2810, 2811 & 2812

COAST AND GEODETIC SURVEY

O. F. Muller
Superintendent.

State: Louisiana

LOCALITY:

Terrebonne Parish

Lake Peiroto

1906

CHIEF OF PARTY:

O. F. Muller
Department of Commerce and Labor
Coast and Geodetic Survey
O. H. Tittmann, Sup't.

Descriptive Report
on
Hydrographic Sheets
Field numbers 1, 2, 3,
Timbalier and Terrebonne Bays and Lake Peitto,
Louisiana
1906.

Schn. "Transit"
J. B. Miller, Aid, Chief of Party.
To the Surveyor General

Coast and Geodetic Survey,

Sir:

I have the honor to report as follows upon hydrographic sheets, field numbers 1, 2, and 3, Tribble Bay and Verdronne Bay and Lake Pelto, 1906.

1. Sheet 1, Lake Pelto, lat. 29° 03' to 29° 08', long. 90° 47' to 90° 55', going along west up the east and west, and extends from the center of the lake westward to Peru Palloon Point, leading into Palloon Bay. It includes no important channels, but in general the south side of the lake is a few feet deeper than the north. The bottom is all soft, and the few small shell reefs indicated are of no thickness, and lie upon the mud. A large part of the lake is oyster bedding ground, and it is only in the depths of very soft oze that oysters will not grow. The shores are least marked, very low, scarcely above mean sea level, covered with a low growth of small bushes and grass. The water keeps its depth near to shore, and a good landing may be made anywhere.

2. Sheet 2, part of the middle passage from Raccoon Point and Oyster Bayou, to Grand Pass Tribble Bay or inland, semi-circular by luggers, gasoline boats, and steam packets taking larger from Morgan City. There is no difficulty in passing through, except at Potomic Point, at the center of the lake, where there are shell reefs at the north shore and one directly in the center, shown by both old and new hydrography.

3. Sheet 3, southern part, lat. 29° 07' to 29° 15', long. 90° 18' to 90° 29', joins Sheet Reg. No. 2071 on the south, and extends to the southern limit of the bay. It includes three
(Cont.)
5. Channels, all of little importance. One of these leads from Rayon Bluffs, the end of the South Louisiana Canal from Pasa- tina Bay and Rayon Le Fronde, to Rayon Island Felicity, which leads to Lake Felicity, Lake Barre', and Rayon Terrebonne. This is a straight course of six miles, all mud bottom.

6. The route from Rayon Bluffs to Terrebonne Bay and Lake Felicity, followed by numerous gasoline boats and packet boats, coming inland from New Orleans, passes north and west of triangulation station Brice; there are shell reefs all round the point of the island, but beyond the bottom is soft. The course then passes north of station Felicity and the Pelican Islands into Terrebonne Bay.

7. There is a narrow channel between shell reefs, just off Jack's Camp, which is the route from Rayon Bluffs to land of Pass Imbadier. Beyond this channel there is open water to the Pass.

8. Imbadier Bay is mainly oyster ground: there are no permanent settlements and no regular traffic. There are always boats of all kinds, however, passing to and from New Orleans and the bayous on occasional trips. The shores are all salt marsh, nearly at sea-level, covered with grass and rushes. The shoreline upon this sheet is all new work, sketched while landing.

9. Sheet 3, north end of Terrebonne Bay, lat. 29° 10' to 29° 17', long. 90° 30' to 90° 36', shows Lake Lagrasse, Pass Racquette, and Pass Barre', entrance to Lake Barre' and Rayon Terrebonne, from Terrebonne Bay. Lake Lagrasse is used only by buggers. The other two passes are equally good, but are difficult to find, as there are no marks whatever except the salt marsh islands. All of this area except the deep holes formed by tidal currents, is oyster bedded ground, and much of it is now owned.

10. The shore is all soft low salt marsh covered with salt grass, there are no permanent inhabitants except one family at Seabreeze Oyster Factory, where there is a
(10) Supply of several thousand barrels of fresh water, used by all passing boats.

(11) The western part of this sheet is topographic and shows Bayou Little Calabou to Pass Casteel, which is pass most used by buggies. Much of this area has also been surveyed by the Louisiana Cattle Commission; but no points were marked permanently by them.

Very respectfully,

J. B. Miller

Surf C. & G. Survey.
The work on this shut is satisfactory.

In joining 2070-2071 pressure was given to this the latter work.

J. O. Dunn

Sept 27, 1906.
Please return to D.E. Div.

Department of Commerce and Labor

Sept 28 11

While the field work is not complete, it is good as far as it goes.

The field plotting, except in a few places, was all right.

J.H. Dumas

Sept 27 1906

The development is insufficient, the curves cannot be drawn with any certainty. G.E.P.
Shut 2812 Lake Delta La.

The channels at either end of the shutters replotted on the track, the vessel sailing was supposed to have taken. All other plotting was accepted.

As there was a difference between the work on Shut 2812 and Shut 2070, where they join, owing to natural changes, the joining had to be forced, the preference being given to the later work.

Sep 27 1906

F.G. Down