

# 9791

Diag. Cht. No. 1268-2.

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-68 Office No. T-9791

### LOCALITY

State Mississippi - Louisiana

General locality Mississippi Sound

Locality Grand Island Pass

19 51-56

### CHIEF OF PARTY

P.L. Bernstein, Chief of Field Party  
J.E. Waugh, Tampa Photo. Office

### LIBRARY & ARCHIVES

DATE October 7, 1959

B-1870-1 (1)

1646

DATA RECORD

T-9791

Project No. (II): Ph-68(50)

Quadrangle Name (IV):

GRAND ISLAND PASS

Field Office (II): Gulfport, Miss.

Chief of Party: P. L. Bernstein

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III): 14 August 1951

Copy filed in Division of  
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

2/24/59

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:  
Elevations shown as (25) refer to mean high water  
Elevations shown as (6) refer to sounding datum  
i.e., mean low water or mean lower low water

Reference Station (III): CADDY 1934

Lat.: 30° 14' 00".148 (4.6m.)

Long.: 89° 25' 12".729 (340.4 m.)

Adjusted  
~~Unadjusted~~

Plane Coordinates (IV):

State:

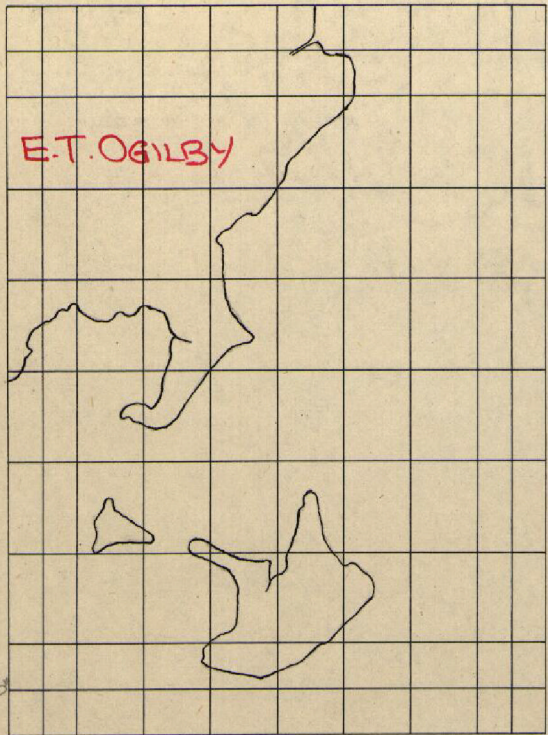
Zone:

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,  
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.



Areas contoured by various personnel  
(Show name within area)  
(II) (III)

DATA RECORD

Field Inspection by (II): E. T. Ogilby  
 S. L. Hollis, Jr.  
 B. F. Lampton, Jr.

Date: Feb.-Mar. 1952  
 Jan. 1952  
 Jan. 1952

Planetable contouring by (II): E. T. Ogilby

Date: Feb.-Mar. 1952

Completion Surveys by (II): G. E. VARNADOE

Date: OCT, 1952

Mean High Water Location (III) (State date and method of location):

Air Photo Compilation

13 March 1952

Projection and Grids ruled by (IV): J. A. (W.O.)

Date: 14 April 1952

Projection and Grids checked by (IV): H. D. W. (W.O.)

Date: 14 April 1952

Control plotted by (III): I. I. Saperstein

Date: 13 Oct. 1952

Control checked by (III): R. J. Pate

Date: 28 Oct. 1952

Radial Plot or Stereoscopic  
~~Control extension~~ by (III): M. M. Slavney

Date: 8 Jan. 1953

Stereoscopic Instrument compilation (III):

Planimetry  
 Contours

Inapplicable

Date:

Date:

Manuscript delineated by (III): R. R. Wagner

Date: 4 Sept. 1953

Photogrammetric Office Review by (III): J. A. Giles

Date: 4 Oct. 1953

Elevations on Manuscript  
 checked by (III): J. A. Giles

Date: 4 Oct. 1953

Camera (kind or source) (III): USC&GS Nine-lens Camera

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
33467	24 April 1951	0801	1:20,000	0.8
33468	"	0802	"	"
33469	"	0807	"	"
33470	"	0808	"	"
33471	"	0809	"	"
33485	"	0827	"	"
33486	"	0828	"	"

Tide (III)

Reference Station: Pensacola, Florida  
 Subordinate Station: Long Point, Lake Borgne  
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
-	-	1.3
0.8	-	1.0 Diurnal

Washington Office Review by (IV): *A.K. H. Woodward*

Date: *FEB. 1959*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

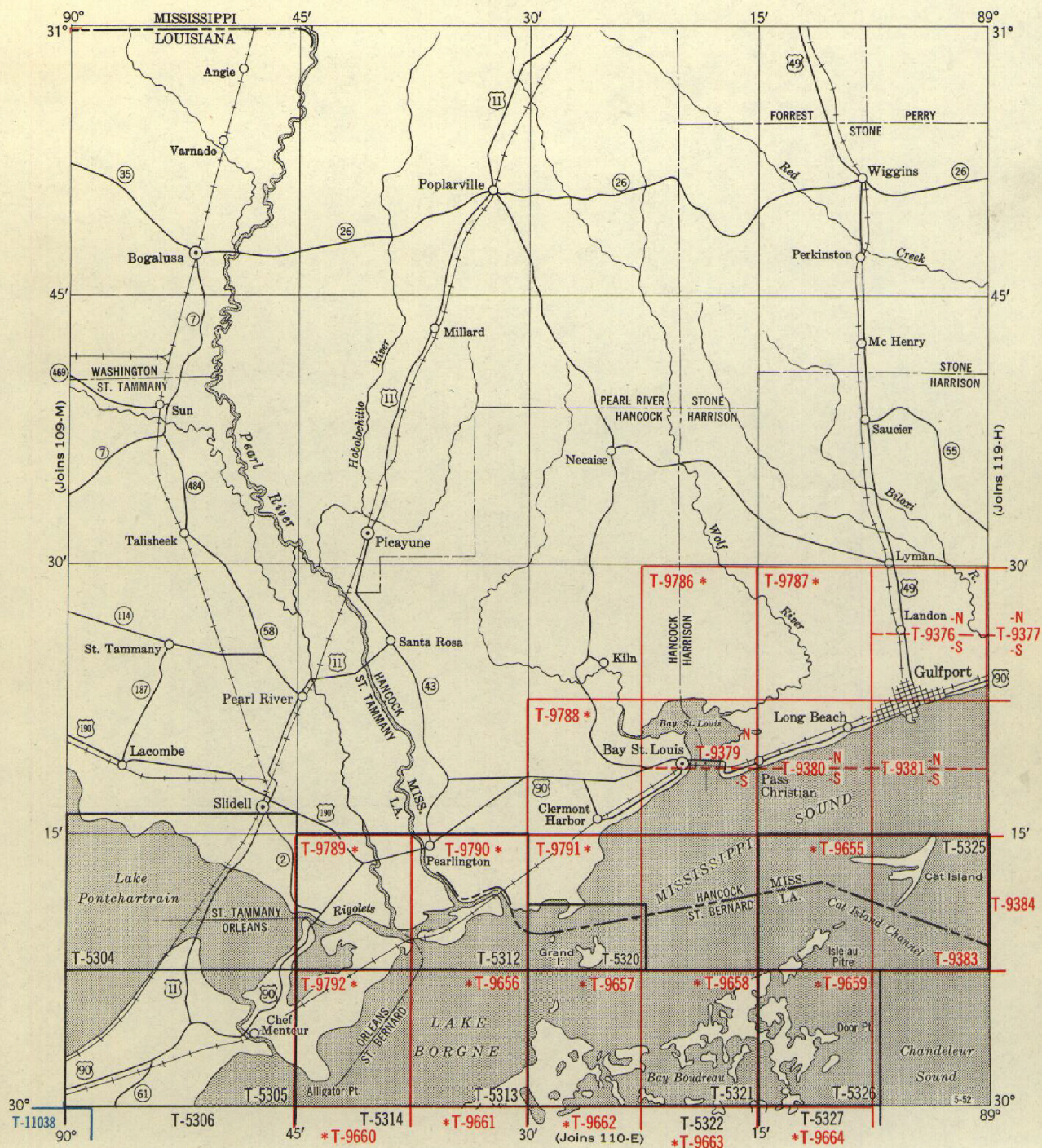
Date:

Land Area (Sq. Statute Miles) (III): 20.5  
 Shoreline (More than 200 meters to opposite shore) (III): 25.5  
~~Shoreline (Less than 200 meters to opposite shore) (III):~~

Control Leveling - Miles (II): 10  
 Number of Triangulation Stations searched for (II): 5 (6)\* Recovered: 3 Identified: 2(2)\*  
 Number of BMs searched for (II): 0 Recovered: 0 Identified: 0  
 Number of Recoverable Photo Stations established (III): 15\*\*  
 Number of Temporary Photo Hydro Stations established (III): None

Remarks:

( )\* new third-order stations established.  
 \*\*Four of the 15 are inland section corners



PLANIMETRIC MAPS: Show natural and cultural features within the map limits except contours and elevations.  
 Maps T-5304, T-5305, T-5312, T-5313, T-5320, T-5321, T-5325 and T-5326, scale 1:20,000, prepared from aerial photographs  
 taken November and December 1932. Printed and distributed by the U. S. Coast and Geodetic Survey. Price 75c each.

TOPOGRAPHIC MAPS: Part of the 7½-minute series of standard topographic quadrangle maps of the United States. Maps T-9376, T-9379 to T-9381 compiled by the U.S. Coast and Geodetic Survey in two parts each (North and South) at scale of 1:10,000, map T-9383 at scale of 1:20,000, from aerial photographs taken June 1950; maps T-9655 to T-9659, compiled at scale of 1:20,000, from photographs of February 1952; maps T-9786 to T-9792, from photographs of April 1951. Printed and distributed by the U.S. Geological Survey at scale of 1:24,000. Pending final publication by the U.S. Geological Survey, and for special purposes after publication, photographic copies of the map manuscripts can be furnished by the U.S. Coast and Geodetic Survey at 75c each of manuscripts at 1:20,000 scale and for each half of manuscript at 1:10,000 scale.

## Summary to Accompany Topographic Map

This topographic map is one of seven maps of Project PH 68. It covers the north shore of LAKE BORGNE and continues into MISSISSIPPI SOUND. Project PH-89 joins the four most southern manuscripts and Project PH-60 joins the other three.

It is a graphic compilation project. Field work in advance of compilation included the recovery of control field inspection, the delineation of 5 foot contours on 1952 nine-lens photographs by planetable methods and the investigation of geographic names and boundaries.

The two most northern sheets T-9786 and T-9787 were contoured by the Reading Plotter with a 10' interval.

A nine-lens plot was run by the Tampa Office on the five most southern sheets and a separate nine-lens plot on sheets T-9786-87 was run by the Washington Office. The plots junctioned well.

All sheets were compiled and scribed by the Tampa District Office. New photography taken in 1955 with the "W" camera was used to revise delineation where necessary.

The manuscripts were field edited.

With the addition of hydrographic data these maps will be forwarded to the Geological Survey for publication.

Items registered under each map number will include a coronar film positive and a descriptive report.

FIELD INSPECTION REPORT  
FOR  
QUADRANGLES T-9789, T-9790, T-9791 and T-9792

- 7 -

2. AREAL FIELD INSPECTION

The area embraced by these quadrangles is the southwest coast of Mississippi and the southeast coast of Louisiana and the land immediately adjacent thereto. The greater portion of the area encompassed in these quadrangles is marshland and swamp and is generally useless for anything but small game trapping.

The main waterways are the Rigolets, connecting Lake Pontchartrain with Lake Borgne, and the East Pearl River forming a natural boundary line between Louisiana and Mississippi. The main arteries of transportation are the Louisville and Nashville Railroad, following roughly parallel to the coast, and U. S. Highway 90, running northeast-southwest through Quadrangle T-9789( ).

Fort Pike, at the west end of Rigolets Bridge on U. S. Highway 90, is a historical site maintained by the State of Louisiana as a Public Park but at present it is closed for repairs.

Field inspection is believed to be complete.

The photographs were sufficiently clear and the scale was very good.

Field work was accomplished on photographs 33479 thru 33486, 33475, 33476, 33507 thru 33510, 33513, 33514, 33516, and 33467 thru 33470.

3. HORIZONTAL CONTROL

The following third-order stations were established and identified:

CLEAR 1952; COAX 1952; DAGE 1952; DAMP 1952; DAVE 1952; LAKE BORGNE RANGE REAR LT. 1952; PEAR 1946-1952; RIGOLETS RANGE REAR LT. 1952; TEXAS COMPANY WELL NO. 1 1952.

The following third-order stations were established and may be capable of identification:

ALLIGATOR PT. LT. 1952; FORT PIKE AERO BEACON 1952; GRAND ISLAND CHANNEL LT. 25 1952; GRAND ISLAND CHANNEL LT. 33 1952; GRAND ISLAND CHANNEL LT. 41 1952; GRASSY ISLAND LT. 1952; LAKE BORGNE LT. 21 1952; LAKE BORGNE RANGE FRONT LT. 1952; PEARL RIVER LT. 1952; RIGOLETS RANGE FRONT LT. 1952; ST. JOSEPH ISLAND LT. 1952; TEXAS CO. WELL NO. 2 1952; TEXAS CO. WELL NO. 3 1952.

Third-order triangulation methods were used in the establishment of these stations.



The accuracy of the following list of control stations established by agencies other than Coast and Geodetic Survey is not known but is believed to be at least third-order:

A 3120(LGS) 1940 thru A 3122(LGS) 1940; A 3141(LGS) 1940 thru A 3150(LGS) 1940; E 3143(LGS) 1942 thru E 3187(LGS) 1942; 101(LGS) 1935 thru 114(LGS) 1935; 141(LGS) 1934 thru 143(LGS) 1934; TT 1T X(USGS) 1939; TT 63 L (USGS) 1931 thru TT 67 L (USGS) 1931; CC 18(USGS) 1939; D 18(USGS) 1939 thru G 18(USGS) 1939; Q 92(USGS) 1938.

The above stations were recovered and those necessary for use in control of photographs were identified at approximately one (1) mile intervals.

#### 4. VERTICAL CONTROL

The following are first-order bench marks established by the Coast and Geodetic Survey which were recovered:

A 92 1938 thru D 92 1938; G 92 1938 and H 92 1938; J 92 1938; L 92 1938 thru N 92 1938; P 92 1938 and Q 92 1938; A 3120(LGS) thru A 3122(LGS); A 3141(LGS); A 3144(LGS) thru A 3146(LGS); A 3148(LGS) thru A 3150(LGS); F 122 thru H 122; 141(LGS) thru 143(LGS); EAST MIDDLE BOLT; EAST PEARL RIVER; PBM RIGOLET PIER; PBM HUEY; PEARL; RM 1 PEARL; RM 2 PEARL; RM 2 PIKE; WEST PEARL RIVER BRIDGE.

The following are Tidal Bench Marks established by the Coast and Geodetic Survey which were recovered:

WEST RIGOLETS LIGHTHOUSE TIDALS 1 and 3.

The following are second-order bench marks established by the Coast and Geodetic Survey which were recovered:

CC 18; D 18 thru G 18; and U 20 thru X 20.

The following are second-order bench marks established by the La. Geodetic Survey which were recovered:

A 3142; A 3143; E 3144 thru E 3147; E 3149; E 3159; E 3160; E 3168; E 3170; E 3171; E 3173; E 3175; E 3176; E 3178; E 3180; E 3185; and E 3186.

The following third-order bench mark established by the Louisiana Geodetic Survey was recovered:

CHEF BRIDGE

The following are third-order bench marks established by the Geological Survey which were recovered:

BM 6.4; BM 9.1; TT 63 L; TT 66 L; and TT 67 L.

The following are third-order bench marks established by the U.S. Engineers which were recovered:

101; 111; PBM REYNOLDS, and PBM 6.

Supplemental control for planetable contouring was provided by approximately 16 miles of fourth-order levels.

5. CONTOURS AND DRAINAGE

Contouring was done directly on 1:20,000 scale nine-lens photographs by planetable methods.

Drainage has been delineated where necessary and classified as to type.

6. WOODLAND COVER

Woodland cover is composed mostly of pine except in swampy areas where some species of magnolia, cypress, bay and other similar growths native to low, wet ground are found.

The greater portion of these quadrangles consist of marsh and swamp.

7. SHORELINE AND ALONGSHORE FEATURES

Adequately covered by photographs.

8. OFFSHORE FEATURES

Adequately covered by photographs.

9. LANDMARKS AND AIDS

See Form 567.

10. BOUNDARIES, MONUMENTS AND LINES

See "Special Report, Boundaries, Project Ph-68(50)".

Fourteen section corners were recovered and identified in these quadrangles.

11. OTHER CONTROL

The following are recoverable topographic stations established:

ACID 1952	BITE 1952	DEAL 1952
ACME 1952	BODY 1952	DEAN 1952
ACRE 1952	BOLT 1952	DECK 1952
ALLY 1952	BOOM 1952	DEEP 1952
AMEN 1952	BRIM 1952	DENY 1952
ANTE 1952	CAGE 1952	DOCK 1952
APPO 1952	CAME 1952	EAST 1952
AXLE 1952	CANT 1952	ECHO 1952
BALK 1952	CHIN 1952	EDGE 1952
BANE 1952	CONE 1952	ENVY 1952
BANG 1952	DAGO 1952	LONG 1952
BEEF 1952	DANK 1952	PEARL RIVER
BEND 1952	DASH 1952	DAYBEACON 1952
BERM 1952	DATE 1952	PONT 1952
BILE 1952	DEAF 1952	SLAY 1952

12. OTHER INTERIOR FEATURES

See the following page for tabulation of bridge data for these quadrangles.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-68(50)".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Geographic Names, Project Ph-68(50)", to be submitted at a later date.

"Special Report, Boundaries, Project Ph-68(50)", to be submitted at a later date.

Letter of Transmittal No. 68-2, Triangulation Data, Lake Borgne-Mississippi Sound, submitted to Washington Office 28 Feb 1952.

Letter of Transmittal No. 68-3, Form 567, Non-floating aids and landmarks for charts, submitted to Washington Office 24 March 1952.

Letter of Transmittal No. 68-4, Form 567, Non-floating aids and landmarks for charts, submitted to Tampa Photo. Office 24 March 1952.

Data, Quadrangle T-9789( ), T-9790( ), T-9791( ), and T-9792 ( ), Forwarded to Washington Office 7 May 1952 on letter of transmittal No. 68-11.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
P. O. Box 268  
Arabi, Louisiana

Copy



POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

23 April 1952

To: District Engineer  
New Orleans District  
Corps of Engineers, U. S. Army  
P. O. Box 267  
New Orleans, Louisiana

Subject: Bridge Data

There is enclosed herewith a list of the bridge clearance data determined by this party.

Percy L. Bernstein  
Commander, U.S.C. & G.S.  
Chief of Party

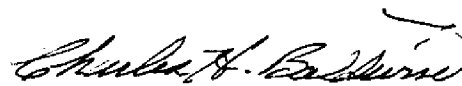
cc: The Director  
Tampa Photogrammetric Office  
District Engineer, Mobile District

LIST OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES  
1 JULY 1941 EDITION AND SUPPLEMENT

Page	Location	Use	Type	Spans	Left	Center	Right	Vertical Cl. Above MHW.
76	CHEF MENTEUR PASS, IA. Chef Menteur	RR	Sw	3	104.* 107.2			10.3* 13.0
76	CHEF MENTEUR PASS, IA. Chef Menteur	Hwy	Sw	3	97.5* 97.0		97.5* 98.2	11.0* 14.6
362	PEARL RIVER (EAST) MISS & IA. Dunbar, Ia.	RR	Sw	1	85.8*			5.4* 9.1
362	PEARL RIVER (EAST) MISS & IA. Pearlington, Miss.	Hwy	Sw	3		90* 119.6		10.0* 11.6
-	PEARL RIVER (WEST) IA.***	Hwy	Vert. Lift	2		94.0		12.0
392	RIGOLETS PASS, IA. Dunbar, Ia.	RR	Sw	9	153.75* 172.0	✓		11.9* 12.2
392	RIGOLETS PASS, IA. Fort Pike (New Orleans) Ia.	Hwy	Sw	4	152.0* 149.6	✓	152.0* 150.4	14.6*

\* Measurements listed in 1 July 1941 Edition of Bridge Book  
\*\*\* New bridge not previously listed.

Submitted  
29 April 1952



Charles H. Baldwin  
Cartographic Survey Aid

Approved and forwarded  
7 May 1952



Percy L. Bernstein  
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT21. AREA COVERED.

This photogrammetric plot was for five (5) quadrangles of Ph-68(50), T-9788, T-9789, T-9790, T-9791 and T-9792. The plot for the two remaining quadrangles, T-9786 and T-9787, was run in the Washington Office. Ph-68(50) extends eastward and northeastward from the east shore of Lake Pontchartrain along the Louisiana and Mississippi Coast. Ph-60A(49), at 1:10,000 scale, adjoins this project on the east.

The sketch on Page 20 of this report shows the layout of quadrangles, the identified control, the index of control, the photograph centers, the pass points that are common to this photogrammetric plot and the plot run in the Washington Office for T-9786 and T-9787, and the adjoining quadrangles of Ph-60A(49).

22. METHOD.Radial Plot:

Map Manuscripts. -- The map projections, 7'30" latitude and longitude, are on vinylite at a scale of 1:20,000 with the polyconic projection in black; and the 10,000 foot intervals of the Louisiana Lambert Grid (South), and the Mississippi Transverse Mercator Grid (East) on the appropriate manuscripts.

The positions of the substitute stations were computed and all the control was plotted using dividers, beam compass and meter bar.

The radial plot was run on the joined map manuscripts because the various projections junctioned perfectly; and the manuscripts and templets are vinylite. Base grids were joined for the control outside the manuscript limits.

Photographs. -- The photographs were nine-lens taken 24 April 1951. Photographs used in this plot were:

33467 to 33476, inclusive  
 33479 to 33488, "  
 33503 to 33510, "  
 33513 to 33519, "

Templets. -- Vinylite templets were made from the photographs using master templet 33566 to correct for paper distortion and transforming errors.

Closure and adjustment to control. -- Five control stations used on the radial plot for Ph-60A(49) were used on this plot. The positions of four pass points located on the radial plot for Ph-60A(49) which was 1:10,000, were scaled and plotted on this 1:20,000 plot to check the junction.

Fourteen pass points were located by the Washington Office on their radial plot for T-9786 and T-9787, and identified on the photographs used in this plot. However, two of the points fell on only one photograph in this office and the comparison is limited to the other twelve. The positions of these points, as furnished by the Washington Office, were plotted to provide a check of the junction of the two radial plots.

A preliminary radial plot was run to check the control, the agreement with the radial plot for Ph-60A(49) and agreement with the positions for pass points located by the Washington Office for T-9786 and T-9787 of Ph-68(50).

The following "positively" identified control refused to hold:

On T-9788, Substitute Stations No. 1 and 2 of BROWN RM No. 2, 1931 (No. 48 on sketch), and HINES SAWMILL TANK, 1931 (No. 49 on sketch)

On T-9789, Substitute Station RIGG, 1934 (No. 10 on sketch), Substitute Station NORTH SHORE, 1931 (No. 16 on sketch), and Substitute Station No. 2 of 141, 1934\* (No. 23 on sketch)

On T-9790, Substitute Station No. 1 of DAVE, 1952 (No. 38 on sketch) and Substitute Station No. 1 of D-18, 1934 (No. 39 on sketch)

Junction with the plotted positions of Ph-60A(49) pass points was excellent. Junction with the plotted positions of the fourteen pass points located by the Washington Office on the plot for T-9786 and T-9787 varied from excellent to poor.

SEE LETTER FROM CAPT. READING  
DATED 25 FEB. 1953. BOUND  
WITH THIS REPORT. AKH



A thorough investigation was made of all the control stations that were not held on the preliminary radial plot before the final plot was run and some of the discrepancies were resolved.

On T-9789, Substitute Station NORTH SHORE, 1931, (No. 16 on sketch) was held after re-identifying the Substitute Point. There were two "prick points" on the field print and the leader was to the one that would not hold. The point indicated by the leader and the sketch on the C. S. I. card indicate that the Substitute Point is the intersection of the east bridge rail and the shoreline. The description of the Substitute Point under "Remarks" on the C. S. I. card says "Substitute Point is the end of the N. E. railing of bridge where bridge and road meet"; this fits the other "prick point", which held on the plot. It was corroborated by using another control station, Substitute Station TT 66L, 1931, which had originally been omitted because it was only 76 meters (3.8 mm) from Substitute Station NORTH SHORE, 1931. Substitute Station No. 2 of 141 (L.G.S.) 1934, on T-9789 (No. 23 on sketch) was used for the plot and did not hold. The radial plot position is 100 feet east of the field position. When Substitute Station No. 1 was tried, it held excellently, corroborating the radial plot position of Substitute Station No. 2. It was noted that no "meter" distance was listed on the C. S. I. Card for Substitute Station. No. 2. Substitute Station No. 2 was removed from the manuscript and office prints and a note attached to the C. S. I. card.

On T-9790, both control discrepancies, Substitute Station No. 1 of DAVE, 1952, and Substitute Station No. 1 of D-18, 1934, were solved. The numbering of the two substitute stations for DAVE, 1952 (No. 38 on sketch) on the field print was transposed with the numbering on the C. S. I. cards. The field photograph has been corrected. The numbering of the substitute stations for D-18, 1934 (No. 39 on the sketch) on the C. S. I. cards was reversed from that on the field photographs. A field note on the back of one of the C. S. I. cards disagrees with the data on the face of the card and agreed with the field photograph. The numbering was therefore changed on the C. S. I. cards to correspond to that on the field photographs.

The final radial plot was developed conventionally from the photographs most strongly fixed through weaker fixes until completion. In some cases, notably Substitute Station BROWN R.M. No. 2 (No. 48 on sketch), control that would not hold altered the radial plot procedure.

The three control stations not held on the radial plot were:

1. HINES SAWMILL TANK, 1931, (No. 49 on sketch), north of T-9788, was classified "Positive" in identification but the Form 526 states "its position does not agree with the position determined in 1931. The station therefore can be considered lost." The radial plot position is 4747 meters (23,735cm) east of the published position which is a "no check" position. Investigation disclosed that the published direction from SEAL, 1931, one of the triangulation stations from which HINES SAWMILL TANK was located, goes exactly through the radial plot position for the tank. When the photograph is oriented under the map manuscript the published position for HINES SAWMILL TANK, 1931, falls in a densely wooded area. It therefore seems probable that the published direction from KILN, 1931, the other station used to locate the tank, is in error.

2. Substitute Stations No. 1 and 2 of BROWN, 1931, on T-9788 (No. 48 on sketch), classified "Positive" in identification could not be held on the plot. Because BROWN, 1931, was recovered as "lost" in 1938 and 1951, R. M. No. 2 which was recovered was used as the control station. Substitute Station No. 1 was originally used because it was more clearly defined, but when it would not hold, Substitute Station 2 was used to try to solve the discrepancy. The radial plot position of both substitute stations is 300 feet or 91.4 meters (4.57 mm) from their computed positions in the same direction as R. M. No. 2 is from BROWN, 1931. It therefore seems probable that the published distance from BROWN, 1931, to R. M. No. 2 is 300 feet too short.

3. Substitute Station RIGG, 1934 on T-9789 (No. 10 on sketch), "Positive" in identification, could not be held on the radial plot. The radial plot position is 62 meters (3.1 mm) south of the C. S. I. position. There is an indentation on the photograph which would fit the computed position. There are two other identified stations within a mile that were held and checked the radial plot.

On Page 17 of this report is a comparison of the Washington Office and Tampa Office positions of the twelve common pass points.

PASS POINT NO.	WASHINGTON OFFICE FLOT	TAMPA OFFICE FLOT	DISCREPANCY	
			DISTANCE IN FEET	DISTANCE IN METERS
1	Miss. East Mercator Grid Y = 252,044 X = 331,970	252,074 331,957	27.0 <del>40.3</del>	12.3
2	" " " " " "	249,652 319,059	26.0	7.9
3	" " " " " "	253,419 313,691	33.5	10.2
4	" " " " " "	241,699 313,378	7.6	2.3
5	" " " " " "	245,715 306,960	17	5.2
6	" " " " " "	241,178 305,519	8.6	2.6
7	" " " " " "	245,541 301,786	5.0	1.5
8	" " " " " "	245,274 296,495	11.4	3.5
9	" " " " " "	269,610 338,012	6.3	1.9
10	" " " " " "	260,673 342,461	8.9	2.7
11	" " " " " "	258,532 345,919	0	0
12	" " " " " "	266,561 347,759	0	0

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

Tampa Photogrammetric Office  
P O Box 1689 Tampa Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

5 February 1953

To: Chief, Division of Photogrammetry  
U. S. Coast and Geodetic Survey  
Department of Commerce Building  
Washington 25, D. C.

Subject: Radial Plot - Project Ph-68(50)

A copy of the Photogrammetric Plot Report for the Tampa Office's part of the subject project is being forwarded for your study.

Your attention is invited to Page 17 of the report, which is a listing of the positions of pass points common to the Tampa Office's plot and the Washington Office's plot. Please note the large discrepancy in position of pass points No. 1, 2 and 3. Every precaution was taken in laying the plot in this office. In view of the above discrepancies, it was relaid several times. An excellent junction was obtained by the Tampa Office with the plot for Project Ph-60(49).

\*After you have completed the study of this report, please recommend the steps you feel necessary to reconcile the existing discrepancies as outlined.

/s/ J. E. Waugh

J. E. Waugh  
CDR, USC&GS  
Officer in Charge

JEW:mb

\* SEE LETTER WHICH FOLLOWS FROM  
CAPT. READING DATED 23 FEB. 1953.  
AJH

COPY

COPY

COPY

DEPARTMENT OF COMMERCE  
U. S. COAST & GEODETIC SURVEY  
WASHINGTON 25

711-aal

25 February 1953

To: Officer in Charge  
Tampa Photogrammetric Office  
U. S. Coast and Geodetic Survey  
P. O. Box 1689  
Tampa, Florida

Subject: Radial Plot - Project Ph-68(50)

Reference: Your letter of 5 February 1953 on the same subject  
and the accompanying Radial Plot Report.

Thank you very much for your letter. I was glad to see the comparison between the two plots and I am returning your report.

The agreement between the two plots seems to be excellent for all points except 1, 2, and 3 (see page 17 of your plot report). These three points are grouped in the northeast corner of T-9788 and agreement between the two plots is excellent on both sides of them. Further, the differences between the two plots are in varying directions and do not indicate a tendency of either plot to swing in azimuth. For these reasons, I am inclined to think the difference between the plots for stations 1, 2, and 3 is largely due to identification. I believe that these points had to be transferred from our 1:15,000 scale office photographs to your 1:20,000 scale office photographs; and consequently, this transfer could not be made with a stereoscope. I do not think we need make any further investigation of either plot. In compiling T-9788, I suggest that you use your own positions.

You might insert a copy of this letter in the Radial Plot Report. I appreciate your interest in accuracy and I hope the people in your office will not assume from this letter that we are indifferent about one-half millimeter differences. We are not, but the situation of these three points is such that I do not think they indicate errors in the main plot, but rather differences in identification which will not affect the accuracy of compilation in this case.

/s/ O. S. Reading  
/t/ O. S. Reading  
Chief, Div. of Photogrammetry

COPY

### 23. ADEQUACY OF CONTROL

There was adequate control identified for the radial plot. In many cases, two substitute stations for each control station were identified and located. In these cases the substitute station whose image seemed best was used unless some difficulty developed, in which case both were plotted. It is understood that the identification of more than one substitute station was done as part of a training program, however, the difficulties described in Item 22 were unfortunate. It is noted that the points selected were generally very good.

Seventy-one control stations were identified for this radial plot. In some areas, along highway, on T-9789, and the area east of T-9792, a plethora of control was identified; in these areas fourteen stations were unused.

One station, Substitute Station Q-92, 1938, was not used for control when it was noted that Form 526 for the "Azimuth" Station, K3181, stated that "no trace of the station or witness post could be found." It fell in the area of dense control on T-9789.

Fifty-seven control stations were used of which fifty-four were held.

### 24. SUPPLEMENTAL DATA.

The fourteen pass points located by the Washington Office and identified by them on our photographs are discussed under Item 22 and tabulated on Page 17 .

### 25. PHOTOGRAPHY.

Photograph coverage was excellent and definition and contrast were good. Many of the photographs were slightly tilted, none severely enough to justify computation.

### 26. GENERAL.

A final check was made of all the map manuscripts to insure proper transfer of all the pass points, control and photograph centers to the material limits of all manuscripts. "Dog-ears" for photograph centers needed for compilation were added to complete the plot.

Dates of completion of the radial plot are as follows:

T-9789 and T-9792	on	1 December 1952
T-9790	on	9 December 1952
T-9791	on	8 January 1953
T-9788	on	15 January 1953.

Respectfully submitted

Milton M. Slavney  
Milton M. Slavney,  
Cartographer  
Tampa Photogrammetric Office

APPROVED AND FORWARDED:

William A. Rasure  
for J. E. Waugh, Chief of Party





INDEX OF CONTROL

1. Sub. Pt. A3143 (LGS) 1940
2. Sub. Pt. MACOMB, 1931
3. CHEF MENTEUR LT., 1946
4. Sub. Pt. No. 2 E3159 (LGS) 1942
5. Sub. Pt. ALLIGATOR, 1934
6. TEXAS CO. WELL No. 1, 1952
7. Sub. Pt. DACE, 1952
8. LAKE BORGNE REAR RANGE LT., 1952
9. RIGOLETS REAR RANGE LT., 1952
10. Sub. Pt. RIGO, 1934
11. Sub. Pt. No. 2 E3162 (LGS) 1942
12. Sub. Pt. No. 2 E3168 (LGS) 1942
13. WEST RIGOLETS L.H.; 1917
14. FORT PIKE BRIDGE, CENTER OF  
DRAW LT., 1931
15. Sub. Pt. 105 (LGS) 1934
16. Sub. Pt. NORTH SHORE, 1931
- Sub. Pt. TT66L, 1931
17. Sub. Pt. 101 (LGS) 1934
18. Sub. Pt. No. 1 E3173 (LGS) 1942
19. Sub. Pt. No. 1 E3176 (LGS) 1942
20. Sub. Pt. No. 1 E3178 (LGS) 1942
21. Sub. Pt. E3180 (LGS) 1942
- ~~22. Sub. Pt. 652, 1938~~
23. Sub. Pt. No. 1 141 (LGS) 1934
24. Sub. Pt. No. 1 142 (LGS) 1934
25. Sub. Pt. No. 1 E3186 (LGS) 1942
26. Sub. Pt. TT ITX, 1939 (USGS)
27. Sub. Pt. 113 (LGS) 1935
28. SLIDELL STANDARD BRICK & TILE  
CO. W.T., 1931
29. TT 63L, 1931 (USGS)
30. Sub. Pt. GAINES, 1931
31. Sub. Pt. No. 1 143 (LGS) 1934
32. Sub. Pt. No. 1 PEARL, 1931
33. FIRE LOOKOUT TOWER, 1931
34. Sub. Pt. No. 2 CC18, 1934
35. Sub. Pt. No. 1 E18, 1934
36. Sub. Pt. No. 1 SEAL, 1931
37. Sub. Pt. No. 1 COAX, 1952
38. Sub. Pt. No. 1 DAVE, 1952
39. Sub. Pt. No. 1 D18, 1934
40. Sub. Pt. MALHERREUX POINT 3, 1934
41. Sub. Pt. No. 2 ARK, 1934
42. Sub. Pt. DAMP, 1952
43. Sub. Pt. No. 1 CLEAR, 1952
44. Sub. Pt. No. 2 CADDY, 1934
45. Sub. Pt. BSL 10, 1941 (USE)
46. Sub. Pt. BSL 7, 1941 (USE)
47. Sub. Pt. BSL 3, 1941 (USE)
48. Sub. Pt. No. 1 BROWN RM No. 2,  
1931.
- Sub. Pt. No. 2 BROWN RM No. 2,  
1931
49. HINES SAWMILL TANK, 1931
50. Sub. Pt. No. 3 KILN, 1931
51. Sub. Pt. ROCKY HILL LOOKOUT  
TOWER, 1943
52. Sub. Pt. PINE HILLS, 1931
53. Sub. Pt. BSL 20, 1941 (USE)
54. Sub. Pt. BSL 18, 1941 (USE)
55. BAY ST. LOUIS MUNICIPAL TANK, 1931
56. BAY ST. LOUIS CHURCH BELL TOWER,  
1909
57. PASS CHRISTIAN INN BY THE SEA  
TANK, 1931

MAP T. 2721

PROJECT NO. PH-68(50)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
DAMP, 1952	Field Pos.	N.A. 1927	30 09	13.669				420.9	(1426.6)		
CLEAR, 1952	"	"	89 28	27.358				732.1	( 873.5)		
<del>GRAND ISLAND CHANNEL LIGHT 33, 1952</del>	<del>"</del>	<del>"</del>	<del>30 10</del>	<del>24.978</del>				<del>769.1</del>	<del>(1078.4)</del>		
<del>GRAND ISLAND CHANNEL LIGHT 41, 1952</del>	<del>"</del>	<del>"</del>	<del>89 27</del>	<del>44.240</del>				<del>1183.6</del>	<del>( 421.7)</del>		
<del>GRAND ISLAND CHANNEL LIGHT 25, 1952</del>	<del>"</del>	<del>"</del>	<del>30 10</del>	<del>45.665</del>				<del>1406.1</del>	<del>( 441.4)</del>		
<del>ST. JOSEPH ISLAND LIGHT, 1952</del>	<del>"</del>	<del>"</del>	<del>89 23</del>	<del>07.261</del>				<del>194.3</del>	<del>(1411.0)</del>		
<del>GRAND ISLAND CHANNEL LIGHT 41, 1952</del>	<del>"</del>	<del>"</del>	<del>30 10</del>	<del>45.077</del>				<del>1388.0</del>	<del>( 159.5)</del>		
<del>GRAND ISLAND CHANNEL LIGHT 25, 1952</del>	<del>"</del>	<del>"</del>	<del>89 24</del>	<del>15.421</del>				<del>414.4</del>	<del>(1190.8)</del>		
GRAND ISLAND CHANNEL LIGHT 25, 1952	"	"	30 10	46.093			EAST	1419.3	( 428.2)		
ST. JOSEPH ISLAND LIGHT, 1952	"	"	89 21	52.680				1409.4	( 195.8)		
GRASSY ISLAND LIGHT, 1952	"	"	30 11	00.833				25.6	(1821.9)		
CADDY, 1934	G.P.'s Pg 63	"	89 25	31.795				850.6	( 754.6)		
ARK, 1934	"	"	30 09	35.828				1103.2	( 744.3)		
MALHEREUX POINT 3, 1934	"	"	89 28	16.156				432.3	(1173.2)		
MOON, 1909	G.P.'s Pg 75	"	30 14	00.148				4.6	(1842.9)		
BSL 10, 1941 (USE)	Letter	"	89 25	12.729				340.4	(1264.0)		
		"	30 08	25.612				788.6	(1058.9)		
		"	89 26	01.982				53.0	(1552.8)		
		"	518,427.84	8,427.84			SOUTH				
		"	2,584,808.07	4,808.07							
		"	30 08	26.03				801.5	(1046.0)		
		"	89 26	00.67				17.9	(1587.9)		
		"	30 14	18.65				574.3	(1273.2)		
		"	89 25	28.35				758.0	( 846.3)		

*New position in 1956 shown as TORO. STA.*  
*New position in 1956 shown as TORO. STA.*





MAP T- 9789 PROJECT NO. PH-68(50) SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\mu$ - COORDINATE LONGITUDE OR $x$ - COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
FORT PIKE BRIDGE, CENTER OF DRAW LIGHT, 1931	Rigolets Quad 3	N.A. 1927	30	10	13.48			415.1	(1432.4)		
			89	44	02.13			57.0	(1548.4)		
WEST RIGOLETS LIGHTHOUSE, 1917	" 16	"	30	10	28.240			862.6	( 978.0)		
			89	44	34.934			934.7	( 670.6)		
111 (LGS) 1935	" 18	"	30	12	46.083			1419.0	( 428.5)		
			89	44	58.932			1576.1	( 28.6)		
101 (LGS) 1934	" 17	"	30	11	00.694			21.4	(1826.2)		
			89	44	21.153			565.9	(1039.2)		
141 (LGS) 1934	" 27	"	30	13	51.368			1581.7	( 265.8)		
			89	40	09.885			264.3	(1340.1)		
142 (LGS) 1934	" 28	"	30	14	03.646			112.3	(1735.3)		
			89	38	44.025			1177.2	( 427.2)		
E3168 (LGS) 1942	" 33	"	30	09	46.970			1446.3	( 401.2)		
			89	44	25.610			685.3	( 920.2)		
E3170 (LGS) 1942	" 35	"	30	10	06.902			212.5	(1635.0)		
			89	44	08.599			230.1	(1375.3)		
E3171 (LGS) 1942	" 36	"	30	10	20.658			636.1	(1211.4)		
			89	43	55.078			1473.7	( 131.7)		
E3173 (LGS) 1942	" 38	"	30	11	03.765			115.9	(1731.6)		
			89	43	12.464			333.4	(1271.7)		
E3175 (LGS) 1942	" 40	"	30	11	41.521			1278.5	( 569.0)		
			89	42	34.418			920.7	( 684.3)		
E3176 (LGS) 1942	" 41	"	30	12	00.816			25.1	(1822.4)		
			89	42	13.880			371.3	(1233.6)		

MAP T 2789 PROJECT NO. PH-68(50) SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
E3178 (LGS) 1942	Rigolets Quad. 43	N.A. 1927	30 12	32.112				988.8	( 858.7)		
E3180 (LGS) 1942	" 45	"	89 41	42.959				1149.0	( 455.8)		
E3185 (LGS) 1942	" 50	"	30 13	12.570				387.1	(1460.5)		
E3186 (LGS) 1942	" 51	"	89 41	07.474				199.9	(1404.7)		
Q92, 1938	" Photo-stat	"	30 14	07.624				236.9	(1610.6)		
RIGG, 1934	G.P.'s Pg 62	"	89 38	17.922				479.2	(1125.1)		
FORT PIKE AERO BEACON, 1952	Field Pos.	"	30 14	12.527				385.7	(1461.8)		
RIGOLETS RANGE REAR LIGHT, 1952	"	"	89 37	43.013				1150.1	(454.2)		
RIGOLETS RANGE FRONT LIGHT, 1952	"	"	30 13	42.27				1301.6	( 545.9)		
LAKE BORGNE RANGE REAR LIGHT, 1952	"	"	89 40	38.64				1033.2	( 571.2)		
PIKE, 1931, 1952	G.P.'s Pg 29	"	30 08	57.044				1756.5	( 91.0)		
E3162 (LGS) 1942	Chef Menteur Quad. 138	"	89 38	07.495				200.6	(1405.1)		
			30 09	58.793				1810.4	( 37.1)		
			89 44	15.181				406.2	(1199.2)		
			30 08	50.354				1550.5	( 297.0)		
			89 38	13.599				364.0	(1241.8)		
			30 08	48.316				1487.7	( 359.8)		
			89 37	57.055				1527.0	( 78.8)		
			30 08	10.256				315.8	(1531.7)		
			89 38	22.466				601.3	(1004.6)		
			30 09	58.985				1816.3	(31.3)		
			89 44	14.445				386.5	(1218.9)		
			533, 791.985					3,791.985	(6,208.015)	WEST	
			2,496,062.099					6,062.099	(3,937.901)		

1 FT. = 3048006 MEJER COMPUTED BY I.I. Saperstein DATE 8 Sept. 1952 CHECKED BY M.M. Slavney DATE 7 October 1952 M. 2386-12

MAP T 9789 PROJECT NO. PH-68(50) SCALE OF MAP 1:20,000 SCALE FACTOR --

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $x$ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
105 (IGS) 1934	Chef Manteur Quad. 33	N.A. 1927	564,615.012 2,487,202.963	4,615.012 (5,384.988) 7,202.963 (2,797.037)	WEST		
GAINES, 1931	P.C.	"	249,763.18	9,763.18 ( 236.82)	NORTH		
NORTH SHORE, 1931	G.P.'s Pg 29	"	244,898.53	4,898.53 (5,101.47)	WEST	125.5 (1722.0)	
			30 13 04.075 89 49 23.307			623.3 ( 981.3)	
TTITX, 1934 (USGS)	Nicholson Quad.	"	30 15 38.45 89 43 12.50		NORTH	1184.0 ( 663.6)	
			586,689.58 2,487,444.78	6,689.58 (3,310.42) 7,444.78 (2,555.22)		334.2 (1269.8)	
SLIDELL STANDARD BRICK & TILE CO. WATER TANK, 1931	Slidell Quad. 5	"	30 09 17.99 89 37 50.75		NORTH	553.9 (1293.6)	
			575,211.181 2,499,368.347	5,211.181 (4,788.819) 9,368.347 ( 631.653)		1358.1 ( 247.5)	
TT66L, 1931 (USGS)	Letter	"	30 13 05.27 89 49 26.59		WEST	162.3 (1685.2) 711.1 ( 893.5)	
113 (IGS) 1935	Chef Manteur Quad. 39	"	601,008.6 2,493,165.9	1,008.6 (8,991.4) 3,165.9 (6,834.1)	WEST		
TT63L, 1931 (USGS)	Office Con#. 1	"					

1 FT. = .3048006 METER  
 COMPUTED BY: I.I. Saperstein DATE 8 September 1952 CHECKED BY: M.M. Slavney DATE 7 October 1952  
 M-2386-12

MAP T-9790 PROJECT NO. PH-68(50) SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
DAVE, 1952	Field Pos.	N.A. 1927	30 10 89 31	37.202 51.959				1145.5 ( 702.0) 1390.2 ( 215.1)		
COAX, 1952	"	"	30 09 89 35	60.433 42.104				13.3 (1834.2) 1126.8 ( 478.9)		
LAKE BORGNE RANGE FRONT LIGHT, 1952	"	"	30 08 89 36	22.391 53.012				689.5 (1158.1) 1418.8 ( 187.0)		
PEAR RIVER LIGHT, 1952	"	"	30 09 89 31	25.084 27.075				772.4 (1075.1) 724.5 ( 881.1)		
PEARL, 1931	G.P.'s Pg 29	"	30 14 89 36	53.911 56.798				1661.0 ( 186.6) 1518.5 ( 85.6)		
143 (LGS) 1934	Figelets Quad. 29	"	30 14 89 36	19.263 58.394				593.1 (1254.4) 1561.3 ( 42.9)		
FIRE LOOKOUT TOWER, 1931	P.C. Pg 7	"	231, 470.94 264, 129.55		1,470.94 (8,529.06) 4,129.55 (5,870.45)		NORTH			
D18, 1934	Nicholson Quad	"	30 18 89 35	57.46 53.19			NORTH	1769.4 ( 78.2) 1421.1 ( 181.9)		
E18, 1934	"	"	30 20 89 36	23.83 49.46			NORTH	733.8 (1113.8) 1321.1 ( 281.5)		
F18, 1934	"	"	30 21 89 36	35.71 53.16			NORTH	1099.6 ( 748.0) 1419.6 ( 182.7)		
FEAR, 1952	Field Pos.	"	30 11 89 32	39.316 04.945				1210.6 ( 636.9) 132.3 (1472.7)		
CC18, 1934	Nicholson Quad.	"	30 18 89 34	09.50 58.68				292.5 (1555.0) 1567.9 ( 35.3)		



MAP T- 2722 PROJECT NO. PH-68(50) SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\nu$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
					FORWARD	(BACK)		FORWARD	(BACK)	
ALLIGATOR, 1934	G.P.'s Pg 62	N.A. 1927	30	01	56.462			1738.5	( 108.9)	
			89	43	12.155			325.7	(1281.9)	
TEXAS COMPANY WELL NO. 1, 1952	Field Pos.	"	30	03	35.210			1084.2	( 763.3)	
			89	39	08.295			222.2	(1385.0)	
TEXAS COMPANY WELL NO. 2, 1952	" "	"	30	05	45.493			1400.8	( 446.7)	
			89	40	01.000			26.8	(1579.8)	
ALLIGATOR POINT LIGHT, 1952	"	"	29	59	19.082		SOUTH	587.6	(1259.9)	
			89	42	38.951			1044.1	( 564.2)	
DACE, 1952	"	"	30	04	34.934			1075.7	( 771.8)	
			89	41	03.534			94.6	(1512.2)	
MACOMB, 1931	Chief Mentour Quad. 7	"	511,158.53			1,158.53 (8,841.47)	WEST			
			2,483,801.29			3,801.29 (6,198.71)				
A3143 (LGS) 1940	" 72	"	514,920.258			4,920.258 (5,079.742)	WEST			
			2,465,471.993			5,471.993 (4,528.007)				
B3159 (LGS) 1942	" 135	"	529,159.715			9,159.715 ( 840,285)	WEST			
			2,496,931.368			6,931.368 (3,068.632)				
CHEF MENTEUR LIGHT, 1946	G.P.'s Pg 234	"	30	02	12.217		WEST	376.2	(1471.3)	
			89	45	49.097			1315.4	( 292.1)	

COMPILATION REPORT T-9791

31. DELINEATION.

The manuscript was delineated by the graphic method. No unusual methods of compilation were used.

32. CONTROL.

Horizontal control was adequate with reference to identification, density and placement.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

No difficulties were encountered in delineating the drainage nor in transferring the contours to the manuscript.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate.

No low-water or shoal lines have been shown on the manuscript.

36. OFFSHORE DETAILS.

No statement.

37. LANDMARKS AND AIDS.

No statement.

38. CONTROL FOR FUTURE SURVEYS.

Fifteen (15) Forms 524 for recoverable topographic stations are being submitted with this report.

A list of these stations is included under Item 49.

39. JUNCTIONS.

Junction to the north with T-9788 was made.

To the west, <sup>\*</sup>the junction could not be made with T-9790 since this manuscript is not complete. \* JUNCTIONED DURING FINAL REVIEW

There are no contemporary surveys to the south and east.

AKB  
S

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

41. SECTION LINES.

\*No attempt was made to show section lines on Grand Island. No corners nor points on line were recovered by the field inspector. There is no General Land Office plat showing section lines of this area in the Tampa Office. \* IN ORDER TO COMPLETE THE SHEET

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with Planimetric Map T-5320, Grand Island to Lower Point Clear, scale 1:20,000, issued in September 1934. The two are in fair agreement. The shoreline has changed slightly.

SECTION LINES WERE ADDED DURING FINAL REVIEW FROM LAND PLATS AND USGS QUAD.

AKB  
S

47. COMPARISON WITH NAUTICAL CHARTS.


Comparison was made with USC&GS Nautical Chart No. 878, scale 1:40,000, published in October 1951, corrected to 9 August 1952. The planimetric map listed in Item 46 appears to be the source of planimetry on the nautical chart and the same difference applies.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

  
Robert R. Wagner  
Carto Photo Aid

APPROVED AND FORWARDED:

*William A. Rasur*  
for J. E. Waugh, Chief of Party

48. GEOGRAPHIC NAME LIST.

## ANSLEY

BAYOU BOLAN  
BAYOU CADDY  
BAYOU CADDY CEMETERY  
BAYOU TONERE  
BODUCES DITCH  
ERYON BAYOU

CAMPBELL INSIDE BAYOU  
CAMPBELL OUTSIDE BAYOU  
CEDAR ISLAND

GAMBLERS BAYOU  
GAMBLERS BEND  
GRAND ISLAND  
\*GRAND ISLAND CHANNEL  
GRAND ISLAND PASS  
GRASSY ISLAND

HANCOCK COUNTY  
HERON BAY  
HERON BAY BAYOU  
HERON BAY POINT

LAKE BORGNE  
LAKESHORE  
LANDMARK BAYOU  
LIGHTHOUSE BAYOU  
LOUISIANA  
LOUISVILLE AND NASHVILLE RAILROAD  
LOWER POINT CLEAR

MISSISSIPPI  
MISSISSIPPI SOUND

PETERS DITCH  
POINT CLEAR  
POINT CLEAR ISLAND  
POKEY DUTCH

SHRIMP BAYOU  
SPORTSMENS LAKES  
ST ANNS CHURCH

48. GEOGRAPHIC NAME LIST (CONTINUED)

ST BERNARD PARISH  
\*ST JOSEPH ISLAND SHOAL  
ST JOSEPH POINT

THREE OAKS BAYOU  
TURKEY BAYOU

\*Feature not shown on map manuscript because it could not  
be seen on the photographs.

LAND GRANTS.

NANCY COLLINS

49. NOTES FOR THE HYDROGRAPHER.

The following topographic stations will be of use to the hydrographer:

AMEN, 1952  
APPO, 1952  
AXLE, 1952

BANG, 1952  
BEEF, 1952  
BEND, 1952  
BILE, 1952

CANT, 1952

DAGO, 1952  
DANK, 1952

ENVY, 1952

TIDE COMPUTATION

PROJECT NO. Ph68(50) T- 9791

Time and date of exposure 0814 24 Apr 1951 Reference station Penisacola, Florida Mean range Diurnal  
 Date of field inspection 13 March 1952 Subordinate station Long Point, Lake Borgne Ratio of ranges 0.8

High tide	Time		Height feet	Height x Ratio of ranges	High tide at Ref. Sta. Time difference Corrected time at Subordinate station	Time	
	h.	m.				h.	m.
High tide	13	33	1.6	1.3	High tide at Ref. Sta. Time difference Corrected time at Subordinate station	11	58
Low tide	00	09	- 0.4	- 0.3		11	35
Duration of rise or fall	13	24		1.6		13	33

Time H. T. or L. T. Required time Interval	h.	m.	Height feet	Height x Ratio of ranges	Ht. H. T. or L. T. Tabular correction Stage of tide above MLW	feet	Feature bares Stage of tide above MLW Feature above MLW	feet	Photo. No.
Time H. T. or L. T. Required time Interval	08	14	0.5	Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval	05	19	0.8	Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval				Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval				Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval				Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval				Feature bares Stage of tide above MLW Feature above MLW					
Time H. T. or L. T. Required time Interval				Feature bares Stage of tide above MLW Feature above MLW					



50.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9791

1. Projection and grids J.G. 2. Title J.G. 3. Manuscript numbers J.G. 4. Manuscript size J.G.

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy M.M.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) J.G. 7. Photo hydro stations XX 8. Bench marks XX 9. Plotting of sextant fixes J.G. 10. Photogrammetric plot report J.G. 11. Detail points J.G.

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline J.G. 13. Low-water line XX 14. Rocks, shoals, etc. J.G. 15. Bridges XX 16. Aids to navigation J.G. 17. Landmarks XX 18. Other alongshore physical features J.G. 19. Other along-shore cultural features J.G.

PHYSICAL FEATURES

20. Water features J.G. 21. Natural ground cover J.G. 22. Planetable contours J.G. 23. Stereoscopic instrument contours XX 24. Contours in general J.G. 25. Spot elevations J.G. 26. Other physical features J.G.

CULTURAL FEATURES

27. Roads J.G. 28. Buildings J.G. 29. Railroads J.G. 30. Other cultural features J.G.

BOUNDARIES

31. Boundary lines J.G. 32. Public land lines J.G.

MISCELLANEOUS

33. Geographic names J.G. 34. Junctions J.G. 35. Legibility of the manuscript J.G. 36. Discrepancy overlay J.G. 37. Descriptive Report J.G. 38. Field inspection photographs J.G. 39. Forms J.G.

40. Jesse A. Giles Reviewer for William A. Baguro Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler Supervisor

43. Remarks:

Field Edit Report  
Quad. T-9791

51. Methods. All roads were ridden out to check their classification and to visually check the planimetry and contours. The shoreline was inspected from a boat.

Theodolite cuts from horizontal control stations were used to locate a dolphin at the entrance to Bayou Caddy.

Standard plane-table methods were used to determine elevations on spoil and to test the accuracy of the contours.

Many features were identified or corrected on the photographs and cross referenced on the field edit sheet.

Field edit information is shown on the following: The Field Edit Sheet, the Discrepancy Print, the Section Line Print and one ratio print each of photographs nos. 55W-1719, 1720, 1737 and 1739.

Violet ink was used for all corrections and additions on both the field edit sheet and photographs. Green ink was used for all deletions. A legend appears on the Field Edit Sheet.

52. Adequacy of the Compilation. The compilation will be adequate and complete after the application of the field edit information.

53. Map Accuracy. No horizontal accuracy test was made. Contours appear only in a small area in the Northwestern part of the quadrangle. Four points on the contours were tested, all of which were in error less than one foot.

54. Recommendations. None offered.

55. Examination of Proof Copy. Mr. E. S. Drake, whose address is Bay St. Louis, Miss, a local surveyor for approximately 50 years in this area, has agreed to examine a proof copy of the map.

No discrepancies were noted in geographic names other than those noted by the reviewer on the discrepancy print.

Respectfully submitted,  
29 Oct. 1956

*George E. Varnadoe*  
George E. Varnadoe  
Photo Engr

Review Report T-9791

Topographic

February 16th 1959

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Map Number	Scale	Date
371	1:40,000	1852
2954	"	1909
2954A	1:10,000	"
2954B	1:40,000	1917-18
5320 Supp.	1:20,000	1934
7014A	1:30,000	1946

All of the above surveys are superceded by manuscript T-9791.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

USGS Grand Island Pass 1:31,680 Field Edited 1935

This quadrangle contains only Grand Island and Grassy Island which are located in Louisiana. The rest of the map is in Mississippi which is blank. No other coverage is available in quadrangle size.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

None

65. COMPARISON WITH NAUTICAL CHARTS

Chart 878 Combined Edition Oct 1951 Revised June 1958

There is good agreement between the manuscript and the chart.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This manuscript complies with all instructions.

One vertical accuracy test was made. All points checked were within accuracy limitations. There are only a few contours on the entire map and only a limited test was necessary.

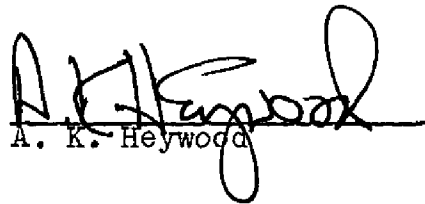
The horizontal accuracy is adequate.

The State Boundary dividing Grand Island Pass between Louisiana and Mississippi has not been shown. The available boundary data is too vague to portray accurately the true position.

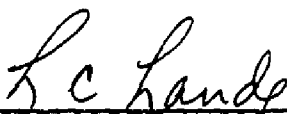
The land lines on Grand Island were taken directly from USGS quadrangle "Grand Island Pass." No section corners could be found on this island by the field parties.

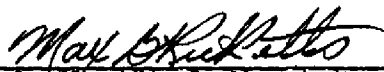
This manuscript complies with the National Standards of Map Accuracy.


Reviewed by:


  
A. K. Heywood

APPROVED BY:

  
\_\_\_\_\_  
Chief, Review & Drafting Section  
Photogrammetry Division

  
\_\_\_\_\_  
Chief, Nautical Chart Branch  
Charts Division

  
\_\_\_\_\_  
Chief, Photogrammetry Division  
30 Sept 59

  
\_\_\_\_\_  
Chief, Coastal Surveys Division



Partially Applied to chart 877 April 1954 ~~1952~~  
(No con) " " " " 878 " Andreas