

5494

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

## DESCRIPTIVE REPORT

Topographic } Sheet No. T-5494  
~~Hydrographic~~ }

State Alabama-Florida

LOCALITY

Perdido Bay

Ono Island to Big Lagoon

193 5

CHIEF OF PARTY

M. H. Reese

U. S. GOVERNMENT PRINTING OFFICE: 1

5494

—  
applied to drawing of chart 1265 - Oct. 1, 1935 - JSW  
Applied to chart 1265 - Nov. 1, 1935 - JSW

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 23

REGISTER NO. T-5494

State Alabama - Florida

General locality Perdido Bay

Locality Ono Island to Big Lagoon

Scale 1:10,000 photographs July 11 & 16, 1934

Vessel Air Photo Compilation Party No. 24, Pensacola, Fla.

Chief of party M. H. Reese

Surveyed by See data sheet in descriptive report.

Inked by S. S. Gill

Heights in feet above ----- to ground to tops of trees

Contour; Approximate contour, Form line interval ---- feet

Instructions dated June 7, 1934.

Remarks: Compiled on scale of 1:10,417. Enlarged and printed on scale of 1:10,000 by Photolithography. Scale factor 0.96.

- STATISTICS -

on

SHEET, FIELD NO. 23, REG. NO. T-5494

PHOTOS, NO. 367  
234  
285 TO NO. 373  
377  
412

DATE OF PHOTOGRAPHS 7/11/34 TIME 3:30 p.m.  
7/16/34 8:30 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	<u>R. E. Wagner</u> R. E. Wagner	<u>10/29/34</u>
SCALE FACTOR (0.96)	<u>R. E. Wagner</u> R. E. Wagner	<u>10/29/34</u>
SCALE FACTOR CHECKED	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>10/29/34</u>
PROJECTION	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>10/31/34</u>
PROJECTION CHECKED	<u>R. E. Wagner</u> R. E. Wagner	<u>10/31/34</u>
CONTROL PLOTTED	<u>R. E. Wagner</u> R. E. Wagner	<u>11/10/34</u>
CONTROL CHECKED	<u>S. S. Gill</u> S. S. Gill	<u>11/12/34</u>
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>S. S. Gill</u> S. S. Gill	<u>11/26 to 12/5/34</u>
RADIAL LINE PLOT CHECKED	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>12/5/34</u>
DETAIL INKED	<u>S. S. Gill</u> S. S. Gill	<u>12/5 to 12/14/34</u>
PRELIMINARY REVIEW OF SHEET	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>1/26/35</u>

AREA OF DETAIL INKED 15.7 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.1 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)  
39. Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)  
10.5 Statute Miles

GENERAL LOCATION Perdido Bay

LOCATION ✓ One Island to Big Lagoon

DATUM ✓ North American 1927 (Unadjusted)

Latitude 30°19'31.242" (962.0 m.)

STATION Red Bluff 1889-1934

Longitude 87°22'43.811" (1170.3 m.)

COMPILER'S REPORT  
FOR  
PHOTO TOPOGRAPHIC SHEET NO. 5494  
FIELD NO. 23

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs and from members of the field inspection party.

The land area of this sheet north of Latitude  $30^{\circ}19'$  consists mostly of scrub oaks and pines, with a small amount of cultivated land. Marsh is found along the small streams and bayous. At Latitude  $30^{\circ}20'$  and between Longitude  $87^{\circ}23'$  and Longitude  $87^{\circ}24'$  is found a low swampy area covered with thick underbrush and a heavy growth of trees.

Sand is found along the southern shore of the mainland except near and at Inerarity Point. Ono Island consists of sand covered with pine trees and scrub oaks. Along the southern shore are found sand dunes covered with grass and brush.

The area between Latitude  $30^{\circ}18'$  and  $30^{\circ}19'$  and Longitude  $87^{\circ}24'$  and  $87^{\circ}27'$  consists of sand dunes and marshy area with scattered pines. The small strip of land between Big Lagoon and the Gulf of Mexico consists of sand dunes covered with grass, with a few marshy spots along the north shore.

The channel of the Intracoastal Waterway is shown with a broken line and is clearly marked with light beacons and day-markers.

The U. S. Engineer stations, beacons and daymarkers are shown with a 2.5 mm. circle, *the geographic position of the stations were read from H. Peterson's B.C.S.*  
The bridge across the Intracoastal Canal is a pontoon swing bridge.

The range of tide in this area is 1.2 feet. The difference between high and low water is so small that the high water line was used in tracing the shoreline on this sheet. This was indicated on the photographs by the field inspection party.

This sheet was compiled from photographs taken by the Aero Service Corporation, five lens camera H.U.I.-33: Photographs Nos. 395 to 412, approximately parallel to Latitude  $30^{\circ}18'$ ; photographs 366 to 373, approximately parallel to Latitude  $30^{\circ}22'$ ; and Nos. 234 to 237, approximately parallel to Latitude  $30^{\circ}21'$ .

II. CONTROL:

(A) Sources.

The following sources of control were used in the compilation of this sheet:

- (a) Triangulation by M. H. Reese, 1934.  
~~(b) " " D. L. W., 1889.~~  
(c) " " G. L. Anderson, 1934.

The geographic positions of these stations were computed on the North American 1927 Datum (~~World Standard~~). *Field computations*

No control stations established by other organizations were used in the compilation of this sheet.

(B) Errors.

The control used in the compilation of this sheet was found to be adequate for the radial line plot.

(C) Discrepancies.

No discrepancies in the geographic positions of the control stations were found.

### III. COMPILATION:

(A) Method.

The usual five lens photograph radial line method of plotting was used in the compilation of this sheet.

(B) Adjustment of plot.

The photographs in these strips appear to be free from excessive tilt and scale fluctuations, and the radial line plot required no unusual adjustments.

(c) Interpretation.

Only the graphic symbols approved by the Board of Surveys and Maps, 1932, were used in the compilation of this sheet, except the symbol ( § ) that was used to denote brush.

(D) Information from other sources.

There was no information taken from any sources other than those mentioned above.

(E) Conflicting names.

There are no conflicting names on the different charts of this area. The names "Rabbit Island" and "Gulf Beach" were obtained from the field inspection party.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions of this sheet with sheets to the East, No. T-5490; to the West, No. T-5495; and to the North, T-5493, are satisfactory.

A close comparison with previous surveys is impossible due to the large difference in scale. Chart No. 1265 shows a pass at Latitude  $30^{\circ}18'$  and Longitude  $87^{\circ}24'30''$ . This has filled in and is now one solid strip of land.

Chart 1265 also shows a canal, known as Brents ditch, approximately 200 meters south and parallel to the Intracoastal Canal. This canal has been filled in and only a small portion exists just west of the highway.

V. LANDMARKS:

The list of landmarks of this area is submitted by Lieut. I. E. Rittenburg's party. *See review*


VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes and no additional survey is required.

Submitted by: *S. S. Gill*  
S. S. Gill,  
Draftsman.

Approved by: *M. H. Reese*  
M. H. Reese,  
Chief of Party.

This compilation is believed to <sup>be within</sup> ~~have~~ a probable error of 5 meters for intersected points and 10 meters for other detail FGE *pgg*



MEMORANDUM TO ACCOMPANY SHEET NO. T-5494

The sand bars and shoals that are shown on this compilation were traced approximately from the air photographs and transferred to the hydrographic sheet of Lieut. Rittenburg, so that they might be verified by the hydrographic party. The shoals that now exist on this sheet are as found by the hydrographic party, and in some cases differ a little from the photographs which is attributed to the fact that they were built up by sand dredged from the canal, and have in some cases been washed away and in other instances have built up.

The shore line in Perdido Bay was transferred to Lieut. Rittenburg's G.C.S. sheet before the signals were located by the plane table party. The plane table party were instructed to check the shore line at each topo station and at each set-up of the plane table. Practically no differences were encountered, except in one or two cases and these have been rectified.

The entrance of Soldier Creek has been dredged since the photographs were taken and the sand bars which are shown in this vicinity were taken from the G.C.S. sheet. The channel markers shown on this compilation were scaled from the G.C.S. sheet.

The triangulation on this compilation was originally computed from the base lines of the field computations of the first order arc. After the first order arc was adjusted, a large discrepancy was found to exist between the field positions and the adjusted positions, and it was necessary to change the projection on this sheet in order that it might correspond to the adjusted datum. The projection was changed -2.8 (average) meters in latitude and -7.4 (average) meters in longitude, and all the stations have been checked to see that when this correction was applied they were correctly plotted.

The manner in which this factor was obtained is shown by the stations listed below:

<u>STATION</u>	<u>N.A. 1927 FIELD POSITION</u>	<u>CORR'N</u>	<u>N.A. 1927 FINAL (UNADJUSTED)</u>
	(720.3)		(722.8)
Red Bluff 2	30 20 36.608 1127.3	-2.5	1124.8
1934	(1370.1)		(1378.2)
	87 29 08.708 232.6	-8.3	224.3
	(239.4)		(241.8)
Scott	30 18 52.225 1608.2	-2.4	1605.8
1934	(1441.0)		(1449.0)
	87 28 06.073 162.3	-8.2	154.1
	(1343.8)		(1346.1)
Bn. #57	30 18 16.359 503.7	-2.3	501.4
	(1379.3)		(1387.5)
	87 29 08.383 224.0	-8.3	215.7
	(1232.2)		(1234.5)
Bn. #51	30 18 19.986 615.4	-2.3	613.1
	(536.2)		(544.4)
	87 28 39.935 1067.1	-8.3	1058.8



STATION	N. A. 1927 FIELD POSITION		CORR 'N	N.A. 1927 FINAL (UNADJUSTED)
Ono 1934	30 18 20.803	(1207.0)		(1209.5)
		640.6	-2.5	638.1
	87 27 23.670	(970.8)		(977.3)
		632.5	-6.6	625.9
Windmill Tower on Red Tank	30 18 58.878	(34.5)		(37.0)
		1813.0	-2.4	1810.6
	87 26 54.181	(155.5)		(163.6)
		1447.5	-8.1	1439.4
Gulf Beach 1934	30 17 52.445	(232.6)		(235.2)
		1614.9	-2.5	1612.4
	87 25 40.909	(510.2)		(516.7)
		1093.3	-6.7	1086.5
Chimney 1934	30 19 16.711	(1333.0)		(1335.5)
		514.6	-2.5	512.1
	87 26 09.446	(1350.7)		(1358.7)
		252.4	-8.1	244.3
Parker 1934	30 21 13.300	(1438.0)		(1440.7)
		409.5	-2.7	406.8
	87 23 11.830	(1286.5)		(1294.4)
		316.0	-8.0	308.0
Barr 1934	30 19 31.916	(864.9)		(867.6)
		982.7	-2.7	980.0
	87 24 39.603	(543.7)		(551.5)
		1059.0	-7.5	1051.5
Old 1934	30 17 41.370	(573.6)		(576.0)
		1273.9	-2.4	1271.5
	87 28 03.273	(1517.4)		(1524.2)
		86.2	-6.8	79.4
Red Bluff 1889-1934	30 19 31.334	(882.7)		(885.5)
		964.8	-2.8	962.0
	87 22 44.051	(426.1)		(432.4)
		1176.9	-6.6	1170.3
Lagoon "B" 1934	30 18 33.901	(803.7)		(806.5)
		1043.9	-2.8	1041.1
	87 22 25.074	(933.3)		(939.4)
		670.0	-6.4	663.6
Bn. #15	30 18 19.224	(1255.6)		(1258.2)
		591.9	-2.5	589.4
	87 23 54.660	(142.7)		(149.2)
		1460.6	-6.6	1454.0
Lag "A" 1934	30 18 06.676	(1642.0)		(1644.4)
		205.6	-2.5	203.1
	87 24 15.450	(1190.4)		(1196.8)
		412.8	-6.4	406.4

-- Average Correction Latitude -2.5; Longitude -7.4 --

Geographic Names.

There exist on this sheet two new names: Gulf Beach and Rabbit Island. Both of these names are in local use, especially Gulf Beach.

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See special report concerning offshore shore line. *Filed*  
(Included in this report)

  
M. H. Reese,  
Chief of Party, C. & G. S.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

U. S. Coast and Geodetic Survey  
Pensacola, Florida

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

March 26, 1935

To: The Director,  
U. S. Coast and Geodetic Survey,  
Washington, D. C.

From: I. E. Rittenburg, Lieut. C. & G. S.  
M. H. Reese, Lieut. (j.g.) C. & G. S.

Subject: Special report on offshore high-water line.

The same controversial question of offshore high-water line along sandy beaches is up again for decision as to what is the best procedure to follow. In this particular case it happens to be a rather interesting one from the standpoint that it is much different from the average controversy of the offshore high-water line.

The photographs covering the shore line were taken July 16, 1934, at 8:30 a.m., and according to the tide table it was about half tide at this time. The field inspection party indicated the high-water line on the photographs when making field inspection. The sheets were compiled from this information, and in February 1935 portions of the offshore high-water line were rodged in by the topographic party in the area from Pensacola Bay to the vicinity of Entrance to Mobile Bay.

The shore line as obtained from the compilation was transferred to the aluminum sheet before the plane table party went into the field. The plane table party had instructions to check the shore line at each set-up for about 300 meters on each side of the set-up. Rod readings were taken to definite points and these were pricked on the aluminum sheet. It was soon evident that there was considerable discrepancy between the shore line obtained from the compilation and that obtained by the plane table party.

The information as obtained by the plane table party has been transferred to the compilation and the two shore lines were traced on the attached photographs, the red line representing the shore line obtained by the plane table party and the black pencil line representing the shore line as obtained by the compilation. As can be seen from these photographs, there has been considerable change of the sand beach since the time the photographs were taken. In some cases, as can be noted on "B" print 429, there is as much as 35 meters difference between the two determinations of the high-water

line. As can be seen from this same print, it would be impossible for the shore line to have been where the plane table party has it now located; and at the same time the plane table party has accurately located the shore line throughout this section.


The plane table area between Perdido Bay Entrance and Pensacola Bay Entrance was located by 3-point fixes and the shore line rodged in, and from Perdido Bay Entrance to the limits of Chart 1265 it was located by plane table traverse ten miles long with a position error of 14 meters in the entire traverse which has been adjusted. Therefore, it is evident that the plane table location is correct and it is also evident that the location as obtained from the photographs was correct at the time the photographs were taken.

In viewing the photographs it is evident that the shore line has built up in places and cut away in others. This may be attributed to the fact that there is very little tide in this locality, and the wind has much more effect on the rise and fall of the tide than do other causes. We are unable to say the condition of the weather preceding the time the photographs were taken, but during this past winter there has been more than the average prevailing north and northwest winds, which might account for the fact that the high-water line has built out in practically all cases. In the vicinities where enough rod readings were taken by the plane table party, it shows that in places where the high-water line has built out it also has cut back in other places. This change may be attributed to another fact -- that there is very little difference between the high and low water line along this coast. Soundings obtained to date by the hydrographic party show 12 feet within a hundred meters of the high-water line, and as the weather has not permitted getting closer in to shore this proves that there is very little sand beach beyond the high-water line.

It is recommended that the high-water line as shown on the air photo compilation sheets be accepted, for to rod this in would mean additional work, and from the standpoint of stability the shore line would not be any more correct than that shown on the compilation, for in all probability within the next six or eight months an entirely different location would be obtained if a survey were made at that time.

It is requested that we be advised of the decision reached by the Office in this matter, as the aluminum mounted topographic sheets are being held pending your decision.

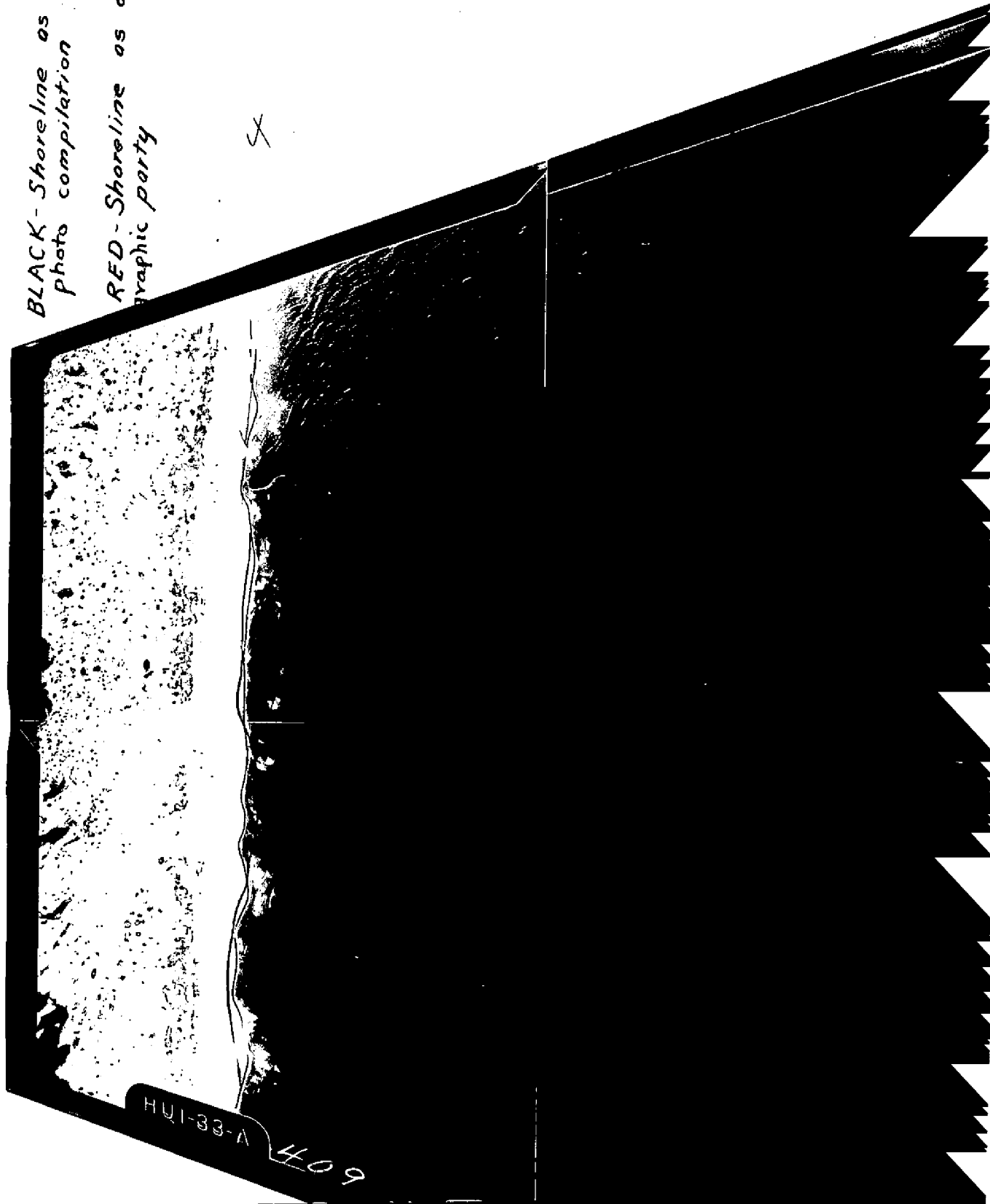
  
I. E. Rittenburg

  
M. H. Reese.

BLACK-Shoreline as obtained by air  
photo compilation

RED-Shoreline as obtained by topo-  
graphic party

X



26-3G  
1990 (24)

under

April 8, 1935.

To: Lieutenant (j.g.) Marshall H. Reese,  
U. S. Coast and Geodetic Survey,  
608 Brent Building,  
Pensacola, Florida.

From: The Director,  
U. S. Coast and Geodetic Survey.

Subject: Location of high water line.

With reference to your letter of March 26, 1935, regarding the location of high water line along the outer coast in your area, the high water line shown on the compilations as of the date of the photographs will be satisfactory and need not be relocated by plane table.

In the future, conditions similar to this where the changes are sufficiently large to indicate that relocation is desirable will be referred to this office for decision which will depend upon the extent of change and the practicability of accurate identification of high water line on the photographs.

(Signed) R. S. PATTON  
Director.

REVIEW OF AIR PHOTO COMPILATION T-5494

Scale 1:10,000.

Comparison with Graphic Control Surveys.

(a) T-6252a (1934-1935) 1:10,000:

T-6252a covers the Intracoastal Waterway for the eastern part of T-5494.

There are several minor discrepancies in the HWL of the Intracoastal Waterway (±5 meters) which are of no consequence to charting.

On the outer coast discrepancies in the HWL of as much as 37 meters appear. This outer coast is of a changeable nature and the shoreline of the compilation is accepted as correct as of the date of the photographs. *See Special Report, preceding pages.*

All detail on 6252a is shown on T-5494 except the magnetic declination and temporary stations.

(b) T-6251 (1934-1935) 1:10,000:

T-6251b covers the Intracoastal Waterway for the western half of T-5494.

There are several minor discrepancies in the HWL along Perdido Bay and Old River, which are of no consequence to charting. However, there is one discrepancy of as much as 17± meters in the HWL just to the west of a shoal area adjoining the bluffs. The HWL as shown here on T-5494 is accepted.

On the outer coast discrepancies in the HWL of as much as 35 meters appear. Due to the changeable nature of this coast line the shoreline of the compilation is accepted as correct as of the date of the photographs. *See Special Report, preceding pages.*

All detail on 6251b is shown on T-5494 except the magnetic declination and temporary stations.

(c) T-6318a (1934-1935) 1:20,000:

T-6318a covers the northern shore of Perdido Bay for the northern portion of T-5494.

There are several minor discrepancies in the HWL along Perdido Bay which are of no consequence to charting. The shoals and islands shown at the entrance to Soldier Creek have been made to conform with the planetable as the dredging here was done after the date of the photos.

All detail on 6318a is shown on T-5494 except the magnetic declination and temporary stations.

Described Stations SAP and ~~FIX~~ <sup>has</sup> have been transferred to T-5494 although <sup>the</sup> cards <sup>has</sup> have not been received in this office. <sup>©</sup>FIX cannot be checked by the photographs and has been omitted from the compilation.

T-6318a shows a platform at  $30^{\circ} 20\frac{1}{2}'$ ,  $87^{\circ} 29\text{-}3\frac{1}{4}'$ . This platform was identified in the photographs and plotted. The photo location checked in latitude but moved the platform  $\pm 10$  meters west in longitude. The photo location was accepted and is shown on the compilation. A similar object was noted some 200 meters southwest. It is shown on the compilation and also called a platform. *A platform (OPLAT) at  $30^{\circ} 20\frac{1}{2}'$ ,  $87^{\circ} 28\frac{3}{4}'$  was also transferred by 756 checked by T.S.S. from T-6318a to this survey. 2/10/36*

Comparison with Previous Topographic Surveys.

(a) T-1034 (1867) 1:10,000:

T-1034 covers the eastern part of T-5494. The greater changes are along marshy shoreline of Big Lagoon, amounting to as much as 250 meters. The inlet at latitude  $30^{\circ} 18.3'$  and longitude  $87^{\circ} 23'$  on T-1034 is no longer in existence.

(b) T-1035 (1867) 1:10,000:

T-1035 covers the western part of T-5494.

In general the agreement in shoreline of Old River is good. The greatest difference being south of the western entrance to the Intra-coastal Waterway, amounting to 75 meters.

The canal (Brents Ditch) joining Big Lagoon and Old River on T-1035 is no longer in existence.

(c) T-1980 (1890) 1:10,000:

T-1980 covers the western part of T-5494. In general the shoreline agreement is good, the maximum difference being 60 meters.

(d) T-2187 (1895) 1:10,000:

T-2187 covers the eastern part of T-5494. In general the shoreline agreement is good. The maximum difference being  $\pm 60$  meters.

(e) T-3793 (1920) 1:20,000:

T-3793 covers the strip of sandy area adjoining the Gulf of Mexico. In general the shoreline agreement is good. ~~T-5494 is adequate to supersede the sections of T-1034, T-1035, T-1980, T-2187 and T-3793 which it covers.~~

T-5494 is adequate to supersede the sections of T-1034, T-1035, T-1980, T-2187, and T-3793 which it covers.



COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS.

- (a) Hydro 5833 (1935) 1:20,000:  
There are no conflicts.
- (b) Hydro 5706 (1935) 1:10,000:  
There are no conflicts between H-5706 and T-5494.
- (c) Hydro 5669 (1935) 1:10,000:  
There are no conflicts between H-5669 and T-5494.
- (d) H-5730 (1935) 1:20,000:  
There are no conflicts between H-5730 and T-5494.

Comparison with Chart 1265 (1931-1933) 1:80,000.

Corrections to the chart as a result of this survey have been discussed in the comparison with previous surveys. Not all of the bluffs shown on the chart are shown on this survey. Stereoscopic examination of the photographs indicates that some of the so-called bluffs are very low and not of sufficient importance to show on the compilation.

~~A canal known as Brents' Ditch and shown on the chart just below the out for the Intracoastal Waterway, is no longer in existence except a portion shown near the highway leading to Gulf Beach as shown on T-5494. A lake shown on the chart as part for the Intracoastal Waterway out, is no longer in existence. A bayou at latitude 37°18.8' and longitude 87° 28.4' on the chart, is no longer in existence and is represented as marshy area on the air photo compilation.~~

~~An inlet to Big Lagoon, shown on chart 1265 at latitude 30° 18.2' and longitude 87° 24.5' has closed in.~~

~~There are numerous bluffs shown on the chart that do not appear on the air photo compilation. This does not disprove their present existence. The character of the shoreline is such that where there are no marshy lowlands, sand ridges and dunes border the high water line except at sandy beaches.~~

Landmarks.

There are no landmarks on the <sup>present</sup> chart for the area covered by the compilation. Chart letters 393 (1935), 651 (1935) ~~list-recommended~~  
*new* landmarks which are shown on this survey. *compilation.* recommended

Aids to Navigation.

All lights and beacons in this area on chart 1265 and in the 1935 Light List are shown on T-5494.

Chart letters 313 (1935), 646 (1935) list aids for this area which are shown on this survey.

U. S. E. Grid System.

For discussing <sup>of the</sup> Engineer Grid System refer to descriptive reports T-6251 a and b (page 1) and E-5723 (page 2). The grid system is not shown on T-5494.

A. T. Rannus

8/2/35.

*Frank G. Eekline*

*A. T. Rannus*

*B. G. Jones*

Approved  
K.T. Adams

REVIEW OF AIR PHOTO COMPILATION NO. T-5494

Chief of Party: M. H. Reese

Compiled by: S. S. Gill

Project: Florida Compilation

Instructions dated: June 7, 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

All necessary information for bringing the charts up to date is shown on this compilation.

- 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

All changes as mentioned above were discussed in the descriptive report.

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

There were no surveys used to supplement the photographic plot.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

No blueprints or maps from other sources were used for this chart.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

The above has been complied with.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

The above has been complied with.

7. High water line on marshy and <sup>sandy</sup> ~~mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

The high water line was drawn as determined by the field inspection party.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs." *See special report on H.W.L. included with this report*

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

The low water line was not drawn, as very little difference exists between low and high water marks, except in the case of sand bars.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

The above has been complied with.

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

The list of landmarks is submitted by the hydrographic party.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

This was shown on overlay tracing. *no clearance given*

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

All geographic names are shown on overlay tracing.

The new names are mentioned in the descriptive report.

13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. (Unadjusted)

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Junctions with adjoining sheets are satisfactory.

15. The drafting is *fair* satisfactory and particular attention has been given the following.

Yes.

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;


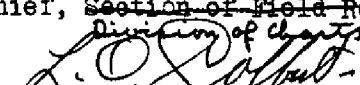
  
M. H. Reese,  
Chief of Party



19. Remarks after review in office:

Reviewed in office by:

*Frank G. Entine* ✓ *B. G. Jones*

Examained and approved:

  
Asst Chief, Section of Field Records  
  
Chief, Division of Charts

  
Chief, Section of Field Work  
  
Chief, Division of Hydrography  
and Topography.

Survey No. 5494

Chart No. 1265

Diagram No. 1265

Referred to the Division of Geographic Names, Department of Interior. R

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Soldier Creek</u>	same			
	<u>Red Bluff</u>	"			
	<u>Tarkiln Bay</u>	"			
	<u>Tarkiln Point</u>	"			
	<u>Tarkiln Bayou</u>	"			
	<u>Perdido Bay</u>	"			
	<u>Bayou Garcon</u>	"			
	<u>Big Lagoon</u>	"			
	<u>Old River</u>	"			
	<u>Ono Island</u>	"			
	<u>Gulf of Mexico</u>	"			
	<u>Gulf Beach</u>	from local authorities			
	<u>Rabbit Island</u>	PINE I. ON T 1065			
		Neither name distinctive			
		<div style="border: 1px solid black; padding: 5px; transform: rotate(-5deg);">           Approved for use            by <i>C. H. Gagnon</i> on 2-3-36         </div>			