown along the Waterway in 1946 for this project which was undertaken to furnish the necessary data to prepare a new series of inland waterway nautical charts at 1:40,000 scale.

The field party recovered the control and indicated other pertinent field inspection data by photogrammetric methods by identifying it on the photographs for compilation in this office. The field work was accomplished by Lt. Comdr. R. A. Gilmore, Chief of Party.

Compilation notes were made from field records and photographs and instructions from Special Report L-533 (1947) Houma, Louisiana to Vermilion Bay, Louisiana.

This shoreline sheet is filed in the Division of Photogrammetry and L-533 (1947) is filed in the nautical chart branch.

No additional 1947 planetable work was done during the course of the field inspection operations.

Compilation Report

Shoreline Manuscript - Survey No. T-8903

Compilation instructions were not furnished for this project.

For field data covering Survey T-8903 refer to the special field report, L533 (1947) Houma, Louisiana to Vermilion Bay filed in the Nautical Chart Branch.

26. Control. -A list of the stations for this survey is included in this report on Form No. M-2388-12 under the next heading, Radial Plot.

27. Radial Plot. -This radial plot is part of the continuous radial plot which extends along the Intracoastal Waterway from Houma, Louisiana westward through Louisiana and Texas. This section of the plot includes sheets T-8903, T-8904, T-8905, T-8906, T-8907, T-8908, and T-8909 from longitude $91^{\circ}30'W$ to $92^{\circ}14'W$, as indicated on the attached index.

A junction with T-8896 at $91^{\circ}30'$ was satisfactorily made and the plot was continued from USC&GS station OLD NORTH BEND, Sugar Mill Brick Stack, 1931, and USE station 2375 / 69.37 westward to the next control five miles distant, a substitute station for USE 2017 / 24.99. The identification of the ground control station U.S.E. 2001 / 32.93, which was an attempt at direct pricking on field inspection photograph 18550 was designated doubtful. The more identifiable substitute station for station 2017 / 24.99 was held in the radial plot at the expense of not holding 2001 / 32.93 by 8 meters ground distance. A good closure with USC&GS station Jaws, 1933 and a good fix with more dense control on T-8904 with the Louisiana Geodetic Survey stations A-4027, A-4028, and A-4030, together with good 3 way intersections within the nearly 15 miles distance between USC&GS control gave reason to favor the substitute station for 2017 / 24.99. It was impossible to hold both the above mentioned USE stations and obtain the more desired intersections throughout the plot. The apparent inadequacy of recovered control in this area makes the plot weak for having to bridge such a long distance with a single flight of photographs, but it is considered of sufficient accuracy for subsequent compilation of 1:40,000 scale nautical charts.

Acetate templets were used throughout with the aid of MASTER TEMPLET 18743 for chamber adjustments and paper distortion correction. Considerable difficulty

was experienced and time consumed in laying the plot where the control was so sparse. Positype paper was used for all photographs.

The density of control for the sheets westward through T-8909 was generally adequate and an average of one USE station was recovered and used every 2 miles along the waterway. Closure with USC&GS stations was made in all cases with 3 or more intersections except as indicated on control form M-2388-12 attached. The USC&GS stations were recovered on an average of every 15 miles along the waterway.

The USGS transit traverse station 69LS, 1932 was not held in the plot. Investigation into the description of this station shows that closure with USC&GS station Wind, 1913 (a windmill reported lost in 1933) was not the same windmill as the one the traverse closed on. The description further states that in 1933 a USGS field party found the present windmill at very nearly the same place but since it did not (to quote) "quite fit the airphotos" it was not used. It follows that the newly erected windmill must have been built some time prior to the USGS 1932 field work, and thus the computed position for the 1913 station resulted in a different adjustment for the transit traverse which tied into the more recent windmill position.

Station 534 \nearrow 27.75 (U.S.E.) was pricked with doubtful accuracy in the field and could not be held. The substitute station for 460 \nearrow 85.73 could not be held due to doubtful identification on the field photograph. However, a positively identified substitute station approximately 400 meters to the NE for station 478 \nearrow 59.22 (U.S.E.) was satisfactorily held.

Station 413 \nearrow 69.13 (U.S.E.) was pricked in an area where smoke from brush fires obscured the station. A substitute station was pricked and used but since the station is so close to azimuth and falls midway between picture centers the station should be used with caution. It held with the one ray that could be used from photograph 18572.

Station 360 \nearrow 75.34 (U.S.E.) was held within 10 meters ground distance and this was on azimuth from photograph center 18572. This station was likewise

close to the line of picture centers and is considered weak. This station like so much of the control in this swampy area was pricked direct in place of choosing well identified substitute stations. It is believed wiser choice of substitute stations and the difficulty experienced by the field man in properly identifying the stations was the primary reason for not holding the control listed.

Nine-lens pictures numbers 18550 through 575 were used which make up a single flight along the waterway. Coverage is generally adequate along the Waterway and the plot is considered strong enough for detailing and subsequent use as base source material for 1:40,000 scale nautical charts.

28. Detailing. -A single flight of nine-lens photographs were used to show the Intracoastal Waterway and adjoining drainage features. Adequate detailing was the result of office stereoscopic examination. Very little field inspection data was shown on the field photographs to guide the compiler. The terrain is flat and scale was the only problem in the outlying edges of the pictures. The drainage features in the northwest corner of the manuscript, including Charenton Canal are shown with a dashed line because of the (See review report) difficulty in properly identifying the shoreline obscured by overhanging trees. Areas which showed floating hyacinth and weeds along shore have been purposely omitted. They apparently alter in size and shape depending on weather conditions. Very few man made features interrupt the shoreline and dredging gives cause for the straightness of the waterway. No attempt has been made to symbolize the swamp and marsh areas back from the main drainage. The notation "marsh", "swamp", and TH (trees hardwood) have been shown on the manuscript and serve to identify the cover types.

29. Supplemental Data. -The graphic control survey T-6178, 1:20,000 was used mainly as a comparison and as a check on the alignment of the Waterway. It compares favorably with the photo plot, but lacks the detail obtained by the 1:10,000 sheet. Its favorable comparison is further proof of the adequacy of the photo plot in spite of the scanty control available.

No additional work was done on the planetable survey T-6178 in 1947.

30. Mean High Water Line. -The mean high water line is the same as the date of the photographs and has been shown as interpreted by office stereoscopic inspection. The field inspection was meager, but the mean high water line was not too difficult for office interpretation.

32. Details Offshore from High Water Line. -No obstructions or hazards other than the hyacinth ^m shown are evident on the photographs.

33. Wharves and Shoreline Structures. -No ^{piers} decks or other shoreline structures are evident except at the entrance to Cow Island Bayou and opposite the entrance to F. B. Williams Storage Canal where small wooden ^{piers} decks leading to the buildings on shore are visible on the photographs.

34. Landmarks and Aids to Navigation. -There are no landmarks for the area of this survey. One fixed aid to navigation is located in Bayou Bartholomew near Mud Lake.

Its G. P. is listed on Form 567 attached to this report.

35. Hydrographic Control:

None

36. Landing Fields and Aeronautical Aids. -

None

37. Geographic Names. -Geographic names were taken from the U. S. Geological Survey quadrangle Bayou Sale, at 1:62,500, which was edited and submitted by Mr. Heck of the Nautical Chart Branch. A list of geographic names is attached to this report.

39. Junctions. -Satisfactory junction was made with T-8904 to the west and T-8896 to the East. The survey is bounded by the project limits on the North and South which is the limits of photographic coverage.

44. Comparison with Existing Topographic Quadrangles. -
~~Comparison with U. S. Geological Survey quadrangle Bayou Sale at 1:62,500 scale indicates the waterway has been dredged through Bayou Bartholomew south of Upper Island near Bayou Portage.~~

Except for the greater detail possible to show on this survey at 1:10,000 scale, the two maps appear to be in agreement.

See next page.

45. Comparison with Nautical Charts. -The same comment as given above in 44 applies to nautical chart 1051. The big difference in scale between the maps does not make for a detailed comparison between the two. The dredging of the channel as mentioned in 44 is the only topographic information of sufficient importance to warrant immediate application to the chart.


44. Comparison with Existing Topographic Quadrangles.--

Comparison with U. S. Geological Survey quadrangle Bayou Sale at 1:62,500 scale indicates the waterway has been dredged through Bayou Bartholomew south of Upper Island near Bayou Portage.

Except for the greater detail possible to show on this survey at 1:10,000 scale, the two maps appear to be in agreement.

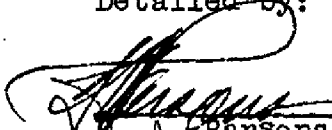
45. Comparison with Nautical Charts.--The same comment as given above in 44 applies to nautical chart 1051. The big difference in scale between the maps does not make for a detailed comparison between the two. The dredging of the channel as mentioned in 44 is the only topographic information of sufficient importance to warrant immediate application to the chart.

Respectfully submitted,




Roscoe J. French
16 July 1948

Detailed by:



F. A. Parsons

Approved and Forwarded: July 1948



L. C. Lande, Chief
Graphic Compilation Section

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS AND DAYBEACONS FOR CHARTS

Lake Charles, Louisiana
Washington, D. C.

25 July
16 July

TO BE CHARTED
~~COAST AND GEODETIC SURVEY~~

47
1948

I recommend that the following objects which have ~~been inspected~~ been inspected from seaward to determine their value as landmarks be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by R. J. French
Field Office L. C. Lande

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM	D. P. METERS						
	Bn 3	Mud Lake, Daybeacon		29 44	700 91 34	NA	565	1927	6/47			882	
		Plotted by: R. J. French											
		Scaled by: R. J. French - Washington Office											
		Checked by: I. M. Gazi											
		<i>I. M. Gazi</i>											
		This GP can also be found in chart L 533 (1947) which is filed in the Nautical Chart Branch											

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating

Notes For
Nautical Chart Branch
~~Hydrographic Parties~~

KTA

Intracoastal Waterway

Shoreline Manuscript, T-8903

Project Ph-14(46)

Due to the great difference in scale between this survey (1:10,000) and nautical charts Nos. 1051 and 1116 (scale 1:175,000 and 1:458,596 respectfully) a minute comparison could not be made. One major change is noted and listed below:

The following topographic information shown on T-8903 is of sufficient importance to warrant immediate application to the chart.

1. A part of the waterway has been dredged and realigned in Bayou Bartholomew near the southeast end of Upper Island. It in effect makes a short cut for the waterway at that point.

The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

None

Minor changes in cultural and shoreline details need no special discussion.

Respectfully submitted,

Roscoe J. French

Roscoe J. French
16 July 1948

Approved and forwarded

L. C. Lande

L. C. Lande
Washington Office

GEOGRAPHIC NAMES

- Freshwater Lake •
- Lake Point Bayou •
- Intracoastal Waterway •
- Wild Buck Coulee •
- Mossy Bayou •
- Cop Cop Bayou •
- Black Crook Bayou •
- Cow Island Bayou •
- F. B. Williams Storage Canal •
- Bayou Portage •
- Franklin Canal •
- Mud Lake •
- Upper Island
- James Bayou •
- ~~Charenton Canal~~ Deleted from manuscript
- Bayou Bartholomew •
- Thourguson Canal •

Names preceded by •
are approved. 12/28/48
L Heck.

Division of Photogrammetry
Review Report of
Shoreline Map Manuscript T-3903

26. Detailing.-The original compilation was adequate except for minor additions and corrections made by the reviewer in blue ink. Charenton Canal and other drainage features in the vicinity have been deleted. Floating weeds have been shown in the vicinity of Mud Lake Day-beacon No. 3. They have been shown in order to avoid confusion regarding the MHWL. (See sub-heading 28, Compilation Report).

44. Comparison with Existing Topographic Quadrangles.-

- A. Quadrangles
Bayou Sale, La., 1:62,500 1937
- B. Topographic Surveys
T-6178 1:20,000 1934

There are no contemporary hydrographic surveys in this area

45. Comparison with Nautical Charts.-

1051 1:175,000 1941-1948
The map manuscript was applied to chart 882, one of a new series, prior to review.

47. Adequacy of the Compilation.-Field inspection was generally adequate in the immediate vicinity of the Intracoastal Waterway. In the future, this same area will be covered by planimetric map manuscripts T-9015 and T-9018 which should give more complete coverage.

Reviewed by:

Under direction of:

B. Thomas Hynson
B. Thomas Hynson
Cartographer (Photo) 12/29/48

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED

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