

7014 a-b

7014 886

7014 a-b

Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT
Type of Survey <u>Graphic Triangulation</u>
Field No. <u>W & X</u> Office No. _____
LOCALITY
State <u>Louisiana & Mississippi</u>
General locality <u>Lake Borgne & Miss. Sound</u>
Locality <u>Lake Borgne & Grand Island Pass</u>
<u>1946</u>
CHIEF OF PARTY
<u>Ross A. Gilmore</u>
LIBRARY & ARCHIVES
DATE _____

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

T7014a Graphic Control

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. _____

Field No. W _____

Scale 1:30,000 _____

State Louisiana & Mississippi General locality Lake Borgne _____

Specific locality Lake Borgne LH to Rigolets _____

Dates: Survey began 12 Feb 1946 Completed 12 March 1946 _____

Photography _____, Supplemented by ground surveys to _____

Project No. Ph-1 (45) Instructions dated 7Dec45; 28Dec45; 5Jan46; 31Jan46. _____

Vessel } or Shore Party Chief of party Edmund L. Jones _____
Party }

Field work by R R Kim Office work by R R Kim & F J Leslie _____
E H Taylor

Final inking by I I Saperstein _____

Ground elevations } in feet above { M. H. W.
Treetop elevations } or { _____

Contours } by { Planetable } Interval _____ ft.
Approximate contours } Multiplex }
Form lines } _____ }

REMARKS _____

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

T7014b

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. _____

Field No. I

Scale 1:30,000

State Mississippi General locality Mississippi Sound

Specific locality Grand Island Pass

Dates: Survey began 12 Feb 1946 Completed 12 March 1946

Photography _____, Supplemented by ground surveys to _____

Project No. Ph-1 (45) Instructions dated 7Dec45; 28Dec45; 5Jan46; 31Jan46.

Vessel } or Shore Party Chief of party Edmund L. Jones
Party }

Field work by R R Kim Office work by R R Kim & F J Leslie

Final inking by I I Saperstein

Ground elevations } in feet above { M. H. W.
Treetop elevations } or { _____

Contours } by { Planetable } Interval _____ ft.
Approximate contours } Multiplex }
Form lines }

REMARKS _____

DESCRIPTIVE REPORT TO ACCOMPANY
TOPOGRAPHIC SHEET FIELD LETTERS "W" & "X"

PROJECT: Ph-1 (45) Date of Instructions: 7Dec45; Sup.1, 28Dec45;
Sup. 2, 5Jan46; Sup. 3, 31 Jan46.

DATUM: N A 1927 DATE OF FIELD WORK: 12Feb46 - 12Mar46.

PURPOSE: To locate existing aids to navigation and make major topographic revisions of the shore line and adjacent detail.

METHODS:

There are no permanent fixed aids to navigation (steel or masonry structures) on these sheets requiring 3rd order triangulation location.

The positions of all fixed aids to navigation formerly located by triangulation were verified by planetable cuts before using as control on these sheets.

The following non-permanent fixed aids to navigation within the area of sheet "X" were identified on the photographs indicated:

Rigolets Range Front Light	Photo. No. 45 C 2859
Rigolets Range Rear Light	Photo.No. 45 C 2860
Rigolets Beacon 5	Photo. No. 45 C 2860
Rigolets Beacon 8	Photo. No. 45 C 2860

The following non-permanent fixed aids were located by three or more planetable cuts:

SHEET "W"

Lake Borgne Light 21
Pearl River Light
Grassy Island Light
Grand Island Channel Light 25
Grand Island Channel Light 37
Grand Island Channel Light 49
Grand Island Channel Light 61
St. Joseph Island Light

Pearl River Beacon B was located by a three - point sextant fix with check angle. Angles are recorded in vol. 10, page 5.

SHEET "X"

Long Point Beacon was located by theodolite cuts, which were plotted on the sheet. The triangle sides were also computed and scaled on the sheet as a check.

All existing floating aids to navigation were located on these sheets by three - point sextant fixes with check angles.

Field inspection of shore line and adjacent detail was made on photographs 45-C-2853 thru 2856, 2858 thru 2860, and have been discussed in Special Report, Project Ph-1 (45), New Orleans, La. to Biloxi, Mississippi Area.

Where shore line was field inspected and shown on the photographs it has been made with an accuracy of .5 millimeter of true position.

HORIZONTAL CONTROL:

Triangulation stations not needed in the course of work on this project have not been plotted on the sheet in accordance with the instructions.

The following recovery notes are submitted for only the Coast and Geodetic Survey Stations recovered during the field work:

Rigg, 1934
Malheurex Point 3, 1934
L&N Drawbridge, center of middle span, 1931
Lake Borgne L. H., 1909
Caddy, 1934
Moon, 1909
Ark, 1934

The following recovery notes are submitted for the Coast and Geodetic Survey Stations which have been lost.

Lake Borgne Light No. 1, 1934
Lake Borgne Light No. 3, 1934
Lake Borgne Light No. 5, 1934
Lake Borgne Light No. 7, 1934
St. Joseph Island Light, 1934
Pearl River Light, 1934
L. & N. Bridge, Pearl River, Center Light, 1909

The U. S. Engineers did not have descriptions for the traverse stations ~~and~~ did not desire that recovery cards be submitted. These traverse stations were not used on the planetable work.

The following horizontal control stations were identified on the photographs.

SHEET "X"

USC & GS	Rigg, 1934	
USE Traverse Station	982+00	South Rightaway
" "	1040+00	" "
" "	1108+00	" "
" "	1190+00	" "
" "	1300+00	" "

According to the U. S. Engineers District Office in New Orleans the above stations are offsets of the centerline traverse which was destroyed by the dredging of the Intracoastal Waterway, and too great reliance should not be placed in their location. It is estimated that they are located within 3 meters.

Layout blueprints, data and notes on computation have been submitted in Special Report, Project Ph-1 (45), New Orleans La. to Biloxi, Miss. Area.

A horizontal control identification report has been prepared and submitted with the data for Project Ph-1 (45), New Orleans, La. to Biloxi, Miss. Area.

VERTICAL CONTROL:

Recovery of vertical control not required.

LANDMARKS:

A complete landmark inspection was made for that part of this sheet covering the 1:40,000 scale Intracoastal Waterway charts.

Landmarks have been reported on form 567 by areas in accordance with instructions, and are submitted in Special Report, Project Ph-1 (45), New Orleans, La. to Biloxi, Miss. Area.

GEOGRAPHIC NAMES:

No systematic investigation of geographic names was required. New names and discrepancies with existing charted names obtained during the course of field work has been made the subject of a special report and submitted by areas. These sheets are covered in Special Report, Project Ph-1 (45), New Orleans, La. to Biloxi, Miss. Area.

BRIDGES:

There were no discrepancies in the bridge data as published in the List of Bridges over Navigable Waters of the United States in the area covered by these sheets.

COAST PILOT:

Coast Pilot additions and corrections were obtained during the course of the field work and are submitted in Special Report, Project Ph-1 (45), New Orleans, La. to Biloxi, Miss. Area.

Special Report filed in nautical charts. Letter 224 (1946)

DISCREPANCIES: AIDS TO NAVIGATION

Discrepancies, noted in the field, with the published description of aids to navigation in the Light List or on Nautical Charts in the area covered were reported by letter to the Director in accordance with instructions.

The following fixed aids to navigation formerly located by triangulation and within the area covered by these sheets are non-existent:

Lake Borgne Light	No. 1,	1934	
"	"	"	No. 3, 1934
"	"	"	No. 5, 1934
"	"	"	No. 7, 1934
Pearl River Light,	1934	(rebuilt 1943)	
St. Joseph Island Light,	1934	(rebuilt 1944)	

TOPOGRAPHIC CHANGES:

There were no major topographic changes in the area covered by this sheet from the topography shown on planimetric sheets Nos. T-5305, T-5312, T-5313 and T-5320.

A new paved road extends from the village of Waveland (Lat. 30-16.4 Long. 89-23.2) to Bayou Caddy (Lat. 30-14.3 Long. 89-25.4). This road parallels the shoreline and has been tied into the shoreline as indicated on chart section No. (3) three, Major Topographic Changes.

MAGNETIC MERIDIAN:

There was no magnetic meridian drawn on sheet "X" because there was local attraction at all stations occupied. It was inadvertently omitted on sheet "W".

SHIFTING OF PROJECTION:

Sheet "X" was shifted east to include Lake Borgne L. H., 1909.
Sheet "W" was shifted south one minute to include Malheureux Point 3, 1934.

Submitted by

Robert R. Kim
Robert R. Kim
Photogrammetric Aid

Approved and forwarded *RS*

Ross A. Gilmore
Ross A. Gilmore
Chief of Party