5531

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic / ~~*Hydrographic*~~ *Sheet No.* T-5531

State Alabama

LOCALITY

Mobile Bay

~~City of~~ Mobile

1934

CHIEF OF PARTY

M. H. Reese

U.S. GOVERNMENT PRINTING OFFICE: 1934

applied to drawing of Chart 1266 - Apr. 3, 1939 - JTW

Form 537a
Ed. Nov. 1929

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.....

REGISTER NO. T-5531 **T5531**

State Alabama

General locality Mobile Bay

Locality ~~City of~~ Mobile

Scale 1:10,416 Date of photos ~~survey~~ July 16, 1934

~~Vessel~~ Air Photo Compilation Party No. 24, Pensacola, Fla.

Chief of party M. H. Reese

Surveyed by See data sheet in descriptive report.

Inked by G. O. Coignet

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

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

Instructions dated June 7, 1934

Remarks: Compiled on scale of 1:10,416. Enlarged and printed by photolithography on scale of 1:10,000. Scale factor 0.96.

Blueprint only, scale 1/10,416 filed 2/3/36

- STATISTICS -

on

SHEET, FIELD NO. _____, REG. NO. T-5531

PHOTOS, NO. 455 TO NO. 476

DATE OF PHOTOGRAPHS 7/16/34 TIME 9:15 a.m.

	BY	DATE FROM	TO
ROUGH RADIAL PLOT	G. O. Coignet	5/21/35	
SCALE FACTOR (0.96)	--		
SCALE FACTOR CHECKED	--		
PROJECTION	E. P. Hernandez, Jr.	5/23/35	
PROJECTION CHECKED	E. L. Fitch	5/23/35	
CONTROL PLOTTED	G. O. Coignet	5/24/35	
CONTROL CHECKED	S. S. Gill	5/25/35	
TOPOGRAPHY TRANSFERRED	--		
TOPOGRAPHY CHECKED	--		
SMOOTH RADIAL LINE PLOT	E. P. Hernandez, Jr.	5/29/35	
RADIAL LINE PLOT CHECKED	G. O. Coignet	6/3/35	
DETAIL INKED	G. O. Coignet	7/29/35	
PRELIMINARY REVIEW OF SHEET	R. S. Poor	7/31/35	

TOTAL AREA OF SHEET 27.3 sq. Statute Miles
AREA OF DETAIL INKED 19.4 sq. Statute Miles (Land Area)
AREA OF DETAIL INKED -- sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
35.3 Statute Miles
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
47.8 Statute Miles

GENERAL LOCATION Mobile Bay

LOCATION ~~City of~~ Mobile

DATUM North American 1927 ✓

Latitude 30°41'22.950" (706.7 m.) ✓

STATION CUPOLA COURTHOUSE 1895-1935 ✓ Longitude 88°02'25.199" (670.7 m.) ✓
(Unadjusted) ✓

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5531

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs. The compiler of this sheet was a member of the field party that inspected this area. This was very helpful, in the actual drawing of the sheet, in interpreting detail from the photographs.

The area covered by this sheet consists principally of land, including the greater part of the city of Mobile with its many docks and wharves on the banks of the Mobile River. There are several large dry docks on the banks of the river.

The land to the west of the Mobile River is generally high and the greater part of the islands to the east are low and marshy. Pinto Island and Sand Island are partly covered with sand. Much of this sand is spoil deposited by dredges operating in the Mobile River. This spoil washing to the east side of Pinto Island has made the shoreline very indefinite* ~~and it is therefore shown with a broken line.~~ A broken line is shown around the southern end of Sand Island. The approximate area thus inclosed is shoal, and there are many small snags and logs lodged in the sandy bottom. This is also true for the area inclosed with a broken line at the southwestern shore of Pinto Island.

*Shown as solid line H.W.L. as of 7-16-34

A small portion of the shoreline of Three Mile Creek, at Lat. 30°43'20" - Long. 88°03'40", was covered by smoke and consequently very indefinite on the photographs. This is shown with a broken line. ✓

In the city of Mobile only the public buildings, churches, hospitals, and schools were shown, except on the waterfront where all main buildings were shown. In the western section of town it was impossible to show buildings, due to the tilt on the outer end of the wing prints.

Cables:

Entrance to Chickasaw Creek

The field inspection indicates four poles and states that the cable is under the channel.

Pinto Pass

The field inspection indicates the transmission poles but does not state whether this is an overhead or submarine cable.

There is no other information available for these cable crossings.

There is much piling, many dolphins, and several cable poles on this sheet, most of them being along the banks of the Mobile River. The locations of these were determined by field inspection and where practicable were directly located on the sheet by the radial plot. In cases where pile and dolphins could not be accurately picked on successive pictures, they were located by points near them. The group of piling and the three single piles, inclosed with circles, at Lat. 30°40' and Long. 88°01'20" (approx.) were not visible on the photographs and were approximately located by field inspection. The single row and the double row of piling at Lat. 30°40' and Long. 88°01'20" (approx.) did not show very clearly on the photographs. These were located by field inspection and their position is thought to be accurate. The row of piling at the southeast end of the island (U.S. Engineer Station) in Pinto Pass was driven since the taking of the photographs. This was located by field inspection and the position is believed to be correct.

The three-point fix, MOBILE DEPOT LT. 1935, at the end of the Department of Commerce Light House Depot is shown by a 2.5 mm. circle. The two radio towers at Lat. 30°43' and Long. 88°02'15" (approx.) were tied in by the field inspection party and their position established by the radial line plot. These are shown by a 2.5 mm. circle. One transit traverse station, T.T. 312-1, is also shown by a 2.5 mm. circle, and this traverse station is described on form 524.

The small sheet comprising one minute of latitude and three minutes of longitude to the north of this sheet (T-5531) is loosely attached and is to be permanently inserted or attached to this sheet, at the discretion of the Office. No separate report is made concerning this small sheet.

The range of normal tide in this area is approximately 1.5 feet. The difference between the high and low water line is very small, and only the high water line as determined by the field party has been shown.

This sheet was compiled from photographs taken by the Aero Service Corporation with five-lens camera H.U.I.-33. The photographs used were Nos. 455 to 472, inclusive, on the large sheet, and Nos. 473 to 476, inclusive, on the small sheet. The flight runs approximately on a line from Lat. 30°39' - Long. 88°02' to Lat. 30°45' - Long. 88°03'.

The pictures as a whole were dull and small detail, especially railroads, was very hard to ascertain. The western section of the sheet was traced far out from the center of the photographs, in some instances within two inches of

of the outer edge of the wing ("A") prints. Good radial intersections were obtained even so far from the center but they were rather flat. For this reason the points at the extremities of the wings should be located more accurately in latitude than in longitude. There are many large trees throughout the city of Mobile, and this presented more difficulty in locating streets far out on the wing prints. For a more accurate location of points, two flights of pictures would have been beneficial.

II. CONTROL:

(A) Sources

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

1. Triangulation by Lieut. Geo. L. Anderson, 1935.

2. Traverse by Local State Control - Alabama, 1935.

The field positions of the triangulation stations established by Lieut. Anderson were used in controlling this sheet. The datum is North American 1927 (~~unadjusted~~).

The traverse run by the Alabama State Control, in conjunction with the U.S. Coast and Geodetic Survey, was computed from field data. The traverse was unadjusted and the geographic positions were computed from unadjusted triangulation stations. The datum is North American 1927 (~~unadjusted~~).

The geographic position of the station appearing on this sheet is given below, and the station is described on form 524:

Filed on form #524 under T-5531. Division of Geodesy notified. (Mr. Thomas).

T.T. 312-1

Lat.	30° 39'	(1756.1) 91.5
Long.	88° 03'	(460.4) 1137.2

These stations of the Alabama Geodetic Survey will probably be filed as second or third order traverse in the Division of Geodesy at some future time. However since no positions are yet available in Geodesy and since the field positions may differ appreciably from those computed by Reese and shown on T 5531 the stations on this sheet by circle. L.C.L.

(B) Character

The control of this sheet was adequate for the radial line plot.

(C) Errors

No errors in control were found.

III. COMPILATION:

(A) Method

The usual five-lens method of radial line plotting was used.

(B) Adjustments of plot

No unusual adjustment of plot was necessary.

There was some tilt in the photographs, but it is not considered excessive.

(C) Interpretation

Except for the symbol (⟆) used to denote brush, only the graphic symbols approved by the Board of Surveys and Maps (1932) were used.

Since the well divided sections in the city and on the outskirts are thickly populated and since a thorough inspection of streets was not made, only those definitely known to be poor are shown by broken lines.

The field inspection is considered adequate, and no great difficulty was experienced in interpreting detail from the photographs except as mentioned under "General Information".

(D) Information from other sources

The following outside information was used:

unable to locate. B.H.C. 2-5-36

1. Map of City of Mobile - by Durant Eng. Co., (this map accompanies the compilation).

2. Maps of the Alabama State Docks showing railroad track layouts, railroad yards and docks.

3. Maps of the Louisville and Nashville Railroad, showing track and yard layouts.

The city map was used merely to help as a guide in locating streets and roads on the photographs. The other maps were used in the same manner to help locate roads, tracks, and the number of tracks. An attempt was made to show all the tracks in the yards, on the docks, etc., but due to the small scale of the photographs it is quite possible that a few small spurs have been omitted. All main lines through the city are shown. On some of the docks, some parallel tracks were omitted so as not to crowd detail at the expense of clearness. To illustrate: there are three tracks on each side of the piers at the State docks, but for clearness only two were shown.

Aside from that mentioned above, no information from other sources was used.

(E) Conflicting names

There are no conflicting names on the different maps of this area. The names were taken from U.S. C. & G. Survey Chart No. 1266.

(F) New names

The name "Hog Bayou" (northern part of sheet) was taken from the Alabama State Dock maps. Names of piers, docks, and wharves were also taken from the State Dock maps and checked by field notes. Highway numbers were taken from road maps and railroad names from the Louisville and Nashville Railroad and also from the State Dock maps. Street names taken from the City map are shown on the overlay.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the South (T-5532), East (T-5530), and West (T-5532) are satisfactory. The junction of this sheet with the small sheet to the North is satisfactory.

A comparison with U.S. C. & G. Survey Chart No. 1266 shows considerable change in the shape of the small island (no name) to the east of Sand Island. A pass not existing

on Chart No. 1266 is shown on the compilation at the head of Pole Cat Bay. Aside from this, only very minor changes are perceptible.

V. LANDMARKS:

A list of landmarks is submitted on form 567.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, and no additional survey is required.

Submitted by: G. O. Coignet
Draftsman.

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

This compilation is considered correct within 0.3 to 0.5 m.m. for intersected points and 0.3 to 0.8 m.m. for other detail, except for the small portion of Threemile Creek mentioned on page 2.

Form 567
Rev. Jan. 1933

DIVISION OF CHARTS, FILE NO._____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Pensacola, Florida,

July 30, 1935

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 *Chief of Party.*

DESCRIPTION	POSITION						DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE					
	°	′	D.M. METERS	°	′	D.P. METERS			
Mobile Chan. F.R.	30	40	(1522.9) 324.8	88	01	(235.0) 1362.2	1927 Unadj.	Triangulation	1266
Mobile Chan. R.R.	30	40	(960.9) 886.7	88	01	(253.2) 1344.0	"	"	"
Mobile Chan. #42	30	39	(1647.7) 200.0	88	01	(263.9) 1333.6	"	"	"
G. C. C. Tank	30	39	(509.3) 1338.3	88	02	(209.7) 1387.6	"	"	"
N. Tank State Docks	30	42	(459.8) 1387.9	88	02	(451.0) 1145.5	"	"	"
S. Tank State Docks	30	42	(1111.3) 736.4	88	02	(570.2) 1026.5	"	"	"
Aero Bn. Bank Bldg.	30	41	(780.9) 1066.7	88	02	(760.1) 836.6	"	"	"
Tank, Pinto I.	30	41	(1815.2) 32.4	88	02	(1508.9) 88.1	"	"	"
Tower	30	39	(462.4) 1385.2	88	01	(974.1) 623.2	"	"	"
N. Br. Lt. Pole E.	30	43	(06.8) 1840.8	88	02	(759.1) 837.1	"	"	"
N. Br. Lt. Pole W.	30	43	(10.0) 1837.7	88	02	(659.5) 936.7	"	"	"
Chy., Chickasaw Power	30	45	(312.6) 1535.1	88	03	(662.9) 932.7	"	"	"
Stack, Benner Veneer	30	43	(899.7) 948.0	88	03	(933.3) 642.9	"	"	"
Tank, St. R.R.	30	39	(925.3) 922.3	88	03	(1013.1) 584.4	"	"	"
Mobile Depot Lt.	30	40	(1790.6) 57.0	88	01	(71.7) 1525.6	"	3-pt.fix	"

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 indentification. 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, flagstaffs and like objects are not sufficiently permanent to chart.

U. S. GOVERNMENT PRINTING OFFICE: 1934 25379

R.E.W.
Chief Draftsman, C. & G. S.

Form 567
Rev. Jan., 1933

#2.

DIVISION OF CHARTS, FILE NO._____

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Pensacola, Florida,

July 30, 1935

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 Chief of Party.

DESCRIPTION	POSITION						DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE					
	°	′	D. M. METERS	°	′	D. P. METERS			
E. Radio Tower (Steel)	30	43	(1763.6) 9.7	88	02	(1191.2) 341.4	N.A. 1927 Unadj.	Photo Comp.	1266
W. Radio Tower (Steel	30	43	(1757.0) 16.5	88	02	(1098.5) 434.5	"	"	"
Lt.Cent.L&N R.R.Br.	30	44	(1275.5) 498.0	88	02	(502.0) 1030.5	"	"	"
Chy., S. Kraft	30	44	(495.4) 1352.3	88	03	(561.1) 1034.8	"	Triangulation	"
Tank, S. Kraft	30	44	(692.0) 1155.7	88	03	(867.3) 729.5	"	"	"

Scaled by: H.O.Cosgrove

Checked by: C.C.Brown.

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 indentification. 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, flagstaffs and like objects are not sufficiently permanent to chart.

U. S. GOVERNMENT PRINTING OFFICE: 1933

GEOGRAPHIC NAMES

Survey No. T-5531

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Mobile	1266									1
Terminal R.R.										2
Hog Bayou										3
Chickasaw Creek	1266	T288								4
Louisville and Nashville R.R.										5
Mobile River	1266									6
Spanish River	1266	T3713								7
Grand Bay	1266	T288								8
Southern Ry.										9
Polecat Bay	1266	T3713 T288								10
U.S. Highway No. 90				✓						11
Mobile and Ohio R.R.										12
Threemile Creek	1266	T295 T288								13
Industrial Canal										14
Blakely Island	1266	T295								15
Conception Street Road				✓						16
Cochrane Bridge Causeway				✓						17
Pinto Pass	1266	T3716								18
Pinto Island	1266	T295 T3716								19
Mobile Bay	1266									20
Garrows Bend	1266	T3713	considered a water feature see T-287 and T-3713						CHE 3/5/37	21
Choctaw Point	1266	T295								22
Sand Island	1266				City + Ry. maps.					23
St. Louis Point	1266	T288								24
Monroe Park										25
										26
										27

Names underlined in red approved by C.H. Cayou on 2-5-36

M 234

REVIEW OF AIR PHOTO COMPILATION T 5531
Scale 1:10,000

There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys

Miscl. 2 (1845), 1:200,000, Reconnaissance
T 287 (1850), 1:20,000
T 288 (1850), 1:20,000
T 295 (1850), 1:20,000
T 3713 (1917), 1:40,000
T 3716 (1918), 1:10,000

The general shoreline features at the upper end of this survey have not changed much since the 1850 surveys. Extensive changes however have taken place in the shoreline of Pinto, Sand and the lower part of Blakely Islands. Great changes have been made along the waterfront due to the growth of Mobile.

The changes since the 1917-1918 surveys in general have been due to construction work. The greatest shoreline changes have been in Pinto and Sand Islands and the building out of as much as 300 meters of the shoreline at Monroe Park. The long narrow island just east of Sand Island is now nearly circular and about 200 meters in diameter. Probably the greatest change since 1917 has been the reclaiming of the swamp north of 30° 42' for railroad yards.

T 5531 is adequate to supersede the above surveys over the common area.

There are no contemporary hydrographic surveys in this area.

Comparison with Chart 1266.

Additions and corrections to the chart as a result of this survey have been discussed under comparison with previous topographic surveys.

The photographs have been examined in connection with the verification and review of this survey and all piers and wharfs that now exist are shown on T 5531.

Landmarks and Aids to Navigation

A list of landmarks and aids submitted by the field party is included in this report.

All lights on the chart have been shown. Buoys have not been shown as they are not identifiable in the photographs and no planetable positions are not available.

Attention is called to the following notes on the landmarks now shown on the chart:

	Remarks	Decisions
1		
2	On photo compilation only.	
3	On photo-compilation only.	
4		
5	do.	
6		
7		
8		
9		
10		
11	On photo. compl'n. only.	
12	do.	
13		
14	do.	
15		
16	On photo- compl'n. only.	
17	" " "	
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

M 234

1. Water Tower, Monroe Park. △ Tank, Street R.R., 1935.

2. Old Tower, off Choctaw Point. T 5531 shows piling in this area. There is no evidence of a tower in the photographs. △ Tower, 1935, which is an old tower according to the field inspection, is about 600 meters south of the chart's landmark Old Tower and has been recommended as a landmark.

3. Stack, north end of Pinto Island. This stack is not prominent in the photographs. There is a landmark Tower nearby.

4. Tower, north end of Pinto Island. △ Tank, Pinto Island, 1935.

5. Stack, 30°41 1/4', 88° 02 1/3'. This stack is visible in the photographs but has not been recommended by the 1935 field party.

6. C. H.Clock Tower, 30° 41 1/2', 88° 02 1/3'. △ Cupola, Court House, 1911.

7. Airway Beacon, 30° 41 1/2', 88° 02 1/2'. △ Aero Beacon, Bank Bldg., 1935. This is a new position, some hundred meters west of the position shown on the chart.

8. Tank, 30° 41 2/3', 88° 02 1/3'. The photographs are clear and this tank is not visible. It is recommended that this landmark be deleted from the chart.

9. Water Tower, 30° 42 1/2', 88° 02 2/3'. △ Tank, State Dock South, 1935. This tank has not been recommended as a landmark by the 1935 field party.

10. Tanks, 30° 43 1/2', 88° 02 3/4'. These two large tanks are shown to scale (± 30 meters in diameter) on T 5531.

11. Radio, 30° 43', 88° 02 1/3'. ⊙ East Radio Tower, ⊙ West Radio Tower. These two towers have been located by the photo compilation and have been recommended as landmarks.

Bridges

The following information is submitted for the bridges appearing on this sheet:

76
16
60

List of Bridges over Navigable Waters, ~~1927~~ 1935, U.S. Engineers

		Field Inspection
Mobile Bay Bridge over Mobile River	Vertical lift Center span 300 ft. ~~*~~H.W.Clearance 135 ft. M.H.W. " 135 ft.	Horizontal clearance 316 ft. *M.H.W.clearance (closed) 22.4 ft.
L. & N. R.R. Bridge over Chickasaw Creek	Swing Left span ~~82.6~~ 131 ft. Right span ~~82.6~~ 131 ft. H.W.clearance ~~4.5~~ 5.4 ft. M.H.W. clearance - 6.0 ft.	Horizontal clearance 106.2 ft. M.H.W. clearance 6.2 ft.
L. & N. R.R. Bridge over Threemile Creek	Swing Left span 56 ft. Right span 56 ft. H.W.clearance 10.3 ft. M.H.W. " 10.4 ft.	Horizontal clearance 57.4 ft. M.H.W. clearance 9.5 ft.
Terminal R.R.Bridge over Threemile Creek	Swing Left span 56.6 ft. Right span 61.1 ft. H.W.clearance 4.1 ft. MHW " 4.1 ft	Horizontal clearance 52 ft. ** Clearance 4.7 ft.
Mobile County Highway Bridge over Threemile Creek	Swing 60 Left span 59.8 ft. Right span 59.8 ft. H.W.clearance ~~5.9~~ 5.4 ft. M.H.W. " 5.4 ft	Horizontal clearance 63.2 ft. ** Clearance 4 ft. H.W.
Southern R.R.Bridge over Threemile Creek	Swing Left span 57.~~8~~2 ft. Right span 57.2 ft. H.W.clearance 0.95 ft. MHW " 2.4 ft.	Horizontal clearance 55 ft. ** Clearance 1.6 ft.
M.& O.R.R.Bridge over Threemile Creek	Fixed Span 52.3 ft. *H.W.clearance 10 ft. MHW " 10 ft	No information
Conception Road Bridge over Threemile Creek	No information Fixed Span 60 ft H.W. clearance 3.2 M.H.W. 6 " 6.1 ft	No information

~~*Shown on T 5531~~
**No datum plane given

March 12, 1936.

Frank G. Erskine
Frank G. Erskine

Note: Values checked in red are shown on The compilations to nearest foot. M.L.W. vert. clearances in Engineer Bridge Book reduced to M.H.W. by subtracting Range of Tide of 1.6 ft.

REVIEW OF AIR PHOTO COMPILATION NO. T-5531

Chief of Party: M. H. Reese Compiled by: G. O. Coignet

Project: Alabama-Florida Compilation Instructions dated: June 7, 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

   Yes.

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

   None.

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

   Discussed in report.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

   None were submitted.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

   No other surveys.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

   Yes.

7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

   Yes. Highwater line where not clear was sketched on the field photographs by the inspection party.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of ~~low~~ high water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

Only the high water shoreline is shown, due to the small change of tide.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

Yes.

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

Yes.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

Yes. (See bridge information in Review)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

Yes.

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. (~~Unadjusted~~)

Yes.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Yes.

15. The drafting is good and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

M. H. Reese
Chief of Party

19. Remarks after review in office:

Reviewed in office by: Frank G. Erskine

Examained and approved:

C. K. Green.
Chief, Section of Field Records

Fred. L. Peacock
Chief, Section of Field Work

L. O. Colbert
Chief, Division of Charts

Chief, Division of Hydrography and Topography.

NAUTICAL CHARTS BRANCH

SURVEY NO. 5531

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6/22/49	Reconstructing 1266	N. MacEwen	~~Before~~ After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.