

5306

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

Topographic }
Hydrographic } Sheet No. T-5306

LOCALITY

Mississippi River

Chalmette to Lake Borgne

1934

CHIEF OF PARTY

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

5306

Applied to Cht 1050	May 1937	Chas R. Brink
" " " 1271	Nov. 1937	J. S. Samba
Applied to Cht. 1269	May 1939	K. Reynolds
" " " 878	March 1947	M. Hunsberger

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5306

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. 19

REGISTER NO. T-5306

State Louisiana

General locality Mississippi River

Locality Chalmette to Lake Borgne

Scale ~~1:24,000~~ ^{1:20,000} Photographs: 11/28/32
Date of ~~survey~~ 11/29/32, 19

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

Chief of party M. H. Reese

Surveyed by See data sheet of 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 a scale of 1:24,000 and enlarged and

printed on a scale of 1:20,000 by photo-lithography.

- NOTES ON COMPILATION -

SHEET NO. T-5306

FIELD NO. 19

PHOTOS, NOS:	DATE OF PHOTOGRAPHS	TIME
362-372	11/28/32	9:22 to 9:28 A. M.
421-431	11/29/32	9:18 to 9:22 A. M.

	BY	DATE
PROJECTION BY	<u><i>E. P. Hernandez</i></u> E. P. Hernandez	<u>5/7/34</u>
PROJECTION CHECKED BY	<u><i>J. C. Dobler</i></u> J. C. Dobler	<u>5/7/34</u>
CONTROL PLOTTED BY	<u><i>R. E. Wagner</i></u> R. E. Wagner	<u>5/9/34</u>
CONTROL CHECKED BY	<u>J. A. Peterson</u>	<u>5/9/34</u>
RADIAL LINE PLOT BY	<u><i>S. S. Gill</i></u> S. S. Gill	<u>5/15-18/34</u>
RADIAL LINE PLOT CHECKED BY	<u><i>S. S. Gill</i></u> S. S. Gill	<u>5/19/34</u>
DRAFTING OF PHOTOGRAPHS BY	<u><i>S. S. Gill</i></u> S. S. Gill	<u>5/19 to 6/7/34</u>
PASTING OF NAMES BY	<u><i>S. S. Gill</i></u> S. S. Gill	<u>6/9/34</u>
REVIEW OF COMPILATION BY	<u><i>S. S. Gill M. A. H. H. H.</i></u> S. S. Gill	<u>6/8/34</u>

AREA OF DETAIL INKED-- 97.8 sq. Statute Miles.

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

Note The photo plot position of ~~A~~ American
airways Beacon has been retained
on the compilation as correct. The triangulation
position is an intersection station with
no check angle.

B.G. Jones

- COMPILER'S REPORT -

FOR

PHOTO TOPOGRAPHIC SHEET, FIELD NO. 19

GENERAL INFORMATION:

Instructions dated Nov. 7, 1933.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs and from members of the field inspection party in questionable areas.

The accompanying Notes on Compilation gives all data and statistics in connection with the compilation of this sheet.

The tide in Lake Borgne is approximately one foot and because of the small scale of this compilation - 1:24,000 and the photographs, its effect was neglected in determining the shore line.

The land area of this sheet consists of low marsh lands along the shores of Lake Borgne and cypress swamps covering the greater part of the sheet, except for that area cultivated along the banks of the Mississippi River.

This sheet was compiled from photographs taken by the U. S. Army Air Corps', five lens, T-3A Camera, No. 32-3; photograph numbers, 362-372 (West Flight) approximately parallel to Longitude 89°56'30" and 421-431 (East Flight) approximately parallel to Longitude 89°49'10".

CONTROL:

(A) Sources:

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

(a) Triangulation by Lieut. C. I. Aslakson-1934.

(b) Triangulation by Lieut. W. H. Bainbridge-1934.

The control by Lieut. C. I. Aslakson is of first order accuracy and that of Lieut. W. H. Bainbridge is of second order accuracy and is on the North American 1927 Datum. The field computations were used.

(B) Errors:

The geographic position of station American Airway Beacon-1934 was found to be in error and would not hold with the radial line plot, so it was disregarded. The radial line plot location of the station is shown with a circle three millimeters in diameter. The radial line plot position of the station was scaled as follows:

American Airways Beacon:	Latitude 29°56'	Longitude 89°59'
	(211.8 m)	(856.4 m)
	1635.6 m	752.8 m

See opposite page.

abandoned

No other errors were found in the control for this compilation.

82 by 5 is 29 56 57.62 1714.0

81 57 57.11 681.5

Names Two new names, Bayou Dupre
and Bayou Bienvenue, have been about
pending Mr. Bacon's decision. Other names
agree with chart 1271.
Jsgg

(C) Discrepancies:

No control established by other organizations was used in the compilation of this sheet.

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 flights covering this area were free from excessive tilt and scale fluctuations and required no unusual adjustments.

(C) Interpretation:

To denote land marks determined by radial line intersection a circle three millimeters in diameter was used. To denote brush the symbol used was: (?); for reeds the symbol was thus: (: : *), otherwise, only the conventional symbols as approved by the Board of Surveys and Maps (1932) were used.

Canals, bayous, and good roads are shown with double solid lines. Roads and canals of less importance and too narrow to be shown with double lines are shown with a single line.

In all cases, except where labeled on the field photographs the classification of features had to be determined by a close examination of photographs. No great deal of difficulty was experienced in interpreting the detail from the photographs.

(D) Information From Other Sources:

There was no information taken from sources other than those mentioned above.

(E) Conflicting Names:

The names shown were taken from the U. S. Coast and Geodetic Survey sheet No. 1271 and from reports and sketches of the field inspection party in this area. All names shown are in current usage and so far as is known no conflict exists. *See opposite page.*

COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the North, South, and East, T-5305, T-5307, T-5314, respectively, are satisfactory.

On the west a comparison with U. S. Geological Survey Air Photo Compilation sheet of N. W. 1/4 of New Orleans Quadrangle at the junction, Longitude 90°00', shows the following discrepancies:

U. S. Coast & Geodetic Survey, sheet.			U. S. Geological Survey Sheet.	
Feature	Latitude	Meters	Latitude	Meters
Street	29°58'	183.5	29°58'	260
R. R.	29°58'	810.0	29°58'	780
Bayou (S. Bank)	29°59'	185.5	29°59'	233.2
" (N. ")	29°59'	223.2	29°59'	267.5

Aside from the above mentioned discrepancies the two sheets match very well.

U. S. Coast and Geodetic Survey Chart No. 1271, compares very closely with this sheet as far major features, but, because of the difference in scale no accurate comparison of the smaller features can be made.

LANDMARKS:

The list of landmarks as recommended by the field inspection party is submitted on form No. 567 for the area covered by this sheet.

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. *See below.*

It is understood that the width of roads, bridges, canals, and bayous may be slightly expanded, where necessary, in order to keep the detail clear and to keep it from photographing as a solid blotch in the photo-lithographic process.

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 survey is required.

Submitted by: *S. S. Gill*
S. S. Gill,
Draftsman

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

The value of 5 to 10 meters given above is high for work on this scale. Assuming careful compiling a better estimate is an accuracy of location of 5 to 10 meters for intersected points and 5 to 20 meters for other detail. This may be exceeded somewhat on the eastern half of the compilation where there was less control.

B. O. Jones

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5306

Title (Par. 56) Forwarded with sheet.

Chief of Party M. H. Reese

Compiled by S. S. Gill

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.
 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.) *None submitted on form 524*
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.)
14. The geographic datum of the sheet is North American 1927, and the reference station is correctly noted. (Par. 34.) *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.)
see page 3
17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)
18. No additional surveying is recommended.
19. Remarks:

20. Examined and approved:

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

21. Remarks after review in office:

Reviewed in office by: *B. G. Jones*

Examined and approved:

Chas. H. Green
acting Chief, Section of Field Records

L. O. Pollock
Chief, Division of Charts

J. S. Borden
Chief, Section of Field Work
G. W. de
Chief, Division of
Hydrography and Topography.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

New Orleans, Louisiana

June 15, 1934

193

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

M. H. Reese
M. H. Reese.

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED U.S. Coast & Geodetic S. Chart, No. 1271	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
English Turn Bend Light <i>1934</i>	29	53	(1775.1) 72.3	89	58	(1516.3) 93.6	N. A. 1927	Air Photo	
Shingle Point Light <i>1934</i>	29	52	(602.9) 1244.4	89	57	(25.6) 1584.6	"	"	
Old Depot Light <i>1934</i>	29	52	(400.3) 1447.1	89	53	(119.9) 1490.3	"	"	
Airway Beacon (Monroe Airport)	29	56	(211.8) 1635.5	89	59	(856.4) 752.3	"	"	
Chalmette Sugar Ref. Stack	29	56	(521.1) 1526	90	00	(1480.2) 129.0	"	"	
Chalmette Sugar Ref. Stack	29	56	(450.5) 1396.9	90	00	(1419.9) 189.3	"	"	
Chalmette Sugar Ref. Stack	29	56	(337.2) 1410.3	90	00	(1402.7) 206.8	"	"	
Saxonholm Nav. Lt. <i>1934</i>	29	55	(917.3) 930.1	89	55	(785.7) 823.8	<i>1894</i> <i>819.6</i>	Triangulation	
<i>cut off</i> Navigation Light <i>1934</i>	29	55	(1286.8) 560.7	89	58	(847.1) 762.4	"	"	
Tallest Stack <i>1934</i>	29	55	(195.8) 1651.6	89	56	(943.2) 666.3	"	Air Photo	
<i>Reading checked by D. H. Benson</i>									
<i>Two lights shown at entrance to Lake Borgne Canal are not shown on this sheet and are not mentioned in the report.</i>									
<i>B. J. Jones</i>									

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

GEOGRAPHIC NAMES
LOUISIANA

Date. Jan. 4, 1935

Chart No. 1271

Names underlined in red approved Jan. 5, 1935 Diagram No. _____

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.

U.S. Engrs Map of So. La. 1934 shows a number of small settlements along the RR that are not found on other maps.

Corrections and additions from USGS surveys of 1935 and 1936 AB.

Status	Name on Survey	Name on Chart or other Maps	New Names in local use	Names assigned by Field	Location
	<u>Bayou Dupre</u> ✓	D.G.N. 1115 125 U.S. Engrs.	same		
	<u>Bayou Bienvenue</u> ✓	USGS, U.S. Engrs	"	3 places	
	<u>Lake Borgne</u> ✓	Same.			
	<u>Bayou Mercier</u> ✓	U.S.G.S. 1271			
	<u>Bayou Maxent</u> ✓	1271, USGS, U.S. Engrs			
	<u>Martello Castle</u> ✓	1271, U.S. Engrs			
	<u>Battery Bienvenue</u> ✓	1271, U.S.G.S., U.S. Engrs			
	<u>Chalmette National Cemetery</u>	USGS, 1936			
	<u>Meraux</u> ✓	1291 U.S. Engrs	Move name to east as indicated.		
	<u>Cutoff</u> ✓	" USGS, 1935			
	<u>Mississippi River</u> ✓	all maps			
	Stanton ✓	Restore Stanton USGS, Jan. 1936 1271 - U.S. Engrs	Out. U.S.G.S. Survey 1935 AB, Nov. 35 Restore "		
	Saxonholm ✓	" USGS, 1935 Remove Saxonholm, USGS, Jan. 1936 Houses all removed			
	<u>Violet</u> ✓	" U.S. Engrs			
	<u>Lake Borgne Canal</u> ✓	" USGS, U.S. Engrs			
	<u>Twelvemile Point</u> ✓	" "			
	<u>Little Rock</u> ✓	" USGS			
	<u>Shingle Point</u> ✓	"			29° 52.6 89° 56.9
	<u>English Turn</u> ✓	USGS - 1935			At Shingle Pt.
	<u>Chalmette P.O.</u> ✓	" "			29° 56.4 89° 58.2
	<u>Bayou Villere (Villere)</u> ✓	"			
	<u>Bayou Chaperon</u> ✓	" "			
		" "			

