11037

Diag. Cht. No. 1269 and 1271.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline (Photogrammetric)

Field No. Ph-96 *Office No.* T-11037

LOCALITY

State Louisiana

General locality New Orleans - Mississippi River

Locality Marrero to Algiers

1951-52

CHIEF OF PARTY

A.L.Powell, Chief of Field Party

J. C. Sammons, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE June 24, 1958

B-1870-1 (1)

11037

DATA RECORD

T-11037

Project No. (II): Ph-96 Quadrangle Name (IV):

Field Office (II): Houma, Louisiana Chief of Party: A. L. Powell

Photogrammetric Office (III): Baltimore, Md. Officer-in-Charge: J. C. Sammons

Instructions dated (II) (III): Field - 22 August 1952
Supplement 1 - 22 Oct. 1952
Office: 23 Jan. 1953
3 Feb. 1953

Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 8-24-53 Date reported to Nautical Chart Branch (IV): 9-2-53

Applied to Chart No. Date: Date registered (IV): 20 June 1957

Publication Scale (IV): Not to be published Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III): See par. 35

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): HARVEY, 1930

Lat.: 29° 54' 28.877" (889.2m) Long.: 90° 05' 02.505" (67.2m) Adjusted

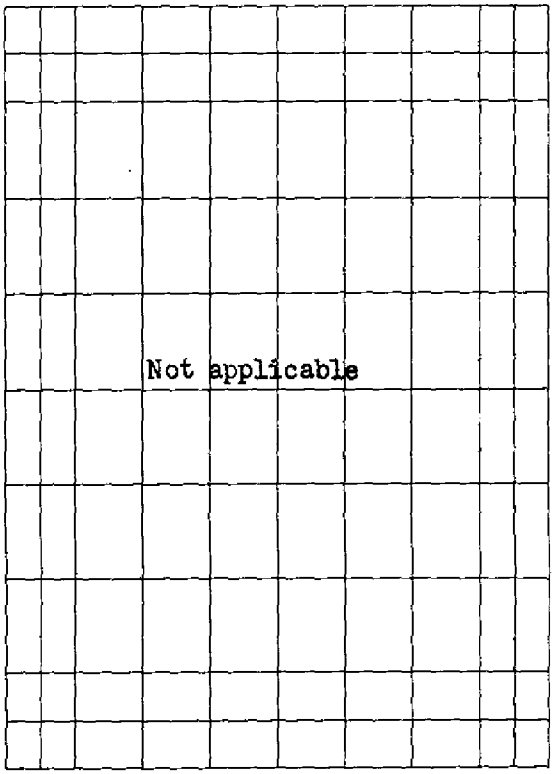
Plane Coordinates (IV): State: Louisiana Zone: South

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.

M-2618-12(4)



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

DATA RECORD

Field Inspection by (II): S. L. Hollis, W. M. Reynolds — Date: Sept. to Nov. 1952

Planetable contouring by (II): None — Date:

Completion Surveys by (II): None — Date:

Shoreline
~~Mean High Water~~ Location (III) (State date and method of location):
Photographs - 11-19-51
and field inspection.

See Paragraph No. 35

Projection and Grids ruled by (IV): J. Allen — Date: 11/26/52

Projection and Grids checked by (IV): H. D. Wolfe — Date: 11/28/52

Control plotted by (III): L. A. Senasack — Date: 3/20/53

Control checked by (III): H. R. Rudolph — Date: 3/23/53

Radial Plot or ~~Stereoscopic Control extension~~ by (III): H. R. Rudolph — Date: 4/6/53

Stereoscopic Instrument compilation (III):
Planimetry — Date:
Contours — Date:

Manuscript delineated by (III): J. B. Phillips — Date: 6/11/53

Photogrammetric Office Review by (III): R. Glaser — Date: 7/6/53

Elevations on Manuscript checked by (II) (III): None — Date:

M-2618-12(4)

Camera (kind or source) (III): Single lens Corps of Engineers.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
7-H-1340 to 1343	11/19/51	unknown	1:10,000	see below
1304 to 1307	"	" "	"	"
1270 to 1273	11/18/51	"	"	"
1239 to 1241	11/19/51	"	"	"

Tide (III)*
from Predicted Tide Tables

Reference Station:
Subordinate Station: New Orleans, Mississippi River
Subordinate Station:

Diurnal

Ratio of Ranges	Mean Range	~~Spring~~ Range
		0.8*

Washington Office Review by (IV): C. Theurer Date: 9-15-53

Final Drafting by (IV): M. Pay Date: 7-10-56

Drafting verified for reproduction by (IV): W.O. Hallum Date: 10-4-56

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 4 sq. mi.
Shoreline (More than 200 meters to opposite shore) (III): 12 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 3 mi.
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 49 Recovered: 33 Identified: 26
Number of BMs searched for (II): 17 Recovered: 16 Identified: 16
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III): none

Remarks:

*Low river stage only. There is no periodic tide at high stages.
See tide tables and P. 319, Coast Pilot, Gulf Coast.

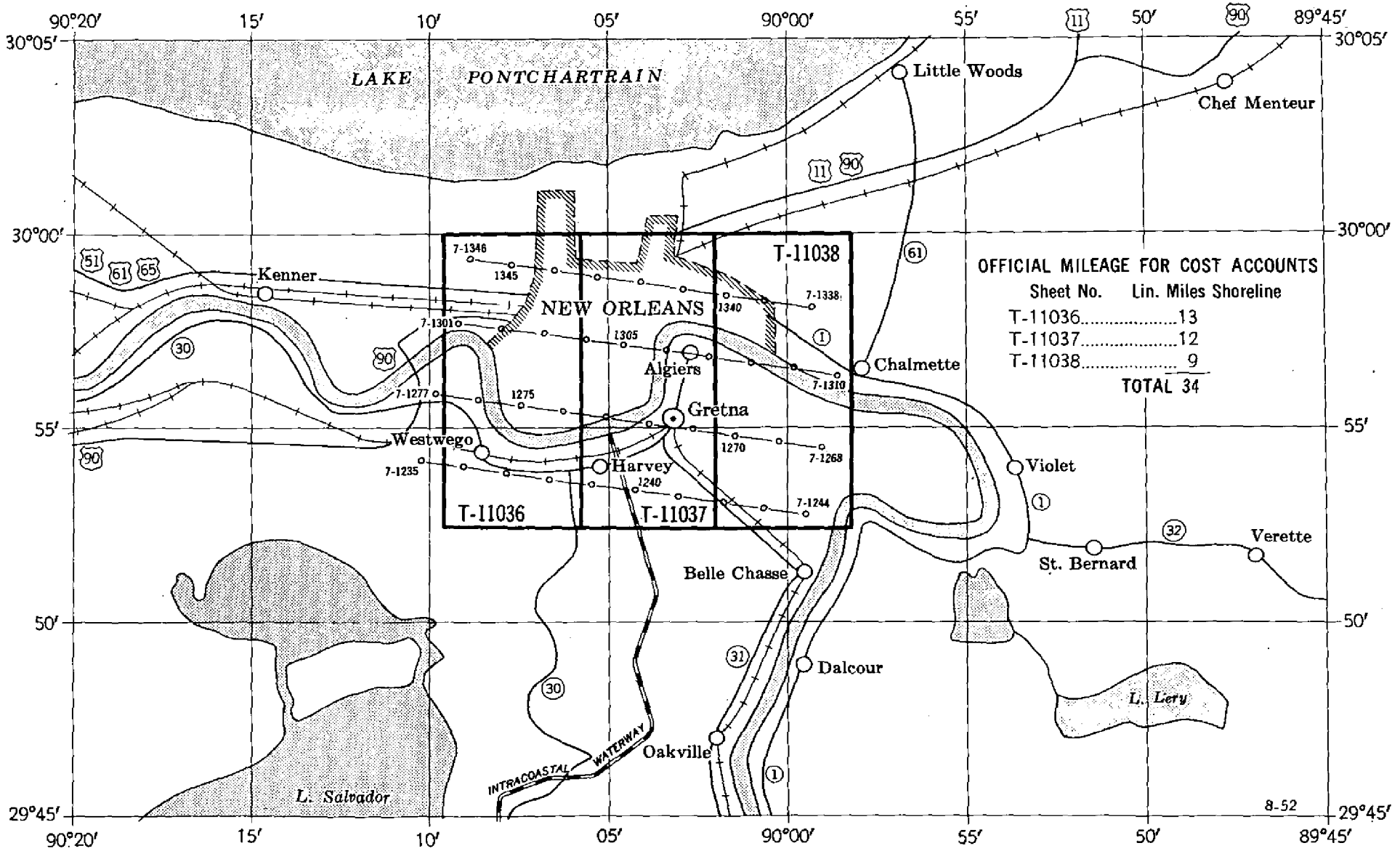
M-2618-12(4)

SHORELINE MAPPING PROJECT PH - 96

LOUISIANA, Mississippi River - New Orleans

(Refer to Air-Photo Indexes 110-D and 110-E)

Compiled at scale 1:10,000 from U.S. Corps of Engineers single-lens 1:20,000 scale photographs taken November 1951.



Summary Ph-96

Project Ph-96 consists of three shoreline surveys at a scale of 1:10,000 covering the Mississippi River at New Orleans, a part of the Rigolets-New Orleans Cut of the Intracoastal Waterway, the southern portion of the Inner Harbor Navigation Canal and the northern end of Harvey Canal. A new section of the Intracoastal Waterway and Algiers Lock are shown under construction on T-11038. These surveys were compiled in 1953 from single-lens, Corps of Engineers photographs taken in 1951 and field inspected in 1952. They were compiled to provide shoreline information for the construction of Nautical Chart 497.

Part of this Project Area was previously covered by CS-365, Sheets 1 and 2 of 5, compiled in 1947 at 1:20,000 scale as part of Ph-1. The northern part of the Inner Harbor Navigation Canal was revised on CS-365, Sheet 1 of 5 during the compilation of Ph-96. Harvey Canal continues to the south on CS-365, Sheet 2 of 5.

Cloth-backed lithographic prints of the original map manuscripts at compilation scale and the descriptive reports will be filed in the Bureau Archives.

2. AREAL FIELD INSPECTION

The area covered by this report is Project Ph-96, consisting of three shoreline sheets numbered T-11036 to T-11038 inclusive.

The project covers the harbor area of the City of New Orleans and the adjacent canals.

New Orleans was founded by the French in 1718. The old section of the city is known as the Vieux Carre, commonly called the French Quarter, and is noted for its Creole architecture, excellent food and restaurants. The city is reportedly the second ranking port in the nation in dollar value of foreign commerce. It has approximately 12 miles of wharves and deep water terminals. Industry is expanding in the area due in part to having natural gas for fuel, an unlimited water supply and abundant electrical power.

The city is served by eight railroads, ten airlines, and barge lines connect it with the inland waterway system of the mid-continent.

The city covers an area of 363.5 square miles, making it the third largest in the nation, in this respect.

Chalmette, immediately below the city, was the scene of the Battle of New Orleans during the War of 1812, the outcome of which settled forever the ownership of the Louisiana Territory.

Field inspection was accomplished on single-lens photographs furnished by the U. S. Engineers. The photographs were flown at 1:20,000 scale and ratioed to 1:10,000 scale. The photographs were of very good quality and no difficulty in their interpretation was encountered during field inspection.

Field inspection is believed complete except for these areas as noted:

(1) In the vicinity of the Public Grain Elevator and Public Commodity Warehouse Wharf, on photograph H51-1274, extensive additions are under construction. A blueprint furnished by the New Orleans Port Commission is submitted to enable the compiler to draft these additions on the manuscript. T-11036

(2) Poland Avenue Wharf extension is under construction, photograph H51-1307. A blueprint of this change is submitted. T-11038

(3) Algiers Locks, photograph H51-1310, is still under construction. The locks have been completed but the canal approaching and leaving the locks is still under construction. T-11037

outside limit of Chart 497 (new Const.)

(4) Kaiser Aluminum and Chemical Corp. plant, photograph H51-1310, is under construction. Blueprints are submitted showing the completed construction as of the date of field inspection.

(5) A concrete retaining wall is being constructed along the river side of the levee, photograph H51-1307. Drag lines are working in the area and the natural bank of the river will probably change.

(6) The levee is being repaired just below the Jackson Avenue Ferry, photograph H51-1272. The same note in Paragraph (5) applies. T-11037

(7) A new pier is under construction along the Inner Harbor Navigation Canal, just south of the Florida Avenue Bridge, photograph H51-1339. Blueprint of this construction is submitted. T-11038

(8) Two slips are being dredged near the north end of the Inner Harbor Navigation Canal, photograph H51-1395. A blueprint showing these changes is submitted. T-11038

Field inspection was accomplished on the following photographs: H51-1236 through H51-1243; H51-1268 through H51-1276; H51-1301; H51-1302; H51-1303 through H51-1310; H51-1339 through H51-1345; H51-1374; H51-1395; and nine-lens photograph 35202.

3. HORIZONTAL CONTROL

All U. S. Coast and Geodetic Survey stations, within the area, were searched for and the project instructions were followed as to identification of closely spaced stations.

One station indicated as essential in holding the radial plot, NEW ORLEANS WATER TANK, MILK BOTTLE SHAPE 1931, was searched for but not recovered. According to local information there has never been a tank of any kind in the vicinity as indicated by the position of this station. (Note: Station with same name estab. in 1930 was recovered and is plotted)

To supplement the control of this Bureau, the following traverse stations of third-order accuracy, established by the U. S. Engineers were identified: 3873/85.5; 3824/08.7; 4110/79.6; 4347/43.49; 83/20.0; 235/09.11; and 295/65.5. Three traverse stations were used to locate the northerly obstruction light at Nine Mile Point. These stations are 3852/32.9; 3853/90.3; and 3867/50.1* These stations were established on Gulf Coast Datum and converted to North American 1927 Datum by the U. S. Engineers. To approximately convert Gulf Coast Datum to North American 1927 Datum, subtract 136.1 meters from Latitude and add 20.2 meters to Longitude. See USE publication "Descriptions, Elevations, and Geodetic Positions of Permanent Survey Marks Located Within the New Orleans Quadrangle."

* These three stations are not shown on the map manuscript. There is ample control in the area in which they are located.

Three stations of second-order accuracy, established by the Mississippi River Commission, were identified. These stations are BM 212 2, BM 215 1, & BM 216 4. The descriptions and positions of these stations can be found in the publication "Triangulation Along the Mississippi River", published by the Mississippi River Commission.

Two stations, accuracy unknown, established by the U. S. Geological Survey, TT4L 1932 and TT5L 1932, were identified. The descriptions and positions of these stations can be found in the U.S.E. publication previously referred to.

One traverse station, accuracy unknown, established by the Louisiana Geodetid Survey, was identified. The description and position of this station can be found in the publication "Precise Elevations, City of New Orleans", published by the Louisiana Geodetic Survey.

The following stations were reported lost on Form 526: GRETNA DISTILLERY 1874; OLD DISTILLERY 1874; GRETNA RADIO STATION WDSU S. TOWER 1931; GRETNA RADIO STATION WDSU N. TOWER 1931; HARVEY SWIFT AND CO BLACK TANK 1934; CELOTEX PLANT WATER TANK 1930; ESTELLE SUGARHOUSE CHIMNEY 1874; ESTELLE 1874; BRICKYARD CHIMNEY 1874; ALGIERS ENGINE HOUSE 1874; FLATHERS SUGARHOUSE CHIMNEY 1874; NEW ORLEANS MORGANS DERRICK 1874; COMPANY CANAL 1874; WESTWEGO EXPORT CO. WATER TANK 1930; NEW ORLEANS WATER TANK MILK BOTTLE SHAPE 1930; WESTWEGO 1930; RADIO MAST SW 1931; RADIO MAST NW 1931; RADIO MAST NORTH 1931; RADIO MAST EAST 1931; BELT LINE BRIDGE NW TOWER 1931; NEW ORLEANS 2 CHIMNEY DRAIN MILL 1874; NEW ORLEANS ST. PETER AND ST. PAULS CHURCH 1874; NEW ORLEANS THIRD PRESBYTERIAN CHURCH 1874; FAIRGROUNDS 1874; MINT 1858; NEW ORLEANS CANAL STREET DRAIN MILL 1874; NEW ORLEANS CHRIST CHURCH 1874; NEW ORLEANS GERMAN M.E.CHURCH SOUTH 1874; NEW ORLEANS 2ND GERMAN PRESBYTERIAN CHURCH 1874; NEW ORLEANS JUNG HOTEL AVIATION BEACON 1930; NEW ORLEANS LOWER DRAIN MILL 1874; NEW ORLEANS MAISON BLANCHE BROADCASTING STATION N. TOWER 1931; NEW ORLEANS MAISON BLANCHE BROADCASTING STATION S. TOWER 1931; NEW ORLEANS MARINE HOSPITAL 1874; NEW ORLEANS 4TH PRESBYTERIAN CHURCH 1874; NEW ORLEANS RED STACK 1874; NEW ORLEANS SACRED HEART CHURCH 1874; NEW ORLEANS ST. LOUIS HOTEL 1874; NEW ORLEANS ST. ROSA'S CHURCH 1874; NEW ORLEANS WHITE SPIRE 1874; NEW ORLEANS HIBERNIA BANK BLDG.LIGHT 1930; LEE 1874; BARRACKS FLAGSTAFF 1873; NEW ORLEANS OIL WORKS CHIMNEY 1874; NAVIGATION LIGHT 0.6 MILE N. OF STATION ORLEANS 1934; CEMETERY FLAGSTAFF 1873; LA. COTTON FACTORY CHIMNEY 1873; NEW ORLEANS URSULINE CONVENT 1874; REFINERY SUGARHOUSE CHIMNEY 1873; CARROLLTON GREY SPIRE 1874; CARROLLTON WHITE TOWER 1874; CARROLLTON CHURCH SPIRE 1874; CARROLLTON DARK SPIRE 1874; CARROLLTON BROWN SPIRE 1874; HICKOK 1874; CARROLLTON DERRICK 1874; CARROLLTON WHITE SPIRE 1874; CITY PARK 1874; OCEAN SAWMILL 1874; WINDMILL 1874; ELEVATOR 1874; NEW ORLEANS DRYADES STREET CHURCH 1874; NEW ORLEANS FELICITY STREET CHURCH 1874; NEW ORLEANS 1ST PRESBYTERIAN CHURCH 1874; NEW ORLEANS CHURCH OF IMMACULATE CONCEPTION 1874; CHALMETTE 2 1931.

The following stations were reported lost but were identified to aid in control of the radial plot: GRETNA RADIO STATION WDSU NORTH RADIO TOWER 1931(The tower was in place at time of photography but had since been torn down); WESTWEGO EXPORT CO. WATER TANK 1930(The tank is still in place but the conical top has been removed); NEW ORLEANS ST. PETER AND ST. PAULS CHURCH 1874 and NEW ORLEANS THIRD PRESBYTERIAN CHURCH 1874(The steeples on these churches were in the same location but had been shortened since location); NEW ORLEANS HIBERNIA BANK BLDG. LIGHT 1930(The light has been removed from the dome of the building and replaced with a television antenna); BARRACKS FLAGSTAFF 1873(The present flagpole is in the same foundation as the pole, which was located. Local information obtained on the above lost but identified stations indicated that the positions will still be useful in control of the plot.

See copy of letter dated 17 October 1952 from A. L. Powell to Chief, Division of Photogrammetry, contained in this report.

4. VERTICAL CONTROL

The following New Orleans Tidal Bench Marks of the U. S. Coast and Geodetic Survey were recovered and identified: BM 2(1938); BM 3(1938); BM 4(1949); BM 3195; BM B 3150; BM B 3190; BM 3199; BM 3200; BM B96(1938); BM 3(1936); BM DECATUR STREET GATE STOP (1936); BM ST. PETER STREET GATE STOP (1936); BM 36A(N.O.S.& W.B.); BM W. PARK (1949); BM CANAL STREET; and BM 31A. BM 1(1938) was found broken off and the disk was removed by this party.

5. CONTOURS AND DRAINAGE

Inapplicable.

6. WOODLAND COVER

A representative portion of woodland cover in the area has been classified in accordance with paragraph 5433(c), Topographic Manual, Part II.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline was inspected in accordance with Supplement 1 of the Project Instructions dated 22 October 1952. Where the natural banks of the river was not clear on the photographs, it has been dashed in by the field inspector. The bank line should be drafted as viewed in all areas that have not been indicated.

The low water line was not investigated but was felt to be synonymous with the natural bank of the river.
identical

The mean high water line as defined by the U. S. Engineers is the mean of all the high waters from 1936 to 1950. This line has not been indicated as it would be at the base of the levee in most cases.

See Supplement 1 of Project Instructions and copy of letter dated 17 October 1952 from A. L. Powell to Chief, Division of Photogrammetry contained in this report.

All docks, landings, piers, and wharves have been indicated on the photographs.

The shore ends of all submarine cables and pipelines in place at time of field inspection were indicated on the photographs.

All buildings along the batture, that land area between the levee and the river bank, not clearly discernible on the photographs have been indicated. The levee along the river has been indicated at frequent intervals.

Attention is called to the numerous "U.S.Mattres" signs, which have been indicated on the photographs. These mattresses are rafts of logs anchored to the bottom of the river and are designated as no anchorage areas. The limits of these revetment areas can be obtained from the U. S. Engineers Mississippi River Hydrographic Sheets Nos. 43, 44, and 45, which are submitted. → See Bp 48801-03

The following gage reading was obtained on the day of photography:

Carrollton Gage, 18 November 1951 - 3.5 feet.
Zero on the gage - 0.05 feet.

8. OFFSHORE FEATURES

Two offshore wrecks have been indicated on photographs H51-1275 and H51-1309. The heights of these wrecks, above the river, was determined and have been indicated on the photographs.

9. LANDMARKS AND AIDS

No new landmarks were indicated but of the landmarks now shown, two were deleted. All necessary information is covered by Form 567.
Chart Letters 162(46) and 744(53)

All fixed aids to navigation have been identified and are listed on Form 567. Chart Letter 744(53)

There are no aeronautical aids within the limits of field inspection.

10. BOUNDARIES, MONUMENTS, AND LINES

Inapplicable.

11. OTHER CONTROL

None was established.

12. OTHER INTERIOR FEATURES

All roads have been classified in accordance with Section 5441 of the Topographic Manual, Part II.

All buildings have been classified in accordance with Section 5446 of the Topographic Manual, Part II.

For bridge data see Pages 13, 14, and 15 for (1) copy of letter forwarding tabulation of bridge data to District Engineer, (2) tabulation of bridge data, and (3) copy of letter from District Engineer dated 3 December 1952, File No. LMNHH 812.91(T).

13. GEOGRAPHIC NAMES

Inapplicable.

These blueprints used as an aid in compilation of T-11036-38 they have served their purpose since all information required for charting purposes is incorporated in the Coast & Geodetic Survey Topographic Survey. They are therefore, except as noted, discarded. L.S.S.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Publication,-Descriptions, Elevations and Geodetic Positions of Permanent Bench Marks Located in the New Orleans Quadrangle.

Publication,-Descriptions, Elevations and Geodetic Positions of Permanent Survey Marks Located in the Lafourche Levee District.

Blueprint - Inner Harbor Navigation Canal Slips and Gradings, West Side, Morrison Road to Haynes Blvd.

Sheets Nos. 43, 44, and 45, Mississippi River Hydrographic Survey 1949-1952. Bp 48 803 Bp 48802 Bp 48804

Photostats of U. S. E. Traverse Stations.

Graph of Bank Full and Mean Low Water Datum of Mississippi River by U. S. Engineers.

Blueprint of New Orleans Port of Embarkation.

Blueprint of Public Grain Elevator Addition Wharf Extension.

Blueprint of Napoleon Avenue Wharf General Plan.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
P. O. Box 573
Houma, Louisiana

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 December 1952

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

Subject: Bridge Data - Project Fh-96

There is enclosed herewith a tabulated list of the bridge clearances determined by this party.

Allen L. Powell
Lieut., U.S.C.& G.S.
Chief of Party

cc: The Director, C&GS

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

Page	Location	Use	Type	Spans	Horiz. Clearance (Feet) Left	Center	Right	Vert. Cl. above MSL (Feet)
	INTRACOASTAL WATERWAY, MOBILE BAY, ALA. TO MISSISSIPPI RIVER, LA.							
	****Inner Harbor Navigation Canal, La:							
card made	***Chef Menteur Highway, New Orleans	HWY	B	1	-	90.0**	-	10.6 (Closed)**
card made	***Louisville & Nashville Railroad, New Orleans	RR & HWY	B	1	-	93.0**	-	3.0 (Closed)**
card made	***Southern Railroad, New Orleans	RR & HWY	B	1	-	95.4**	-	4.4 (Closed)**
	INTRACOASTAL WATERWAY, MISSISSIPPI RIVER TO SABINE RIVER, LA. Harvey Canal No. 1, La.:							
220	Harvey, La.*****	RR	B	1	-	-	75*	12.4* 16.4**

* Measurements listed in 1 July 1941 Edition of Bridge Book
** Measurements of U. S. Coast & Geodetic Survey
*** New bridge not previously listed in either Bridge Book or Supplement.
**** Inner Harbor Navigation Canal ~~now known as Industrial Canal~~. Name not changed
***** Vertical clearance was determined from water surface at certain time and date and subsequently reduced to Mean Sea Level value from your Chalmette Water Level Recorder readings at those times. (See letter from District Engineer dated 3 December 1952, File No. LMNHH 812.91(T)).

COPY COPY COPY

CORPS OF ENGINEERS, U.S.ARMY
OFFICE OF THE DISTRICT ENGINEER
NEW ORLEANS DISTRICT
FOOT OF PRYTANIA STREET
NEW ORLEANS 3,LOUISIANA

Refer to File No. LMNHH 812.91(T) 3 December 1952

Lieutenant Allen L. Powell
U. S. Coast and Geodetic Survey
Department of Commerce
P. O. Box 573
Houma, Louisiana

Dear Lieutenant Powell:

This is in reply to your letter of 26 November 1952 concerning tide gage readings for the Mississippi River at Chalmette, Louisiana.

In compliance with your request, tide gage readings from the Chalmette automatic recorder, for the times of interest, are shown below:

Date 1952	Time	Gage Reading
4 November	1000	2.90
	1400	2.50
5 November	0930	3.26
	1400	2.66
6 November	1400	2.63

2.90 − 2.22 = .72

3.26 − 2.22 = 1.04

The zero of the Chalmette tide gage is 2.22 feet below mean sea level.

FOR THE DISTRICT ENGINEER:

Sincerely yours

/s/George H. Hudson

George H. Hudson
Chief, Engineering Division

Blueprint of Jourdan Avenue Wharf No. 1.

Blueprints of Kaiser Aluminum and Chemical Corporation.

Blueprints of Public Belt Railroad Commission of New Orleans, showing trackage along east bank of river and west side of Inner Harbor Navigation Canal.

Blueprints of Texas & New Orleans Railroad Company (Southern Pacific Railroad).

Blueprints of New Orleans & Northeastern Railroad Company (Southern Railroad) Right of Way & Track Map.

List of buildings, etc., compiled by New Orleans Port Commission.

Data, Shoreline Sheets T-11036, T-11037, and T-11038, forwarded to Washington Office on Letter of Transmittal No. 96-1 dated 10 December 1952.

Submitted
24 November 1952

Steven L. Hollis 12/

Steven L. Hollis, Jr.
Lieut., U.S.C.& G.S.

Approved & Forwarded
10 December 1952

Allen L. Powell

Allen L. Powell
Chief of Party

Copy

Copy

Copy

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
P. O. Box 573
Houma, Louisiana

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

17 October 1952

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

Subject: U. S. Engineer Stations

Reference: Instructions - Project Ph-96 - Field, Paragraph 5

The ties of current U.S.E. traverses to U.S.C.& G.S. control is very involved. The following is a brief summary of the connection to the N.A. 1927 datum.

The basic U.S.E. traverse stations are adequately tied to U.S.C.& G.S. triangulation as shown on enclosed photostats. Subsequent traverses are tied to each other without regard to U.S.C.& G.S. control. The ties seem to be adequate in accuracy for the application of U.S.E. blueprints to our chart. A datum correction is available so positions of U.S.E. traverse stations can be converted to N.A. 1927 datum. It is felt that it is not necessary for any additional ties to be made. Positions on the N.A. 1927 datum can be furnished for any traverse station desired and will be furnished for stations identified on the photographs.

A sketch of the horizontal control recovered and identified has been forwarded under separate cover.

The following are stations other than U.S.C.& G.S. control identified on the photographs:

U.S.E. Stations

BM 215/1 1898	295/65.5
BM 212/2 1898	3824/08.7
BM 216/4 1898	3873/85.5
83/20.00	4110/79.6
235/09.11	4347/43.49

U.S.G.S. Stations

TT4L 1932
TT5L 1932

La.Geod.Sur.Stations

STA NO.277
STA NO. 6

Allen L. Powell
Lieut., U.S.C.& G.S.
Chief of Party

cc: Supervisor, Southern District
NOTE: Data on USE traverse are filed in 83.See ltr to A.L.Powell,10/21/52,711-aal.

PHOTOGRAMMETRIC PLOT REPORT
Project PH-96
Surveys Nos. T-11036 to T-11038 Incl.

21. AREA COVERED

This radial plot covers the area of surveys Nos. T-11036, T-11037 and T-11038. They are shoreline surveys located along the Mississippi River at New Orleans, La.

22. METHOD-RADIAL PLOT

Map Manuscripts:

Acetate sheets with polyconic projections in black and Louisiana State Grids in red, at a scale of 1:10,000, were furnished by the Washington Office. Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the beam compass and meter bar.

A sketch, showing the layout of surveys in this plot and the distribution of control and photograph centers, is attached to this report. A list of control stations is also attached to this report.

Photographs:

All photographs used are single lens unmounted photographs taken at a scale of 1:20,000 and ratioed to a scale of 1:10,000.

Forty-eight (48) photographs were used in this plot, numbered as follows:

H51-1235 through H51-1246
H51-1266 through H51-1277
H51-1300 through H51-1311
H51-1336 through H51-1347

Standard symbols were used on the photographs.

Templets:

Acetate templets were made for all photographs. The master templet was used to correct for film and paper distortion.

Closure and Adjustment of Control:

Vinylite base sheets were prepared in this office by transferring all identified control to the base sheets from the manuscripts by matching common grid lines.

In addition to the identified control, the positions of RIGOLETS NEW ORLEANS CUT JUNCTION LIGHT, A tower at an angle in a transmission line, and several street intersections delineated on survey CS-365, sheet 1 of 5, scale 1:20,000 were plotted on the manuscript and transferred to the base sheet.

The radial plot was constructed on the base sheets.

The two middle flights of photographs were laid first holding to the best combination of control, giving preference to control

22. METHOD-RADIAL PLOT

Closure and Adjustment of control: (cont'd)

established by this agency. Then the flights to the south and north were added in that order. Considerable difficulty was encountered in the area between CHALMETTE MONUMENT, 1873 and ORLEANS 2, 1934. By disregarding CHALMETTE MONUMENT, 1873 and several control stations established by other agencies, a satisfactory plot was made in that area.

In the vicinity of RIGOLETS NEW ORLEANS CUT JUNCTION LIGHT, it soon became apparent that the only position, transferred from Survey CS-365, sheet 1 of 5, that could be held with existing control was the LIGHT. These ~~five~~ transferred points could not be held together on any photograph.

Transfer of Points:

The positions of all pass-points and centers were pricked directly on the manuscripts by superimposing the manuscripts on the plot and matching common grid lines.

23. ADEQUACY OF CONTROL

As previously mentioned all of the control could not be held in the radial plot.

BOYS ORPHAN ASYLUM, 1874: - The radially plotted position falls 16.4 mm WNW of its geographic position. The field party states that the identification is positive but the station is doubtful as actual position did not check the geographic position. The G.P. for this station is probably in error. It is a no check position. Geodesy notified. Station deleted.

BM 212/2 (MRC) USE, 1898: - The radially plotted position Sub Pt. B, falls 0.4 mm ENE of its computed position. The control established by this agency was given preference. Sub Pt A - Held Azimuth to Sub Pt B correct. Probably an error in measurement.

ALGIERS NAVAL STATION WEST RADIO TOWER, 1934: - The radially plotted position of the substitute point for this station falls 0.3 mm northwest of the computed position. This station is surrounded by other control stations all of which were held in the plot. No reason for this discrepancy was apparent. The radio tower was pricked direct during Review and held. Apparently there is an error in the sub. sta. selection or computation.

CHALMETTE MONUMENT, 1873: - The radially plotted position falls 0.3 mm northeast of its geographic position. The description of CHALMETTE MONUMENT, 1873 states that the station is directly under the peak of the dome of the monument. The description of CHALMETTE 1873, states that the station is a drill hole in the center brick of the center column of the monument. However, the position of CHALMETTE, 1873 falls approximately 1.0 mm ENE of the position of CHALMETTE MONUMENT, 1873. Since the fix for CHALMETTE MONUMENT, 1873, as listed on Form 28B, accession Number 1352, page 96, is rather weak - this station was not held in the plot. Station left in its plotted position. The radial plot in this area was not strong enough to warrant changing the position of the monument.

235+09.1 USE: - The radially plotted position of the substitute point falls 0.8 mm NE of its computed position. The position of this station could not be held with the control established by this agency and also the USE control in the vicinity could not all be held at one station deleted from map manuscript.

23. ADEQUACY OF CONTROL (cont'd)

time disregarding one USC&GS control station (ORLEANS 2, 1934) to the east of the group of USE control stations. ORLEANS 2, 1934 was held to control the radial plot near the eastern edge of Survey T-11038.

295+65.5 USE: - The radially plotted position for the substitute point falls 0.9 mm NNE of its computed position. The same reason for not holding 235+09.1 USE applies to this station.
Station deleted from map manuscript

BM 216/4(MRC) USE, 1898: - The radially plotted position of the substitute point falls 0.4 mm NNW of its computed position. The same reason for not holding 235+09.1 USE, also applies to this station.
Station deleted from map manuscript

TT4L USGS, 1932: - The radially plotted position of the substitute point falls 1.2 mm ENE of its computed position. The same reason for not holding 235+09.1 USE, also applies to this station.
Station deleted from map manuscript

NEW ORLEANS WATER WORKS CONCRETE STACK, 1930: - This station fell on only two photographs, H51-1302 and H51-1303. The station was held on H51-1302, but the radial line on H51-1303 fell approximately 0.3 mm south of the plotted position. The station is close to the flight line and the field party reported that the stack identified on the photographs is a brick stack instead of concrete. No attempt was made to establish a radially plotted position of the station, because it is so close to the flight line that a very weak position would be located.
Station left in its plotted position.. Weak cuts could not disprove its triangulation position.

24. SUPPLEMENTAL DATA

As mentioned under paragraph 22, CLOSURE AND ADJUSTMENT OF CONTROL, Survey GS-365, sheet 1 of 5, scale 1:20,000 was used to locate additional control to the north of this plot.

25. PHOTOGRAPHY

The overlap in line of flight and between flights was adequate. Photographic coverage was adequate except for the northern part of the Inner Harbor Navigation Canal which has already been delineated on Survey GS-365, sheets 1 of 5.

Some of the pass points on the east and west sides of the plot have been shown with green ink since they fall beyond the limits of control.

No tilt determinations were made, as there was practically no evidence of tilt on any of the photographs.

The definition was very good.

Very little distortion was evident.

26. EXTENSION TO THE PHOTOGRAMMETRIC PLOT

22 Oct 1952

After completing the plot using the available office photographs, instructions were issued to extend the plot northward on Survey No. T-11038 to include the areas of the Inner Harbor Navigation Canal and the

26. EXTENSION TO THE PHOTOGRAMMETRIC PLOT (cont'd)

and the Intracoastal Canal. Eight (8) field photographs were used to make this extension to the plot.

The field photographs used were:
H51-1372 to H51-1376
H51-1394 to H51-1396

Unadjusted acetate templets were made.

An acetate extension was taped to the north of the manuscript for survey No. T-11038. Polyconic projection lines were constructed on the extension and the following control stations were plotted.
SHUSHAN AIRPORT BN, 1934
SHUSHAN AIRPORT ADM. BLDG. DOME, 1934
INDUSTRIAL CANAL LT, 1953
JEWETT, 1932 (Sub. Pt.)
ISOTTA, 1932 (Sub. Pt.)

The addition to the plot was attempted directly on the manuscript. The tie in with the control to the north could not be made and this plot was abandoned. There was too much paper distortion in the field prints used.

A plot was then constructed on survey CS-365 - 1 of 5, scale 1:20,000 (see Photogrammetric Plot Report for Project Ph-96, survey No. CS-365 - 1 of 5) to establish pass points common to CS-365 - 1 of 5 and survey No. T-11038. A copy of this report is part of this Descriptive Report. It is inserted after this Photogrammetric Plot Report.
These common pass points were transferred to survey No. T-11038 by graphic methods.

The following photographs were used in this plot:

H51-1336 to H51-1341
H51-1373 to H51-1376 (field Photographs)

New adjusted templets were made for photographs Nos. H51-1337 thru H51-1341, using the corrected master templet.

Since field photographs Nos. H51-1373 thru H51-1376 contained no fiducial marks, acetate templets were made by adjusting between the collimation marks and corners of the prints.

Templets for photograph Nos. H51-1336 thru H51-1341 were laid first holding to pass points, south of the center line of flight, established by the main radial plot and to ~~as many of~~ the pass points, on the north part of the photographs, which had been transferred from the 1:20,000 scale plot.

Photographs Nos. H51-1373 thru H51-1376 were then laid again holding to the pass points established by the 1:20,000 scale plot.

26. EXTENSION TO THE PHOTOGRAMMETRIC PLOT (cont'd).

The manuscript was then turned over and the pass points and photograph centers pricked directly on the reverse side of the manuscript.

This plot should be considered weak due to the method of making templets of the field photographs and the difficulty in identifying points common to the single lens, 1:10,000 scale, and the nine-lens, 1:20,000 scale, photographs. See Photogrammetric Plot Report Ph 96, CS 365, Sheet 1 of 6, a part of this Descriptive Report and Review Report T 11038.

Respectfully submitted
21 May 1953

H. R. Rudolph

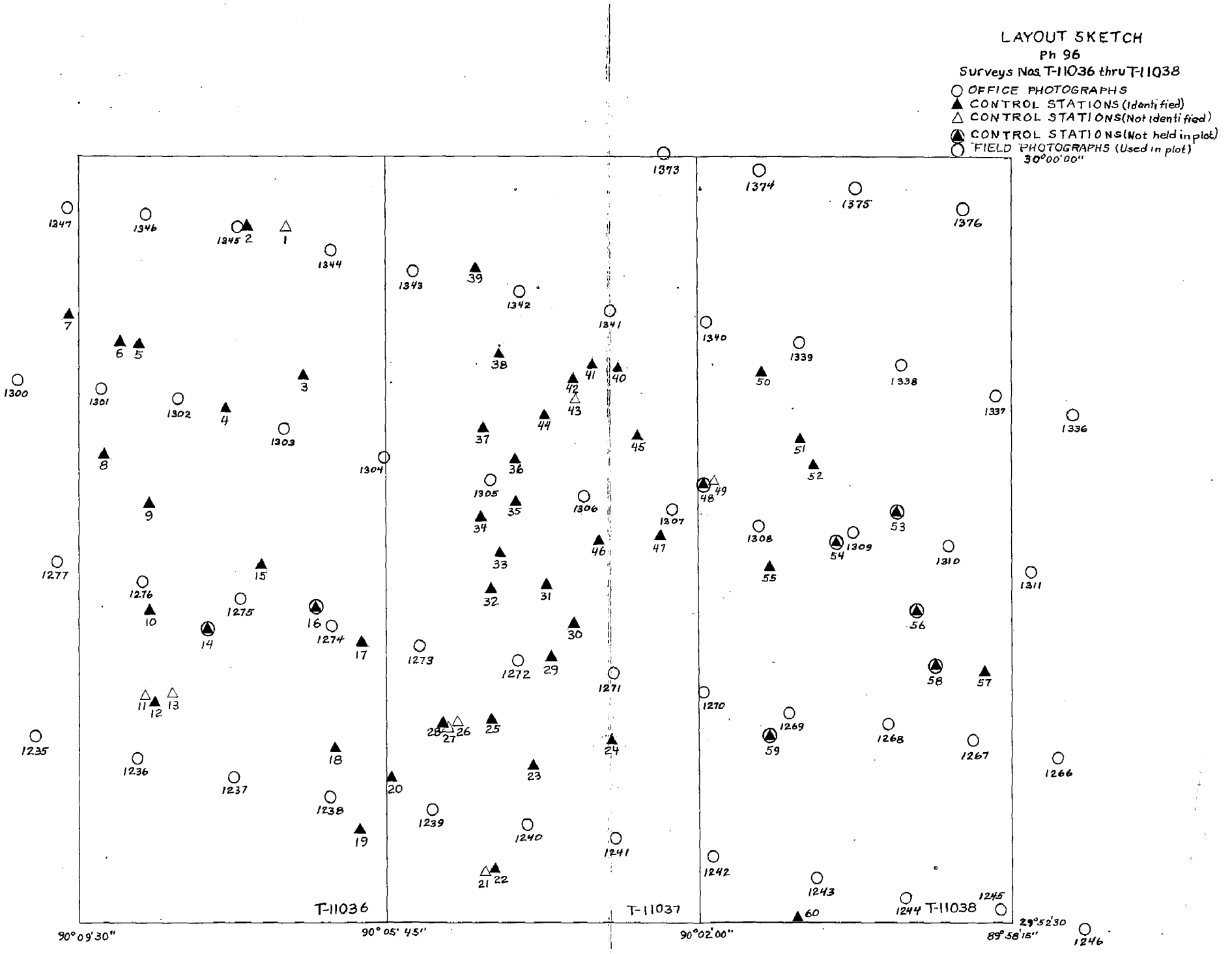
H. R. Rudolph
Carto. Photo. Aid

LIST OF CONTROL

No.	Name of Station	Identification
1.	No. 6 L.A.G.S.	None
2.	277 L.A.G.S.	Sub.Pt.
3.	WATERTANK, MILK BOTTLE SHAPE, 1930	Sub.Pt.
4.	NEW ORLEANS WATERWORKS, CONCRETE STACK, 1930	Direct
5.	NEW ORLEANS COMPRESS CO. WATER TANK, EAST, 1930	Direct
6.	NEW ORLEANS COMPRESS CO. WATERTANK, WEST, 1930	Direct
7.	NEW ORLEANS, EAST BASE, 1929	Sub.Pt.
8.	3824+08.7 USE	Sub.Pt.
9.	3873+85.5 USE	Sub.Pt.
10.	EXPORT CO. WATERTANK, 1930	Direct
11.	COMPANY CANAL, 1874	None
12.	WESTWEGO CITY WATERWORKS TANK, 1930	Direct
13.	WESTWEGO, 1930	None
14.	BM 212/2 (M.R.C.) USE, 1898	Sub. Pt.
15.	NEW ORLEANS, LOYOLA CHURCH N.E. SPIRE, 1930	Direct
16.	BOYS ORPHAN ASYLUM, 1874	Direct
17.	ST. STEPHENS CHURCH SPIRE, 1930	Direct
18.	4110+79.6 USE	Sub. Pt.
19.	HOPE HAVEN CONVENT, BLACK TANK, 1934	Direct
20.	JEFFERSON DISTRICT NO. 2, BLACK TANK, 1934	Direct
21.	WEST HIGH LINE CROSSING, NORTH POLE, 1934	None
22.	EAST HIGH LINE CROSSING, NORTH POLE, 1934	Sub. Pt.
23.	GRETNA, 1871-1874	Sub. Pt.
24.	GRETNA, RADIO STATION WDSU, NORTH TOWER, 1931	Direct
25.	MARRERO WATER WORKS NO. 1, BLACK TANK, 1934	Direct
26.	HARVEY, EAST HIGHLINE TOWER, SOUTHWEST UPRIGHT, 1934	None
27.	HARVEY, WEST HIGHLINE TOWER, SOUTHWEST UPRIGHT, 1934	None
28.	HARVEY, 1930	Sub. Pt.
29.	GRETNA ENGINE HOUSE, 1874	Direct
30.	GRETNA HARBOR TRAFFIC CONTROL LIGHT, 1946	Direct
31.	NEW ORLEANS, MARKET STREET POWER PLANT S. STACK, 1934	Direct
31.	NEW ORLEANS, MARKET STREET POWER PLANT N. STACK, 1934	Direct
32.	NEW ORLEANS, ST. MARY'S CHURCH, 1874	Direct
33.	NEW ORLEANS, COLISEUM BAPTIST CHURCH, 1874	Direct
34.	NEW ORLEANS, ST JOHN THE BAPTIST CHURCH, 1874	Direct
35.	NEW ORLEANS, ST. PATRICKS CHURCH (MARK), 1930	None
35.	NEW ORLEANS, ST. PATRICKS CHURCH, SOUTH SPIRE, 1930	Direct
36.	HIBERNIA BANK BUILDING LIGHT, 1930	Direct
36.	AMERICAN, 1929	None
36.	NEW ORLEANS, AMERICAN BANK BUILDING, GILT TOWER, 1931	None
37.	NEW ORLEANS, ST. JOSEPH'S CHURCH, 1874	Direct
38.	NEW ORLEANS, ST. ANNE'S CHURCH, 1874	Direct
39.	GRANDSTAND, MIDDLE CUPOLA, 1931	Direct
40.	NEW ORLEANS, ST. PAULUS CHURCH, 1874	Direct
41.	NEW ORLEANS, ST. PETER AND ST. PAULS CHURCH 1874	Direct

LIST OF CONTROL (cont'd)

No.	Name of Station	Identification
42.	NEW ORLEANS, THIRD PRESBYTERIAN CHURCH, 1874	Direct
43.	MINT, 1858	None
44.	NEW ORLEANS, ST. LOUIS CATHEDRAL, 1874	Direct
45.	83+20.00 USE	Sub. Pt.
46.	4347+43.49 USE	Sub. Pt.
47.	ALGIERS, 1874	Sub. Pt.
48.	ALGIERS NAVAL STATION W. RADIO TOWER, 1934	Sub. Pt.
49.	ALGIERS NAVAL STATION E. RADIO TOWER, 1934	None
50.	BM 215/1 (MRC) USE, 1898	Direct
51.	ST. MAURICE, 1873	Direct
52.	BARRACKS FLAGSTAFF, 1873	Direct
53.	CHALMETTE MONUMENT, 1873	Direct
54.	235+09.1 USE	Sub Pt.
55.	LEE R.M. No. 1, 1870-73	Sub Pt.
56.	295+65.5 USE	Sub Pt.
57.	ORLEANS 2, 1934	Sub Pt.
58.	BM 216/4 (MRC) USE 1898	Sub Pt.
59.	TT 4 L USGS, 1932	Sub Pt.
60.	TT 5 L USGS, 1932	Direct


LAYOUT SKETCH
Ph 96
Surveys Nos. T-11036 thru T-11038
OFFICE PHOTOGRAPHS
CONTROL STATIONS (Identified)
CONTROL STATIONS (Not identified)
CONTROL STATIONS (Not held in plot)
FIELD PHOTOGRAPHS (Used in plot)
30°00'00"
T-11036
T-11037
T-11038
90°09'30"
90°05'45"
90°02'00"
89°58'15"
29°52'30"

Photogrammetry

MAP T-11037 PROJECT NO. Ph-96 SCALE OF MAP 1:10,000 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 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)
NEW ORLEANS THIRD PRESBYTERIAN CHURCH 1874 (DESTROYED)	G-3045, LA.C. 158	N.A.	29 57 51.133			1574.4 (273.0)	Not Plotted
		1927	90 03 26.224			703.1 (905.6)	
NEW ORLEANS, ST. PETER & ST. PAUL'S CHURCH, 1874 (DESTROYED)	"	"	29 57 59.683			1837.7 (09.8)	Not Plotted
			90 03 17.210			461.5 (1147.3)	
GRETNA, RADIO STATION WDSU N. TOWER 1931 (DESTROYED)	G-1352 p. 94	"	29 54 20.130			619.8 (1227.6)	Not Plotted
			90 03 07.791			209.0 (1400.6)	
4347 + 43.49 U.S.E.	U.S.E. Sheet 1	"	29 56 17.813			548.5 (1298.9)	
			90 03 12.838			344.3 (1264.8)	
SUB PT 4347 + 43.49 U.S.E.	Comp	"	29 56			611.9 (1235.5)	
			90 03			350.1 (1259.0)	
JEFFERSON DISTRICT NO. 2 BLACK TANK, 1934	G-3045 LA. C. 152	"	29 53 55.506			1709.1 (138.4)	
			90 05 44.273			1187.8 (421.9)	
EAST HIGHLINE CROSSING, NORTH POLE, 1934	"	"	29 53 00.793			24.4 (1823.0)	
			90 04 25.158			675.1 (934.9)	
SUB. PT. EAST HIGHLINE CROSSING, NORTH POLE, 1934		"	29 53			05.0 (1842.4)	
			90 04			676.4 (933.6)	
GRETNA, 1871 - 1874	G-2808 LA. C. 173	"	29 54 05.192			159.9 (1687.6)	
			90 03 59.942			1608.2 (01.5)	
SUB PT GRETNA, 1874		"	29 54			233.2 (1614.3)	
			90 04			67.7 (1542.0)	
GRETNA ENGINE HOUSE, 1874	G-3045 LA. C. 161	"	29 55 06.682			205.7 (1641.7)	26
			90 03 46.566			1249.1 (360.4)	
GRETNA HARBOR TRAFFIC CONTROL LIGHT, 1946	VOL. II p.104	"	29 55 29.454			906.9 (940.5)	
			90 03 32.455			870.5 (738.8)	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: J. C. Richter DATE 24 Feb. 1953 CHECKED BY: J. Steinberg DATE 3/11/53

Photogrammetry

MAP T- 11037 PROJECT NO. Ph-96 SCALE OF MAP 1:10,000 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 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)
MARRERO WATERWORKS NO. 1 BLACK TANK 1934	G-3045, L.A. C. 152	"	29 54 30.980				953.9	(893.5)		
			90 04 23.930				642.0	(967.6)		
NEW ORLEANS, ST. MARY'S CHURCH, 1874	G-3045 LA. C. 160	"	29 55 45.625				1404.8	(442.6)		
			90 04 28.075				753.0	(856.3)		
HARVEY, 1930	G-1352 LA. I 14	"	29 54 28.877				889.2	(958.2)		
			90 05 02.505				67.2	(1542.4)		
SUB. PT HARVEY, 1930		"	29 54				898.7	(948.7)		
			90 05				42.4	(1567.2)		
NEW ORLEANS, ST. JOSEPH'S CHURCH 1874	G-3045 LA. C 159	"	29 57 20.548				632.7	(1214.8)		
			90 04 37.723				1011.5	(597.3)		
NEW ORLEANS, ST. LOUIS CATHEDRAL, 1874	"	"	29 57 27.616				850.3	(997.1)		
			90 03 48.545				1301.7	(307.1)		
NEW ORLEANS COLISEUM BAPTIST CHURCH 1874	G-3045, LA. C. 160	"	29 56 11.534				355.1	(1492.3)		
			90 04 22.318				598.5	(1010.7)		
NEW ORLEANS, ST. JOHN THE BAPTIST CHURCH, 1874	"	"	29 56 37.367				1150.6	(696.9)		
			90 04 38.400				1029.8	(579.2)		
NEW ORLEANS, MARKET STREET POWER PLANT, SOUTH STACK, 1934	G-3045 LA. C. 151	"	29 55 48.209				1484.4	(363.1)		
			90 03 50.523				1355.1	(254.2)		
NEW ORLEANS, MARKET STREET POWER PLANT, NORTH STACK, 1934	"	"	29 55 48.392				1490.0	(357.4)		
			90 03 51.366				1377.7	(231.6)		
83 + 20.00 USE	U.S.E. p. 1	"	29 57 18.414				567.0	(1280.5)		
			90 02 48.318				1295.6	(313.2)		
SUB PT 83 + 20.00 U.S.E.		"	29 57				534.5	(1313.0)		
			90 02				1280.9	(327.9)		

1 FT.=.3048006 METER

M-2388.12

COMPUTED BY: J. C. Richter DATE 24 Feb. 1953 CHECKED BY: J. Steinberg DATE 12 March 1953

Photogrammetry

MAP T-11037 PROJECT NO. Ph-96 SCALE OF MAP 1:10,000 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 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)
ALGIERS, 1874	G-2808 p. 173	N.A. 1927	29 56 19.844			611.0 (1236.5)	
			90 02 26.384			707.6 (901.5)	
SUB. PT. ALGIERS, 1874	Comp		28 56			634.4 (1213.1)	
			90 02			740.4 (868.7)	
NEW ORLEANS ST PAULUS CHURCH, 1874	G-3045 LA. C. 158	N.A. 1927	29 57 58.633			1805.4 (42.1)	
			90 02 59.956			1607.5 (01.2)	
NEW ORLEANS, ST. ANNE'S CHURCH, 1874	"	"	29 58 04.218			129.9 (1717.6)	
			90 04 23.869			640.0 (968.7)	
GRANDSTAND, MIDDLE CUPOLA, 1931	GTZ-1163 LA. C. 175	"	29 58 55.467			1707.9 (139.6)	
			90 04 45.802			1227.8 (380.6)	
NEW ORLEANS, ST. PATRICKS CHURCH (MARK), 1930	G-1352 p. 96	"	29 56 47.235			1454.4 (393.0)	
			90 04 11.659			312.7 (1296.3)	
NEW ORLEANS, AMERICAN BANK BUILDING GILT TOWER, 1931	G-1352 I. 94	"	29 57 07.89			242.9 (1604.5)	
			90 04 14.98			401.7 (1207.2)	
AMERICAN, 1929	G-1352 LA. I 14	"	29 57 07.505			231.1 (1616.4)	
			90 04 14.648			392.8 (1216.1)	
MINT, 1858	G-3045 LA. C. 154	N.A. 1927	29 57 40.388			1243.6 (603.9)	
			90 03 27.443			735.8 (873.0)	
NEW ORLEANS ST. PATRICKS CHURCH S. SPIRE, 1930	G-1352 I 96	"	29 56 47.012			1447.6 (399.9)	
			90 04 11.443			306.9 (1302.1)	
HIBERNIA BANK BUILDING LIGHT, 1930 (DESTROYED)	G-1243 I 67	"	29 57 05.611			172.8 (1674.7)	Not Plotted
			90 04 17.717			475.1 (1133.8)	
WEST HIGHLINE CROSSING NORTH POLE, 1934	G-3045 p. 152	"	29 52 59.112			1820.1 (27.3)	
			90 04 29.440			790.0 (820.0)	

1 FT. = .3048006 METER

COMPUTED BY: J. C. Richter DATE 24 Feb. 1953 CHECKED BY: J. Steinberg DATE 11 March 1953

M-2388-12

Photogrammetry

MAP T- 11037 PROJECT NO. Ph-96 SCALE OF MAP 1:10,000 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 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)
HARVEY WEST HIGH-LINE TOWER SW UPRIGHT, 1934	G-3045 p. 151	N.A. 1927	29 54 26.59			818.7 (1028.7)	
			90 05 00.69			18.5 (1591.1)	
HARVEY EAST HIGH-LINE TOWER SW UPRIGHT, 1934	"	"	29 54 27.73			853.8 (993.6)	
			90 04 56.74			1522.2 (87.4)	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: J. C. Richter DATE 24 Feb. 1953 CHECKED BY: J. Steinberg DATE 11 March 1953

PHOTOGRAMMETRIC PLOT REPORT

Project Ph-96
Survey No. CS 365- 1 of 5

21. AREA COVERED

This radial plot covers the area of Survey No. CS-365, 1 of 5. This is a shoreline survey located along the Mississippi River at New Orleans, La., and extends northward to Lake Ponchartrain.

22. METHOD - RADIAL PLOT

Map Manuscript:
Survey CS-365 - 1 of 5, compiled at a previous date, with polyconic projections in black, at a scale of 1:20,000 was furnished by the Washington office. This survey will be corrected using recent photography. No base sheets were used.

Most of the control was already plotted on the survey, however, nine additional control stations were plotted on the survey using the beam compass and meter bar.

A sketch, showing the layout of the survey and the distribution of control and photograph centers, is attached to this report. A list of control stations, used in the plot, is also attached to this report.

Photographs:
Four (4) nine-lens unmounted photographs, scale 1:20,000, were used in this radial plot, numbered as follows:

35193 and 35194
35201 and 35202

Standard symbols were used on the photographs.

Templets:
Vinylite templets were made for all photographs. The master templet was used to correct for film and paper distortion.

Closure and Adjustment of Control:
Base sheets were not prepared for this plot.

In addition to the identified control, the positions of the following stations were plotted on the manuscript:

LIGHTHOUSE, MILNEBURG, 1931
YACHT CLUB DOME, 1931
MT. CARMEL CONVENT CROSS, 1931

22. METHOD - RADIAL PLOT (cont'd)
Closure and Adjustment of Control: (cont'd)

These three stations and SHUSHAN AIRPORT BEACON, 1934 and SHUSHAN AIRPORT ADM. BLDG. DOME, 1934 were identified in the compilation office.

Six (6) other control stations, identified in the field, which did not appear on the manuscript were also plotted on the manuscript. They are as follows:

INDUSTRIAL CANAL LT. 1953
JEWETT, 1932 (sub. Pt.)
ISOTTA, 1932 (sub. Pt.)
277 LA. GEOD. S. (sub. Pt.)
NEW ORLEANS, EAST BASE, 1929 (Sub Pt)
WATERTANK, MILK BOTTLE SHAPE, 1930 (sub Pt)

The radial plot was constructed on the manuscript.

Photograph No. 35201 was laid first since it contained more control than any of the others. Then Nos. 35194, 35202 and 35193 were laid in that order. All control was held tangent or better, except WESTWEGO CITY WATERWORKS TANK, 1930 which appears on only one photographs.

RIGOLETS - NEW ORLEANS CUT JUNCTION LIGHT, the tower, just north of the LIGHT, which is a Recoverable Topographic Station and several street intersections shownon the manuscript could not be held in the plot.
See Review Report T 11 0 38

Transfer of Points:
After completing the plot the manuscript with the templets taped to it was turned over and all pass points and photograph centers were pricked directly on the reverse side of the manuscript.

23. ADEQUACY OF CONTROL

As previously mentioned all of the control except WESTWEGO CITY WATERWORKS TANK, 1930, was held tangent or better.

WESTWEGO CITY WATERWORKS TANK, 1930 - the image of this station falls on only one photograph and was very difficult to identify.

24. SUPPLEMENTAL DATA

None

25. PHOTOGRAPHY

The photography was adequate for constructing the plot.

No tilt determinations were made as there was practically no evidence of tilt on any of the photographs.

The definition was good except for shadows in the built up areas.

Very little distortion was evident.

Project Ph-96

26. REMARKS

The previous delineation in the vicinity of RIGOLETS - NEW ORLEANS CUT JUNCTION LIGHT is in error, since practically all of the street intersections and other points common to the delineation on the manuscript and the photographs could not be held in the plot.

All control that has been added to the manuscript is shown in red.

Respectfully submitted
21 May 1953

Harry R. Rudolph

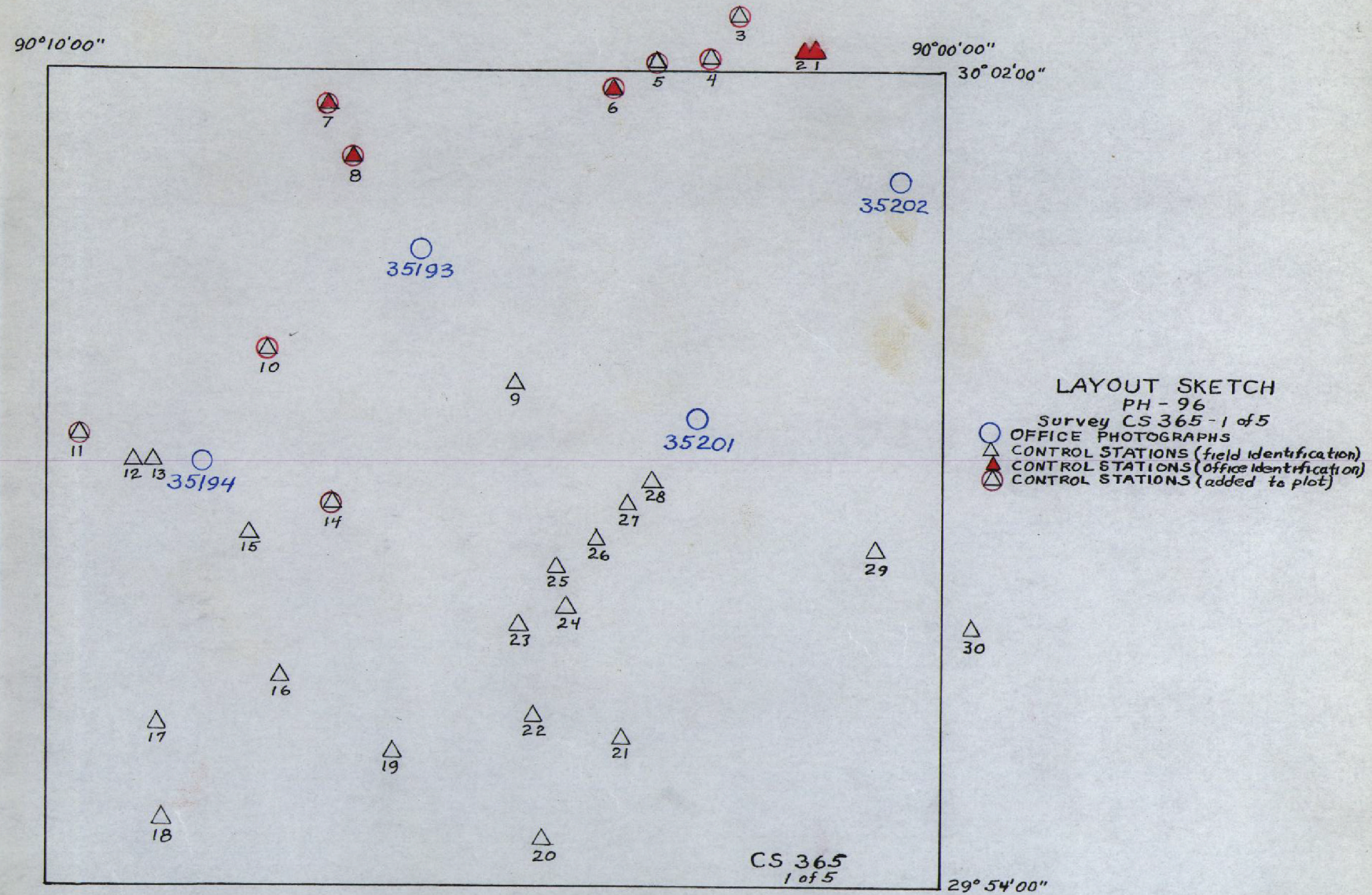
Harry R. Rudolph
Carto. (Photo) Aid

LIST OF CONTROL

No.	Name of Station	Identification
1	SHUSHAN AIRPORT BEACON, 1934	Direct (Office)
2	SHUSHAN AIRPORT ADM BLDG. DOME, 1934	Direct (Office)
3	INDUSTRIAL CANAL LT, 1953	Direct
4	JEWETT, 1932	Sub Point
5	ISOTTA, 1932	Sub Point
6	LIGHTHOUSE, MILNEBURG, 1931	Direct (Office)
7	YACHT CLUB DOME, 1931	Direct (Office)
8	MT. CARMEL CONVENT CROSS, 1931	Direct (Office)
9	GRANDSTAND MIDDLE CUPOLA, 1931	Direct
10	277 LA. GEOD. S.	Sub Pt.
11	NEW ORLEANS, EAST BASE, 1929	Sub. Pt.
12	NEW ORLEANS COMPRESS CO. WATERTANK, WEST, 1930	Direct
13	NEW ORLEANS COMPRESS CO. WATERTANK, EAST, 1930	Direct
14	WATERTANK, MILK BOTTLE SHAPE, 1930	Sub. Pt.
15	NEW ORLEANS WATERWORKS, CONCRETE STACK, 1930	Direct
16	NEW ORLEANS, LOYOLA CHURCH N.E. SPIRE, 1930	Direct
17	EXPORT CO. WATERTANK, 1930	Direct
18	WESTWEGO CITY WATERWORKS TANK, 1930	Direct
19	ST. STEPHENS CHURCH SPIRE, 1930	Direct
20	MARRERO WATERWORKS NO. 1 BLACK TANK, 1934	Direct
21	GRETNA HARBOR TRAFFIC CONTROL LIGHT, 1946	Direct
22	NEW ORLEANS ST. MARY'S CHURCH, 1874	Direct
23	NEW ORLEANS, ST. JOHN THE BAPTIST CHURCH, 1874	Direct
24	NEW ORLEANS ST. PATRICKS CHURCH SOUTH SPIRE, 1930	Direct
25	HIBERNIA BANK BUILDING LIGHT, 1930	Direct
26	NEW ORLEANS, ST. LOUIS CATHEDRAL, 1874	Direct

LIST OF CONTROL

No.	Name of Station	Identification
27	NEW ORLENAS, THIRD PRESBYTERIAN CHURCH, 1874	Direct
28	NEW ORLEANS, ST. PETER AND ST PAULS CHURCH, 1874	Direct
29	ST. MAURICE, 1873	Direct
30	CHALMETTE MONUMENT, 1873	Direct



LAYOUT SKETCH
PH - 96
Survey CS 365 - 1 of 5

○ OFFICE PHOTOGRAPHS
△ CONTROL STATIONS (field identification)
▲ CONTROL STATIONS (office identification)
◎ CONTROL STATIONS (added to plot)

Photogrammetry

CS-365 (1 of 5)

MAP T-9435 PROJECT NO. Ph-96 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 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)
JEWETT, 1932	GTZ 1163 p. 143	N.A. 1927	30°	02'	07.026"				216.4	(1631.1)		
			90	02	38.368				1028.0	(579.6)		
Sub Pt. JEWETT, 1932		"	30	02					175.3	(1672.2)		
			90	02					963.1	(644.5)		
ISOTTA, 1932	GTZ 1163 p. 143	N.A. 1927	30	02	02.669				82.2	(1765.3)		
			90	03	10.654				285.5	(1322.1)		
Sub Pt. ISOTTA, 1932		"	30	02					59.5	(1788.0)		
			90	03					419.6	(1188.0)		
INDUSTRIAL CANAL LIGHT, 1953	Form 28B Field Comp.	"	30	02	28.71				884.0	(963.5)		
			90	02	13.76				368.6	(1238.8)		
AIRPORT, 1932	GTZ 1163 p. 144	"	30	02	28.448				875.9	(971.5)		
			90	01	53.421				1431.2	(176.3)		
Bridge to Yacht Club Pen NW Cor. 1931	GTZ 1163 p. 174	"	30	01	24.90				766.7	(1080.8)		
			90	06	51.11				1369.5	(238.2)		
YACHT CLUB DOME, 1931	GTZ 1163 p. 174	"	30	01	38.005				1170.2	(677.2)		
			90	06	50.677				1357.9	(249.8)		
MT CARMEL CONVENT CROSS, 1931	"	"	30	01	08.714				268.3	(1579.1)		
			90	06	34.646				928.4	(679.4)		
Sub Pt. NEW ORLEANS E BASE, 1929			29	58					801.1	(1046.4)		
			90	09					1022.6	(585.9)		
Sub Pt. WATER TANK MILK BOTTLE SHAPE, 1930			29	57					1491.9	(355.5)		
			90	06					1289.8	(318.9)		
LIGHTHOUSE, MILNEBURG, 1931	GTZ 1163 p. 175		30	01	54.969				1692.6	(154.9)		
			90	03	43.637				1169.2	(438.4)		

1 FT. = .3048006 METER

COMPUTED BY: J. C. Cregan DATE 8 May 1953 CHECKED BY: J. Steinberg DATE 11 May 1953

M-2388-12

Photogrammetry

MAP T- ~~9h35~~ es-365 (1 of 5) PROJECT NO. Ph-96 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 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)
Sub Pt. 277 LA. G. S.		N.A. 1927	480,000				687.5	(836.5)		
			2,380,000				817.7	(706.3)		
Sub Pt. 277 LA. G. S.		"	29° 59'				439.7	(1407.8)		
			90 07				756.8	(851.4)		
NEW ORLEANS LOYOLA CHURCH N.E. SPIRE, 1930	C-1243 p. 67	"	29 56 03.035				93.5	(1754.0)		
			90 07 19.110				512.5	(1096.7)		

1 FT. = 3048006 METER

COMPUTED BY: J. C. Cregan DATE 8 May 1953 CHECKED BY: J. Steinberg DATE 11 May 1953

M-2388-12

31. DELINEATION

This manuscript was delineated by graphic methods. In addition to the standard shoreline compilation, various inland street intersections, railroad yards and stations, canals, and buildings have been shown in compliance with instructions. No field inspection was available for these inland features. Inland R. R. yards and Union Passenger Station were delineated by office interpretation of the photographs.

In accordance with the project instructions, a dotted line was used as the symbol for the center line of the levees.

32. CONTROL

The identification, density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

For railroad track information the following blue prints were used:

(a) Public Belt R. R. Commission of New Orleans, La.
Scale 1" = 100'.
Sheet Nos: 6, 7, 8, 8A, 9, 9A, 10 and 11.

(b) Texas and New Orleans R. R. Co., New Orleans, La.
Scale 1" = 100'
Sheet $\frac{V-1}{1}$, $\frac{V-1}{2}$, $\frac{V2}{1}$, $\frac{V2}{1A}$, $\frac{V2}{2}$, $\frac{V2}{2A}$, $\frac{V2}{3}$, $\frac{V2}{4}$, $\frac{V2}{4A}$, $\frac{V2}{5}$, $\frac{V2}{S6A}$ and $\frac{V2}{S6B}$.

(c) Plan of Port of Embarkation, Jan. 1950.

(d) Mississippi River Hydrographic Survey, 1949-1952, Nos. 44 and 45. Scale 1:10,000 used for delineation of U. S. Mattress areas. Also used for information on submerged cables found in the area. See Para. 35 and 36.

B-48802 B-48801

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.
Drainage: No comment.

35. SHORELINE & ALONGSHORE DETAILS

U. S. Mattresses which mark no Anchorage areas, have been shown in their approximate positions. The inner limits have not been shown on the manuscript due to excessive detail along the shore. See para. 36.

35. SHORELINE AND ALONGSHORE DETAILS (CONT'D)

Shoreline inspection was adequate.

The small foul area shown on T-11037 was determined by office interpretation of the photographs.

The ends of submerged cables have been shown on the manuscript as indicated by the field inspection. Where the exact path of the cable crossing is uncertain, only the cable ends have been shown and extended a short distance indicating that they do cross the river.

The shoreline delineated was not the MHW line, but the natural banks of the river. Refer to Field Instructions, Supplement I, and to paragraph 7, of the field report.

36. OFFSHORE DETAILS

BP-48801-03

U. S. Mattress areas, designated as no anchorage areas, have been shown as indicated on the U. S. Hydrographic Surveys. Some difficulty was encountered in transferring these limits, due to sheet distortion of the Hydrographic Surveys. The outer limit of the mattresses was determined and delineated by orienting the manuscript over the Hydrographic Survey and holding to various detail common to both - such as: The levee, street intersections and buildings. Refer to page No. 11, of the field report.

37. LANDMARKS AND AIDS

Original Forms 567, submitted by the field party are transmitted with this report. A Form 567, listing the four nonfloating aids in the area of this manuscript is part of this report. Chart Letter 744(53). The position for Harvey Locks Traffic Control Light was added to this chart letter. The positions of 3 landmarks were available from a Form 567, which is part of the report for CS-365 (1 of 5) (1947)* These positions were plotted on the manuscript and found to hold in the new radial plot. No new Form 567, is submitted.

* Chart Letter 162(46)

Three other landmarks in the map manuscript area: Dome, 2 Stacks (Power Plant) and Tower (Harvey High line) were recommended in Chart Letter 162 (46) and are located by triangulation.

38. CONTROL FOR FUTURE SURVEYS

Forms 524, are submitted for 2 recoverable topographic stations. These stations are listed in paragraph 49. 4 additional recoverable topographic stations are listed in ~~P~~ 49.

~~It is erroneously stated in paragraph No. 11, of the Field Report that no stations were established.~~

39. JUNCTIONS

Junction has been made and is in agreement to the east with T-11038 and to the west with T-11036. There is no contemporary survey to the north ~~or south~~ of this manuscript. This map joins CS 365 Sheet 2 of 5 to the south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. - 45.

Not applicable.

46. COMPARISON WITH EXISTING MAPS

Manuscript T-11037 has been compared with manuscript CS-365, scale 1:20,000 (sheet 1 of 5) of New Orleans.

T-11037 has also been compared with Geological Survey, New Orleans, East Quadrangle published 1939, scale 1:31,680.

47. COMPARISON WITH NAUTICAL CHARTS

T-11037 has been compared with Chart No. 1271, scale 1:80,000 published April 1939, and corrected to 8/11/52.

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted
30 June 1953

Jacqueline B. Phillips

Jacqueline B. Phillips,
Carto. Photo. Aid

Approved and forwarded
3 Sept. 1953

Jack C. Sammons,
Capt. U.S.C. & G. S.
Balto. Photo. Office

T-11037

48. GEOGRAPHIC NAME LIST

Algiers

Barracks St. Ferry
Bienville St. Wharf

Canal St. Ferry
Celeste St. Wharf
Chamber of Commerce
City Hall
Congress St. Wharf
Custom House

Desire St. Wharf
Dumbine St. Wharf

Erato St. Wharf
Esplanade Ave. Wharf

Fire Boat Wharf
First St. Wharf

Governor Nicholls St. Wharf (not on map: next below Dumaine St. Wharf)
Gretna

Harmony St. Wharf
Harvey
Harvey Canal

International House
International Trade Mart
Intracoastal Waterway

Jackson Ave. and Gretna Ferry
Julia St. Wharf

La. 2 } both numbers on same highway.
La. 30 }
Louisa St. Wharf
Louisiana Ave. Ferry

Mandeville St. Wharf
Market St. Wharf
Marrero
Mc Donoghville
Mint Building
Mississippi River

New Orleans

Orange St. Wharf

Pauline St. Wharf
Piety St. Wharf
Poland Ave. Wharf
Port of Embarkation

("Street" in Port Book but Poland Aveiw - for street)

T-11037

48. GEOGRAPHIC NAME LIST (CONT'D)

Poydras St. Wharf
Press St. Wharf
Public Belt Railroad

Robin St. Wharf

Seamens Town House
Seventh St. Wharf
Southern Pacific ~~Railroad~~
S & P Wharf (Southern Pacific Wharf)
St. Andrew St. Wharf
Stuyvesant Wharf (called Stuyvesant Docks in Port Book)

Texas and New Orleans Railroad
Texas and Pacific Railroad

Third St. Wharf
Toulouse St. Wharf

Union Passenger Station

U. S. Naval Station
U. S. Navy Wharf

Vieux Carre

Washington Ave. Wharf

Source of names : 1. Field inspection photographs.
2. USC&GS New Orleans, east, quadrangle.

Names approved 9-15-53: all wharf & ferry names checked with N.O. Port Book (No. 20, Revised 1947). street names h. Heck also checked.

49. NOTES FOR THE HYDROGRAPHER

Recoverable topographic stations shown on manuscript are listed as follows:

1 station
GOVERNOR NICHOLAS STREET WHARF LT., 1952
GOVERNOR NICHOLAS STREET HARBOR TRAFFIC CONTROL LT., 1952

(Both of these stations are located on the same pole, therefore, the geodetic position is the same for both stations)

other located objects on the manuscript located with topographic station accuracy are:

~~Gretna light, 1946~~

Harvey Locks Traffic Control Light, 1952

Tank (Elev) Largest Steel, 1946

Tank (Elev) ICRR Steel, 1946

Stack, Algiers (Brick) Incinerator, 1946

See Chart Letters 744(55) & 162(46) for positions

Form T-2

50 -

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11037

1. Projection and grids ✓ 2. Title ✓ 3. Manuscript numbers ✓ 4. Manuscript size (1)

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ✓ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ✓ 7. Photo hydro stations none 8. Bench marks ✓

9. Plotting of sextant fixes none 10. Photogrammetric plot report ✓ 11. Detail points ✓

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ✓ 13. Low-water line none 14. Rocks, shoals, etc. none 15. Bridges ✓ 16. Aids to navigation ✓ 17. Landmarks (2) 18. Other alongshore physical features none 19. Other alongshore cultural features ✓

PHYSICAL FEATURES

20. Water features ✓ 21. Natural ground cover ✓ 22. Planetable contours none 23. Stereoscopic instrument contours none 24. Contours in general none 25. Spot elevations none 26. Other physical features none

CULTURAL FEATURES

27. Roads ✓ 28. Buildings ✓ 29. Railroads ✓ 30. Other cultural features ✓

BOUNDARIES

31. Boundary lines none 32. Public land lines none

MISCELLANEOUS

33. Geographic names ✓ 34. Junctions ✓ 35. Legibility of the manuscript ✓ 36. Discrepancy overlay none 37. Descriptive Report ✓ 38. Field inspection photographs ✓ 39. Forms ✓

40. R. Glaser — Reviewer; Joseph Steinberg — Supervisor, Review Section or Unit

41. Remarks (see attached sheet) (1) See Notes to Reviewer
(2) None required - see Instructions item 11

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:

M-2623-12

C O P Y

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
P.O. Box 573
POST-OFFICE ADDRESS: Houma, Louisiana

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

17 October 1952

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

Subject: Shoreline Inspection

Reference: Instructions - Project Ph-96 - Field, Paragraph 6

The U. S. Engineers define the mean high water line as the mean of all the highs from 1936 through 1950. The mean high water, as interpreted by the U. S. Engineers, is approaching flood stage. This mean places the high water line in almost all cases along the levee. The photographs were taken when the river was low (Carrollton Gage 3.5 ft.) and the natural banks appear on the photographs. In most places there is considerable distance between the natural banks and the levee.

It is suggested that the natural banks of the river be indicated by a solid line and the levee by a dotted line on the photographs. The area between the levee and the natural banks of the river could then be shown on the new chart the same as it is shown on Nautical Chart No. 879.

Enclosed is a graph, furnished by the U. S. Engineers, showing the mean high water line as defined by them.

/s/ Allen L. Powell
Lieut., U.S.C. & G. S.
Chief of Party

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Maryland July, 1953

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser

Chart Letter 744(53) Applied to new Ch. #497 L.S.S.

Allen E. Powell
Chief of Party.

STATE LOUISIANA

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE* ° ′	LATITUDE* ″ D.M. METERS	LONGITUDE* ° ′	LONGITUDE* ″ D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	GOVERNOR NICHOLLS STREET WHARF LIGHT	Orig corr.	29 57	35.50 1093	90 03	25.32 697	NA 1927	Plot T-11037 Rad-	1952		x		878, 879, 1269, 1271
Same structure	GOVERNOR NICHOLLS STREET HARBOR TRAFFIC CONTROL LIGHT		29 57	35.50 1093	90 03	25.32 697	"	"	"		x		878, 879, 1269, 1271
	GRETNA HARBOR TRAFFIC CONTROL LIGHT, 1946		29 55	29.454 906.9	90 03	32.455 870.5	"	Triang.	1946		x		879, 1269, 1271
Same structure	Gretna Light		29 55	29.454 906.9	90 03	32.455 870.5	"	"	"		x		"
Not in Light List →	Harvey Locks Traffic Control Light		29 54	1241	90 05	49	"	Rad Plot T 11037	1952		x		"

Note - Notice to Mariners No 25 p. 1139 20 June 1953 mentions the establishment of Algiers Point Lt. No information was obtained for the location of this light on this survey. This light is not in the 1953 Light List.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

~~NONFLOATING AIDS OR~~ LANDMARKS FOR CHARTS

Washington D.C. _____, 19__

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by C. Theurer

Chart Letter 744(55) Applied & New Constr. 1497 L.S.S.

Chief of Party.

STATE

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LAT. D.M. METERS	POSITION LONGITUDE ° ′	LONG. D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
Tank(Elev)	ICRR Steel (125 ft high)		29 54	1698	90 05	951	NA 1927	Rad Plot CS 365	1946		x		1269
Tank(Elev)	Largest, Steel (150 ft high)		29 55	126	90 03	798	"	"	"		x		"
Stack	Brick, Algiers Incin. (130 ft high)		29 56	1272	90 03	367	"	"	"		x		"

These landmarks ~~stations~~ are plotted on T 11037
Previously submitted in Chart Letter 162(46)

Review Report T-11037
Shoreline Survey
September 15, 1953

62. Comparison with Registered Topographic Surveys.-

T-1403	1:20,000	1874-75
T-1404a	1:10,000	1874-75
T-6180	1:20,000	1934

The map manuscript supersedes these surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies.-

USGS New Orleans East Quad 1:31,680, 1939
The trans-Mississippi and the T and P Ferries have been discontinued.

64. Comparison with Contemporary Hydrographic Surveys.-None

65. Comparison with Nautical Charts.-

Chart No. 1269	1:80,000	1943 Corr. 1951
Chart No. 879	1:40,000	1953

Traffic Light at entrance to Harvey Canal should be charted. ✓

The Trans-Mississippi Ferry no longer operates. The word, Ferry, near the Stack at Algiers should be deleted and the shoreline should be corrected at the old New Orleans terminal of the ferry.

The railroad bridge at Harvey, vertical clearance is 16 feet instead of 10 feet as charted. * See p. 14 this report navigation maps of C.E. 1951 sheet c shows clearance 9.9 feet a.m.a.

66. Map Accuracy.-The map manuscript conforms with the National Standards of Map Accuracy and project instructions.

67. Comparison with Correction Surveys.-

CS-365 Sheet 1 of 5, scale 1:20,000, was compiled in 1946 covering the shoreline from Inner Harbor Navigation Canal to Harvey Canal. The map manuscript supersedes this survey in common area for nautical charting purposes. Positions for three landmarks obtained by the 1946 radial plot were used as control in the radial plot for this survey.

Reviewed by:

Charles Theurer
C. Theurer

* charting note covers both the hwy + RR bridges; the controlling cl. of 10 ft. is that of the hwy. br., and is verified by this survey.
MZ
12/1/53

APPROVED

L. C. Landy
Chief, Review Branch
Div. of Photogrammetry

May B. Ricketts
Chief, Nautical Chart Branch
Division of Charts

act J. Bell
Chief, Div. of Photogrammetry

S. B. Russell
Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. _____

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
21 Oct 53	1271	Zuchlsdorf	Before After Verification and Review
2-14-53	879	P.H.Mc.	Inspected for cultural corrections 3 bridge cards filed. Before After Verification and Review & 1 amended. J.M.A.
11 Dec 1953	497 (in 2 pts)	[signature]	~~Before~~ After Verification and Review
5-4-54	1269	R.K. DeLaurier	Partially applied ~~Before~~ After Verification and Review
6-7-54	1050	[signature]	Partly appd ~~Before~~ After Verification and Review
10/18/60	1269	[signature]	~~Before~~ After Verification and Review (Reconstr)
2-27-67	878-SC	Kennon	~~Before~~ After Verification and Review applied thru 497
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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.