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RESTRICTED

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RESTRICTED

Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. E
State British West Indies	
LOCALITY	
Trinidad	
Carenage Bay	
Hart's Cut and vicinity	
19341	
CHIEF OF PARTY	
Fred. L. Peacock	

6774

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. E

REGISTER NO. **T6774** **RESTRICTED**

State Trinidad British West Indies

General locality Carenage - ~~Chaguaramas Bay~~

Locality ~~Area adjacent to~~ Harts Cut and vicinity

Scale 1: 4800 Date of survey January 2-8, 1941

Vessel Ship Oceanographer

Chief of party Fred. L. Peacock

Surveyed by Joseph P. Lushene

Inked by Joseph P. Lushene

Heights in feet above M.H.W. ~~on Carenage Bay Tide Staff~~
7.3 feet to ground ~~XXXXXXXXXX~~

Contour, ~~Approximate contour~~ interval 5 feet

Instructions dated November 9th, 1940

Remarks: _____

DESCRIPTIVE REPORT
to accompany
PLANE TABLE SURVEY FIELD "E"
AREA ADJACENT TO HARTS CUT
TRINIDAD, BRITISH WEST INDIES
JANUARY 2 to JANUARY 8, 1941.

Project H.T. 257

Ship OCEANOGRAPHER

Fred. L. Peacock

Commanding

INSTRUCTIONS:

Instructions for Project H.T. 257, of which this topographic survey is a part, are dated November 9, 1940. This survey is a special survey of a part of Trinidad in the Caribbean Sea Area and the data is for restricted use. ✓

SCALE:

The scale of this survey is 1 to 4800, or one inch equals 400 feet. ✓

LIMITS:

In order to expedite the survey, a separate sheet was prepared covering the area adjacent to Harts Cut. This sheet is "Field 2" and covers the area along the Cut from Carenage Bay to Chaguaramas Bay and extends on both sides to the 100-foot curve.

GENERAL DESCRIPTION:

On both sides of Harts Cut the area is swampy and covered with mangrove.

On the south side the terrain rises abruptly with steep slopes which are covered with a dense growth of tropical brush and trees entangled with a mass of vines.

On the north side of Harts Cut the Western Main Road runs in an east and west direction at the edge of the marsh on a fill. The terrain north of the road is very rugged with numerous small valleys and ravines. This area has a few patches of limes, cocoanut palms, and a little cocoa mixed with the brush. The vegetation is in such mixed proportions that no definite limits could be outlined.

There are very few areas of cultivation north or south of the Cut.

The area in the vicinity of the Village of Harts Cut has an easy slope and is covered with cocoanut palms, cocoa, and citrus. This locality appears to be the most productive area of the sheet. The area at the western end of the sheet just north of the road is being reserved and used as a cemetery. The cleared area along the slope and the knoll, 90 meters southwest of station HARTS CUT, is a cultivated field.

The natives of this area are chiefly engaged in fishing, and agriculture is of secondary concern which possibly accounts for the small area under cultivation.

A steep triangular rocky cliff is situated just south of station HARTS CUT. ✓

CONTROL:

Adequate control was available on the survey of this small area. For information regarding horizontal and vertical control see "Descriptive Reports for Field Sheets "A", "B", and "C". T-6170 T-6171 T-6172

TRAVERSE:

A traverse was run from station HARTS CUT to station PRISON along the Western Main Road. The error was 1-1/2 meters in length and failed to checked by 1 meter in azimuth. The traverse was readily adjusted. This traverse controlled the road and all detail north of the road. ✓

A second traverse was started at the end of the jetty at Harts Cut from a strong checked fix. It ran westward along a cleared lane on the steep slope south of the Cut to Chaguaramas Bay. The traverse was tied in to a fix at the Chaguaramas Bay side. The traverse checked in azimuth but failed to check in distance by 1-3/4 meters. The distance was easily adjusted. No adjustment for azimuth was necessary, as was expected, since station GORDON was visible a great deal of the time for orientation. ✓

ROADS:

The Western Main Road is an asphalt road and in excellent condition. The only other road is the road to the cemetery at the western edge of the sheet, which is overgrown with grass and is a secondary road. ✓

PLANE OF REFERENCE:

All elevations are referred to 7.3 feet on the Carenage Bay Tide Gauge Staff which is 0.5 feet higher than the high water datum furnished by the Washington Office (See tide report for explanation). Consider as M.H.W. ✓

ELEVATIONS:

Numerous elevations were taken and in order not to obscure the contours, many have not been inked on the sheet. Only those have been inked that did not obscure the contours or that appeared to be outstanding. In determining the elevations there was no deviation from standard plane table methods. ✓

Since all elevations are not shown on the sheet, an overlay on tracing cloth showing all the elevations obtained was made as an original record. The overlay accompanies this sheet. Overlay attached to this report.

CONTOURS:

The contour interval on this sheet is five feet, with every fifth contour drawn slightly heavier than the rest for identification. Numerous elevations simplified contour drawing. The terrain was heavily wooded with thick brush and lanes for the plane table had to be cleared. ✓

VEGETATION:

On the closely spaced contours it was deemed desirable to omit the symbols for vegetation and the appropriate note was made. The note "heavily wooded" refers to a very thick tropical brush and trees of the broad leaf variety. ✓

The note "Pea patch" refers to an area of pea plants which are trees or bushes, usually 15 feet in height. ✓

HIGH WATER LINE:

The high water line, ^{on the bank} south of Harts Cut was shown as far as possible. The heavy black line indicates the edge. ✓

of the water or wet soil and zero contour which forms the high water line. The eastern quarter of the high water line south of the Cut is in a thick growth of mangrove and is not shown. It was questionable whether it was permissible or not to show the south edge of the Cut as a fine full line. Usually, a fine black line is shown as the definite limit of mangrove when no heavy solid line for high water is available. Since a heavy solid line for high water was surveyed, the definite edge of the south side of the Cut was shown as a broken fine line. ✓

On the north side of Harts Cut, the sea wall marks the limit of the high water line to the eastern limit of the mangrove. From there west to fast ground, the high water line is indefinite and from the western edge of this fast ground to the western end of Harts Cut, the high water line is also indefinite. ✓

Harts Cut is a very shallow and narrow canal, cut from Carenage Bay to Chaguaramas Bay thru a growth of mangroves. 100 meters of the Cut from Carenage Bay has a seawall on both sides. This Cut is used for row boats at high tide by the fishermen and natives. At low tide, great difficulty is experienced in taking a row boat through the Cut. ✓

BUILDINGS:

In the vicinity of the station HARTS CUT there are numerous buildings. Several are substantially built buildings and used for stores. Generally the buildings are of little value. ✓

The north side of the Western Main Road is dotted with houses and, in a majority of cases, are not of much value. ✓

All buildings were located accurately by plane table. ✓

JUNCTIONS:

This sheet joins Field Sheet "A" at the northeast edge, Sheet "B" at the southeast edge, and Sheet "C" at the western edge. All junctions joined satisfactorily and no discrepancies found. ✓

T-6770 (1940)
T-6771 (1940-41)
T-6772 (1940-41)

MAGNETIC MERIDIANS:

The magnetic meridians shown on this sheet were taken with the declinoire of alidade No. 210. The observed magnetic meridian at HARTS CUT was found to be $60^{\circ} 22.9'$ and at station RIB was $60^{\circ} 42.8'$. The value at RIB was observed to be about 19 minutes less than the value obtained on Sheet "A". No definite explanation can be found for the difference. Chart value approx. $70^{\circ} 20' W.$

The index correction for the declinoire was determined at Magnetic Station Fort Story at Norfolk, Virginia on February 13, 1941. The corrections to the above values will be taken up in a report on magnetics by Lieutenant C. D. Meaney.

REMARKS:

The shore line, road, and contours that are shown as dotted were not surveyed on this sheet but transferred from Field Sheet "B" on the east side, and Field Sheet "C" on the west side.

The road to the cemetery and the limits of the edges of the Cut were shown by broken lines and it is hoped that these two features will not be confused with the above paragraph. ✓

STATISTICS:

Miles of shore line.....	0.1 miles
Miles of first class road.....	0.4 miles
Miles of second class road.....	0.1 miles
Miles of Creeks, Canals, and Streams....	0.3 miles
Area.....	0.1 sq. statute mile
Number of elevations.....	1...601 elevations.

Respectfully submitted,

JPL/f.

Joseph P. Lushene
Joseph P. Lushene,
Jr. H. & G. Engineer.

Approved and forwarded:

Fred L. Peacock

Fred. L. Peacock, Lt. Comdr., C&GS,
Commanding Ship OCEANOGRAPHER.

By Lt. C. D. Meaney act. O.O.

DIVISION OF CHARTS

SURVEY SECTION

REVIEW OF TOPOGRAPHIC SURVEY NO. 6774 (1941) FILED 14.

Trinidad, B.W.I.; Careenage Bay; Barts Cut and Vicinity
 Surveyed in January 1941, Scale 1:4,000
 Instructions dated November 9, 1940 (OC 103021.1.14)

Plane Table Survey

Aluminum Mounted

Chief of Party - F. L. Peacock
 Surveyed and inked by - J. L. Lushene
 Reviewed by - J. A. McCormick, June 21, 1941
 Inspected by - H. H. Edmonston

1. Junctions with Contemporary Surveys

Satisfactory junctions were effected with T-6770 (1940) and T-6771 (1940-41) on the east and with T-6772 (1940-41) on the west.

2. Comparison with Prior Surveys

Copies of previous British surveys of the area are not available in this office.

3. Comparison with H.O. Chart 1064 (Corrected to Feb. 1941)
H.O. Chart 2118 (Corrected to Jan. 1941)

The charts show the general features of the area substantially as shown on the survey. Detail on the latter is, of course, much greater.

4. Condition of Survey

An overlay tracing showing all elevations determined on the survey is attached to the descriptive report.

5. Compliance with Instructions for the Project

Excellent.

6. Additional Field Work Recommended

None.

Examined and approved:

Thos Baird

Chief, Surveys Section

J. B. Borden

Chief, Division of Charts

C. H. Green

Chief, Section of Hydrography

G. A. Gude

Chief, Division of Coastal
Surveys

