

11038

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-11038

LOCALITY

State Louisiana

General locality New Orleans-Mississippi
River.

Locality Algiers to Chalmette

1945-52

CHIEF OF PARTY

A.L.Powell, Chief of Field Party
J.C.Sammons, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE June 13, 1958

8-1870-1 (1)

11038

DATA RECORD

T-11038

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 Aug. 1952
Supplement 1, 22 Oct. 1952

Copy filed in Division of
Photogrammetry (IV)

Office: 23 Jan. 1953
3 Feb. 1953

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):

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 (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): ORLEANS 2, 1934

Lat.: 29° 54' 58.344" (1796.5m) Long.: 89° 58' 38.554" (1034.2m)

Adjusted
~~Unadjusted~~

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.

DATA RECORD

Field Inspection by (II): S. L. Hollis
W. M. Reynolds

Date: Sept. to Nov.
1952

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Shoreline

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

Photographs: Nov. 18 & 19, 1951
and field inspection

See para. 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: 3/17/53

Control checked by (III): H. R. Rudolph

Date: 3/20/53

Radial Plot or Stereoscopic

Date: 4/6/53

~~Control extension~~ by (III): H. R. Rudolph

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. J. Schleupner
L. A. Senasack

Date: 8/14/53

Photogrammetric Office Review by (III): R. Glaser

Date: 8/20/53

Elevations on Manuscript
checked by (II) (III):

Date:

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

Number	Date	PHOTOGRAPHS (III) Time	Scale	Stage of Tide
7-H51-1242 to 1245	11/18/51	Unknown	1:10,000	See below
7-H51-1267 to 1271	11/18/51	"	"	"
7-H51-1307 to 1310	11/19/51	"	"	"
7-H51-1337 to 1340	11/19/51	"	"	"
7-H51-1373 to 1376	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):

Date:

Final Drafting by (IV): *M. Day*

Date: 8-13-56

Drafting verified for reproduction by (IV): *W.O. Hallwin*

Date: 10-12-56

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 6

Shoreline (More than 200 meters to opposite shore) (III): 9 statute mi.

Shoreline (Less than 200 meters to opposite shore) (III): 15 statute mi.

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 36

Recovered: 12

Identified: 11

Number of BMs searched for (II): None

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): 6

Number of Temporary Photo Hydro Stations established (III): none

Remarks:

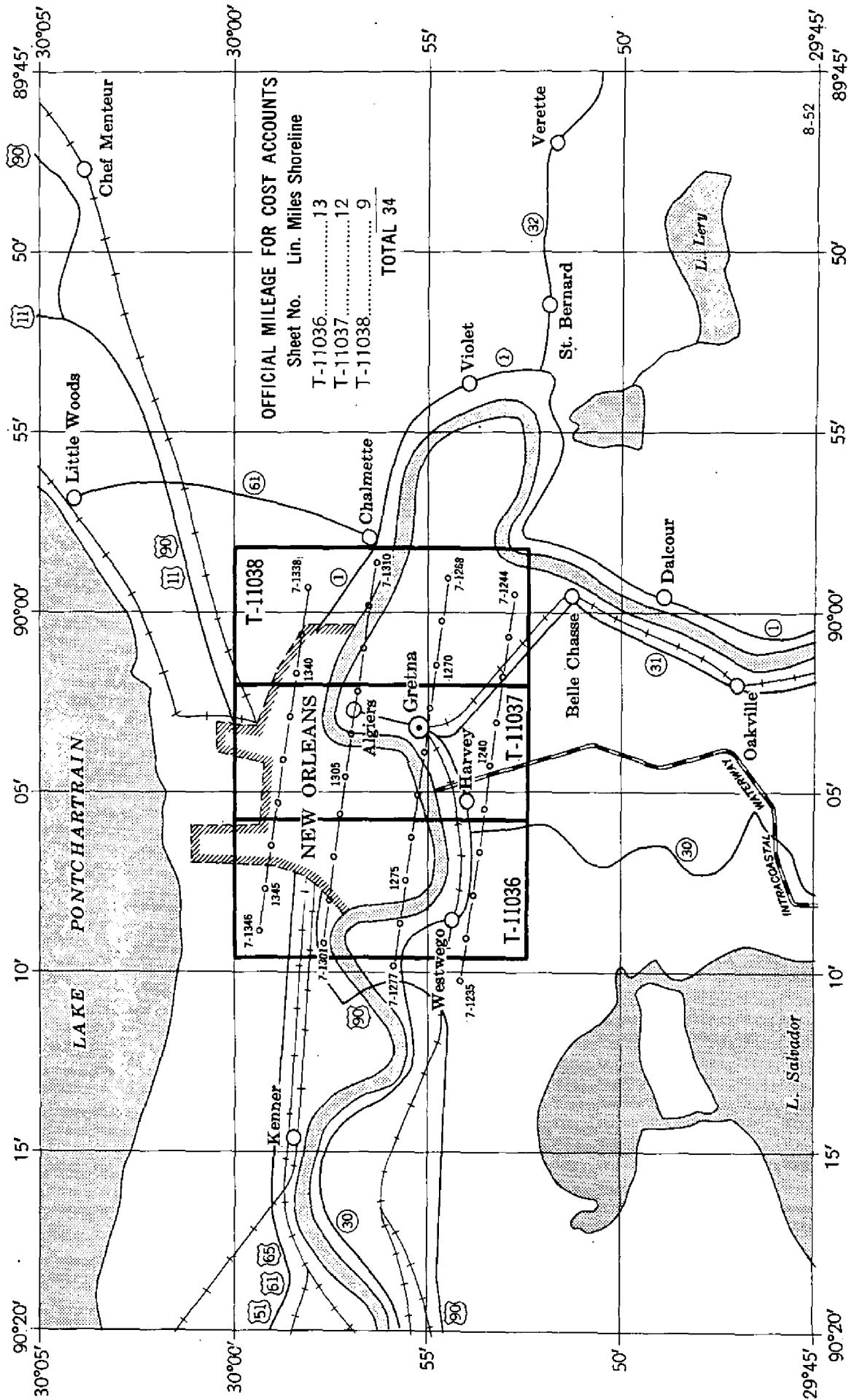
*Low river stage only. There is no periodic tide at high stages.
See time tables and p. 319 Coast Pilot, Gulf Coast.

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.

MAP T-11038

PROJECT NO. Ph-96

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE °	DISTANCE FROM GRID OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
BM 216/4 (MRC) U.S.E. 1898	Form 28 B	N.A. 1927	29 55	02.326		71.6	(1775.8)	Did not hold
			89 59	09.527		255.6	(1353.9)	in plot - Deleted
SUB PT BM 216/4 (MRC) U.S.E. 1898			29 55			190.0	(1657.4)	
			89 59			304.9	(1304.6)	
T T L USGS, 1932	New Orleans Quad p. 87	N.A. 1927	29 54	23.16		713.1	(1134.4)	Did not hold in
			90 01	05.91		158.5	(1451.1)	Plot - Deleted
SUB PT T T L USGS, 1932	Comp	"	29 54			723.0	(1124.5)	
			90 01			164.5	(1445.1)	
LEE RM I, 1870 - 1873	"		29 56			03.5	(1844.0)	
			90 01			147.8	(1461.4)	
SUB PT LEE RM I, 1870 - 73	"		29 55			1794.5	(53.0)	
			90 01			146.1	(1463.1)	
BARRACKS FLAGSTAFF 1873 (DESTROYED)	G-3045 p. 157	N.A. 1927	29 57	01.675		51.6	(1795.9)	Deleted
			90 00	37.110		995.1	(613.8)	
235 + 09.1 U.S.E.	Marker Survey p. 3	"	29 56	12.078		371.9	(1475.6)	Did not hold in
			90 00	17.879		479.5	(1129.6)	Plot - Deleted
SUB PT 235 - 09.1 U.S.E.	Comp	"	29 56			350.0	(1497.5)	
			90 00			443.9	(1165.2)	
ST. MAURICE, 1873	G-3045 p. 153	"	29 57	17.074		525.7	(1321.7)	
			90 00	43.376		1163.1	(445.8)	
CHALMETTE MONUMENT, 1873 - 1931	G-1352 p. 96	"	29 56	32.087		988.0	(859.5)	
			89 59	38.649		1036.5	(572.6)	
RM NO. 2 ORLEANS 2, 1934	Comp	"	29 54			1843.7	(03.8)	
			89 58			1052.0	(557.5)	

1 FT. = 3048006 METER

COMPUTED BY: J. C. Richter

DATE 26 Feb. 1953

CHECKED BY: J. Steinberg

DATE 10 March 1953

M-2368-12

[illegible]

COMPILATION REPORT

Survey No. T-11038

FIELD REPORT:

PHOTOGRAMMETRIC PLOT REPORT:

These reports are part of the Descriptive Report for Survey No. T-11037.

31. DELINEATION

This manuscript was delineated by graphic methods.

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

Refer to the report for Survey T-11037, regarding interior detail and survey limits. The delineation was extended beyond the survey limits to the east to include the new locks at Cutoff Canal which are under construction.

The shoreline along Bayou Bienvenue and the Intracoastal Waterway east of the Inner Harbor Navigation Canal was delineated from office interpretation and with the aid of the charts and Survey T-5306.

32. CONTROL

The identification, density and placement of horizontal control was adequate

33. SUPPLEMENTAL DATA

These blueprints used as an aid in compilation of T-11036-38. They have served their purpose since all information required for nautical charting purposes is incorporated in the new topographic surveys. Therefore, except as noted, they are discarded.

A pier under construction along the north shore of the Mississippi L.S.S. River west of Inner Harbor Navigation Canal was taken from a print of the New Orleans Port of Embarkation.

Buildings, roads and railroads under construction were taken from the Print of Kaiser Aluminum and Chemical Corp.

A new wharf on the east side of the Inner Harbor Navigation Canal south of Florida Ave., was taken from the print of Jourdan Ave., Wharf No. 1.

Prints Nos. 11, 12, 13, 14, 15 and 16 of the Public Belt R. R. Commission helped in delineating the area on the west side of the Inner Harbor Navigation Canal north of Florida Ave.

Blue prints Nos. ^{VI}11, ^{VI}12, ^{VI}12A, ^{VI}12B, ^{VI}13, ^{VI}13A, ^{VI}13B, ^{VI}14, ^{VI}15, and ^{VI}16 of the New Orleans Terminal Co. Right of Way and Tracks were helpful in delineating the railroads north of the Mississippi River east of Inner Harbor Navigation Canal.

33. SUPPLEMENTAL DATA (CONT'D)

The outer limits of the mattress areas along the Mississippi River were taken from the Corps of Engineers, Mississippi River Hydrographic Survey 1949 - 1952, Sheet 45. *BP 48801*

34. CONTOURS AND DRAINAGE

Contours: Inapplicable
Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate. U. S. Mattresses, which are no anchorage areas, have been shown in their approximate positions. The inner limits have not been shown due to excessive detail along the shore.

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

36. OFFSHORE DETAILS

Refer to report for Survey T-11037, regarding the outer limits of the U. S. Mattresses.

37. LANDMARKS AND AIDS

The original Forms 567, submitted by the field party for the project are submitted with the report for Survey T-11037. Forms 567, are attached to this report for eight non-floating aids to navigation and for one landmark. A position for TOWER (transmission) (180 ft. high) 1946, was available from the report for CS-365 (1 of 5) 1947, but could not be made to hold in the new plot. A new position is submitted. *Chart Letter 744(53)*

Two landmarks; Tank (Eleo) Steel, coal, Higgins Industries and Stack (Southern of 2) Louisiana Power Co, fall North of the map manuscript along the Inner Harbor Navigational Canal. Tank (Eleo) was previously submitted in Chart Letter 162(46). See Chart Letter 744(53) for corrected position for Tank (Eleo) and a position for Stack.

Positions for three previously charted Stacks at the American Sugar Refining Co. were scaled during Review and added to Chart Letter 744(53)

The Radio Towers at the US Navy Station were recommended to be retained as landmarks in Chart Letter 162(46). Positions were determined by triangulation.

38. CONTROL FOR FUTURE SURVEYS

Forms 524, are submitted for six recoverable topographic stations.

thirteen

A list of ~~the six~~ *thirteen* recoverable topographic stations are included in paragraph 49.

** Eight within the survey limits and one, Inner Harbor Navigational canal Lt, north of the limits*

*** Six landmarks are within the survey limits and two are north of the limits*

39. JUNCTIONS

Junctions have been made to the west with T-11037 and to the north with CS-365 (1 of 5) 1947, scale 1:20,000, and are in agreement. There are no contemporary surveys to the east and south. *See Compilation Report for Revision of CS 365, Sheet 1 of 5, part of this Descriptive Report*

40. HORIZONTAL AND VERTICAL ACCURACY

The position of the Intracoastal Waterway and Bayou Bienvenue east of the Inner Harbor Navigation Canal is considered weak.

See Review Report.

Refer to the radial plot report regarding this area.

Filed in Descriptive Report T11037

41. to 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with Survey T-5306 (1932) scale 1:20,000, and with U.S.G.S. quadrangles as follows:

New Orleans East, scale 1:31,680, edition of 1939, reprinted 1949.
Chalmette, scale 1:31,680, edition of 1939, reprinted 1944.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 878, and 879, scale 1:40,000, published March 1949, corrected to 3/20/50.

Items to be applied to charts immediately:

New position of the landmark TOWER (transmission).

Items to be carried forward:

None

Respectfully submitted
20 Aug. 1953

Leroy A. Senasack

Leroy A. Senasack,
Carto. Photo. Aid

Approved and forwarded
3 Sept. 1953

Jack C. Sammons

Jack C. Sammons,
Capt. U.S.C. & G. S.
Officer in Charge

48. GEOGRAPHIC NAMES LIST

Algiers
Algiers Alternate Route
Arabi

*Bayou Bienvenue

Chalmette
Chalmette National Cemetery
**Chalmette National Historical Park
Chalmette Slip
Charbonnet Street Wharf
Cutoff

Fazende
Florida Avenue Wharf

Galvez Street Wharf

Gulf Mobile and Northern R. R. (this is name in Sept. 1953 Railway Guide)

***Holy Cross High School (according to N.O. City Directory, both "college" and "high school" are correct)

****Inner Harbor Navigation Canal (this is most common usage, and pending action by B.G.N. 23 preferred to Industrial Canal)
Intracoastal Waterway

Jackson Barracks

La. 1

La. 1373

Louisiana Southern Railway

Mississippi River

New Orleans

Poland Avenue Wharf

Port of Embarkation

Public Belt R. R.

Southern Railway

Southern R. R. Wharf No. 1

Southern R. R. Wharf No. 2

Todd-Johnson Shipyards

U. S. Bureau of Immigration

U. S. Coast Guard Station

U. S. Naval Base Station

U. S. Quarantine Station

(Port Book calls these
 Chalmette Slip Wharf No. 1
 " " " " No. 2)

- * Taken from Charts 878 and 1269, Quad., shows "Outfall Canal".
 ** Taken from field photo's, Quad., shows "Chalmette National Monument"
 *** Taken from field photo's, Quad., shows "Holy Cross College"
 **** See page 14 Field Report, Re: "Industrial Canal".

Names approved
 9-16-53 L. Heck

49. NOTES TO HYDROGRAPHER

Recoverable Topographic Stations shown on the manuscript are as follows:

INNER HARBOR NAVIGATION CANAL LT 1, 1952.
INNER HARBOR NAVIGATION CANAL LT 2, 1952.
INNER HARBOR NAVIGATION CANAL RANGE FRONT, 1952.
INNER HARBOR NAVIGATION CANAL RANGE REAR, 1952.
CUTOFF LIGHT, 1952.
ORLEANS 2 AZ MK (1934) 1952.

Rigolets - New Orleans Cut Junction Light, 1952

Kaiser Upper Light, 1952

Kaiser Lower Light, 1952

Tower, 1952

Stack (Northerly), 1952

Stack (West Twin), 1952

Stack (East Twin), 1952

Positions are listed in Chart Letter 744(53)

PHOTOGRAMMETRIC OFFICE REVIEW

T-11038

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 none
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 ☒ 18. Other alongshore physical features ☒ 19. Other along-shore 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 Joseph Steinberg
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

① See report for T-11037

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 REPORT:

The field report for this manuscript is part of the Descriptive Report for Survey T-11037.

31. DELINEATION:

Graphic methods were used to delineate the corrections on this manuscript.

This report is limited to the area corrected and delineated in red ink.

The shoreline and the interior areas required by the Washington office were delineated from office interpretation of the photographs. Alongshore features were delineated from field inspection photographs.

32. CONTROL

Refer to the Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

A blueprint entitled "Board of Commissioners Port of New Orleans, Louisiana, M-1-5140" was used to transfer the details of a levee and two slips on the west side of canal which are under construction.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate.

The shoreline, which is the natural bank of the canal, was delineated from office interpretation of the photographs. (See para. 7 of the Field Report). No Tidal Data was necessary since the natural bank was delineated.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Form 567 is being submitted for the new position of landmark TANK (ELV), 1952, steel, oval, Higgins Industries, 1946.

37. LANDMARKS AND AIDS (CONT'D)

A dashed red circle indicates the position of the south one of two stacks at the Louisiana Power Co. plant previously plotted as an additional landmark from the field inspection for O.P. 288 dated 4/10/51. A new radially plotted position was determined in the new nine-lens radial plot and is indicated by the full circle with the pass point circle. This new position is being submitted on the Form 567. The corrected position has been transmitted to the Airport Surveys Section.

Form 567 is being submitted for one aid to navigation, INDUSTRIAL CANAL LIGHT, 1953.

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junction with T-11038, (1:10,000) to the south is in agreement.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41. thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with U.S.G.S. Quadrangle, Spanish Fort, La., scale 1:31,680, edition of 1938, reprinted 1943.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart 878, scale 1:10,000 published 7 January 1952, and Chart 1269 scale 1:80,000 published 21 March 1949 and corrected to 20 March 1950.

Items to be applied to Nautical Charts immediately:

None.

Items to be carried forward:

None.

Approved and Forwarded:

Respectfully submitted
4 June 1953

Jack C. Sammons,
Capt. U.S.C. & G. S.
Officer in Charge
Baltimore Photo. Office

James C. Cregan
Carto. Photo. Aid

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

August 19 53

I recommend that the following objects which have ~~Chart 1160~~ been inspected from seaward to determine their value as landmarks be charted on ~~(Chart 1160)~~ the charts indicated.

The positions given have been checked after listing by

R. Cleser

Chart Letter 744 (53)

Jack G. Simmons, Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE *		LONGITUDE *									
				°	'	°	'	°	'						
				D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS								
LOUISIANA															
* TOWER		(transmission) 180 ft high		29 59	34.36 1058	90 01	06.83 183	N.A. 1927	Plot 1- 11038	1952	X	X		878, 1269	
* Tank (Elev)		Steel, Oval, Higgins Industries 140' high		30 00	29.44 922	90 01	46.68 1251	"	"	"	X	X		" 41	
Stack		South of two, Louisiana Power Co		30 00	56.28 1733	90 01	32.20 863	"	"	"	X	X		" 41	
		* These are corrected positions. Previously submitted on Chart Letter 162 (46)													
		CHART 878 OLD 1-29-59 REE APPROX 1269 OK 3/16/59 H. L. L. L.													
		Tank (Elev) and Stack		are	North of	T 11038	and are plotted on CS 365								
Stack		Northaly - Amer. Sugar Refining Co.		29 56	1519	90 00	129	UA Red Hat 1927 T 11038	1952	X	X		879 and 1269		
Stack		Westerly Twin - " " "		29 56	1403	90 00	211	"	"	"	X	X		" 41	
Stack		Easterly Twin - " " "		29 56	1392	90 00	189	"	"	"	X	X		" 41	
Radio Towers		Algiers Naval Station, West Radio Tower		29 56	51.009 1670.6	90 01	58.076 1557.4	"	T 11038	1934	X	X		878, 879 1269	
		" " " East "		29 56	50.655 1559.7	90 01	51.384 1378.0	"	"	"	X	X		"	

Create from
N.M. 26-1958

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~OCEAN MARKERS~~ FOR CHARTSTO BE CHARTED
~~TO BE EXCLUDED~~

STRIKE OUT ONE

Baltimore, Maryland

July 19 53

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(insert chart)~~ the charts indicated.

The positions given have been checked after listing by

R. Glaser

Chart Letter 744 (53) *Supplied*

Jack C. Semmons

Chief of Party.

STATE	CHARTING NAME	LOUISIANA	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY Rad. No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE *		LONGITUDE *								
					°	'	°	'	"						
					D.M. METERS		D.P. METERS								
			29	59	19.94	90	01	10.00	N.A. 1927	Plot T-11038	1952	X	X		878, 1269
			29	57	37.97	90	01	45.87	"	"	"	X	X		878, 879, 1269, 1271
			29	57	40.76	90	01	47.51	"	"	"	X	X		2
			29	57	12.55	90	01	1274	"	"	"	X	X		"
			29	57	27.64	90	01	42.59	"	"	"	X	X		"
			29	57	8.51	90	01	11422	"	"	"	X	X		878, 1269, 1271
			29	57	25.04	90	01	34.61	"	"	"	X	X		878, 1269, 1271
			29	57	771	90	01	928	"	"	"	X	X		878, 1269, 1271
			29	55	18.51	89	58	28.63	"	"	"	X	X		"
			29	55	570	89	58	768	"	"	"	X	X		"
			29	55	52.16	89	58	48.62	"	"	"	X	X		"
			29	55	1606	89	58	1304	"	"	"	X	X		"
			29	55	53.49	89	58	51.30	"	"	"	X	X		"
			29	55	1647	89	58	1376	"	"	"	X	X		"
</															

Review Report T-11038
Shoreline Survey
September 22, 1953

62. Comparison with Registered Topographic Surveys.-

T-1403	1:20,000	1874-75
T-1404a	1:10,000	"
T-1404b	1:20,000	"
T-5305	"	1932
T-5306	"	"

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	1938
USGS Chalmette Quad	1:24,000	1951

Wharf areas are not delineated on the Chalmette quadrangle and are incorrectly delineated on the New Orleans, East quad.

The Rigolets - New Orleans Cut of the Intracoastal Waterway is not shown on the New Orleans, East Quad.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Chart No. 1269	1:80,000	1943	Corr. 1951
" " 878	1:40,000	1951	
" " 879	"	1953	

Landmark, Stack (Louisiana Power Co.) should be added to Chart 878. *done*

The entrance to Bayou Bienvenue is incorrectly delineated on Chart 878.

The depth of the water at Inner Harbor Canal Locks is 33 feet instead of 31 feet as shown on Charts 878 and 879. *Retain 31 - see ch 497*

Bulkhead at Chalmette Slip is incorrect on Chart 879.

Kaiser Upper and Lower Lights are not shown on Chart 1269. *on 3/10/59*

Landmarks Tower (transmission line) and Stack (Louisiana Power Co.) are not shown on Chart 1269. *on 3/10/59*

66. Map Accuracy.-The map manuscript conforms with the National Standards of Map Accuracy and Project Instructions.

The extension to the radial plot to include part of the Rigolets-New Orleans Cut of the Intracoastal Waterway and Bayou Bienvenue is considered to be within the accuracy requirements. The nine-lens photo plot laid to add supplementary control for the single-lens plot extension was fairly well controlled. The compiler's doubts concerning the accuracy of this area were probably based upon the inability to check with positions on CS-365, Sheet 1 of 5.

Positions along the Rigolets-New Orleans Cut were established in the compilation of Ph-1 based on USE control of unknown accuracy along the Cut. Since the USE control along the Mississippi River in the area covered by this survey could not be held with the USC&GS control, see Radial Plot Report, Ph-96, Descriptive Report T-11037, it is assumed that the USE control in this area is weak.

67. Comparison with Correction Surveys.-

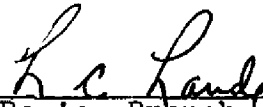
CS-365 Sheet 1 of 5 1:20,000 1947 Corr. 1953

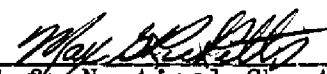
The map manuscript supersedes this survey in common area for nautical charting purposes. The area north of the map manuscript along the Inner Harbor Navigation Canal was corrected on CS-365, Sheet 1 of 5, and should be used for the charting of that Canal north of latitude 30° 00'.


Reviewed by:



C. Theurer

APPROVED:


Chief, Review Branch
Div. of Photogrammetry


Chief, Nautical Chart Branch
Division of Charts


Chief, Div. of Photogrammetry


Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T 11038

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
10-14-53	879	P.H.A.	Before <u>After</u> Verification and Review <i>a few topo changes made 3.m.a.</i>
21 Oct 53	1271	Nichols	Before <u>After</u> Verification and Review
11 Dec 53	497 (NSW)	Good <i>Strand</i>	Before <u>After</u> Verification and Review
10-14-53	878	<i>Mr. Andrews</i>	Before <u>After</u> Verification and Review <i>Inspected for critical corrections</i>
5-4-54	1269	R.K. DeLander	Before <u>After</u> Verification and Review <i>Partially applied</i>
6-7-54	1050	<i>Earl M. Brogoff</i>	Before <u>After</u> Verification and Review <i>Exam No Crit Corr.</i>
1-27-59	1050	E.M. Abbott	Before <u>After</u> Verification and Review <i>Examined & Review no corrections</i>
1-29-59	878	R.E. Elkins	Before <u>After</u> Verification and Review <i>Examined Review - no corrections</i>
3/16/59	1269	Chelmer	Before <u>After</u> Verification and Review <i>Exam. Review. No corrections Partially applied</i>
4-2-59	1271	R.K.D.	Before <u>After</u> Verification and Review <i>Delete wharf near Chalmette Slip</i>
10/18/60	1269	Jam	<i>After verification and review (Reconite)</i>
2-27-67	878-50	Kennan	<i>applied thru 497</i>

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.