

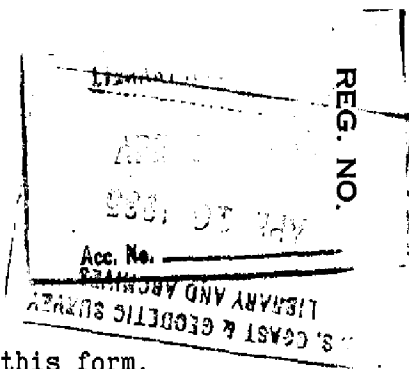
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Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. M (Front & Back)
State ALABAMA	
LOCALITY	
Gulf Coast	
Perdido Bay Entrance to Little	
Lagoon Entrance	
1934-5	
CHIEF OF PARTY	
I. E. Rittenburg	

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. M. front & back

REGISTER NO.

62548

State Alabama

General locality Gulf Coast

Locality Perdido Bay Entrance to Little Lagoon Entrance
~~westward to Long. 87-42~~

Scale 1:10,000 Date of survey March, 1935

Vessel Shore Party 15

Chief of party I. E. Rittenburg

Surveyed by H. S. Cole

Inked by I. E. Rittenburg & W. N. Martin

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

Contour, Approximate contour, Form line interval.....feet

Instructions dated Nov. 30, 1934, 19

Remarks:.....

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET " M", front and back, Alabama coast of the Gulf of Mexico, project # H&T 196, March 1935.

1-Authority

Instructions for this sheet were issued on Nov. 30, 1934. Field work was done in March 1935.

2. Area covered and junctions.

The area covered by this sheet is that portion of the Alabama coast of the Gulf of Mexico between signal "Wimpy", 1934 and signal "Myer", 1934, the western end of this project.

3. Control and Datum, Scale.

Control was furnished by Lieut. J.G. M.H. Reese 1934 and Lieut. Anderson 1934. This sheet is on the final adjusted N. A. 1927 datum. The scale is 1- 10,000. While the hydro. was done on 1- 20,000, it was believed that this sheet should be done on a scale of 1- 10,000, as all the other sheets were on that scale and the air photos had been reduced and computed on this scale.

4. Methods and Closures.

All the signals on this sheet were located by a traverse begun at signal "Wimpy" and ending at signal "Myer". A three hundred foot tape was used to obtain distances. On the front side of the sheet a traverse was run from signal "Wimpy" to signal "Gray Tank", a distance of about three and a half miles with a closing error of six meters in distance and zero in azimuth. As the signal "Gray Tank" could not be occupied, the error was not immediately adjusted for fear of losing azimuth. Therefore an orientation line to the next set up was taken from the last set up on the front side, and these were transferred to the back side of the sheet and the traverse continued toward "Moon" and "Myer" with the starting error shown above. This traverse was tied into "Moon" about two and one half miles from "Gray Tank" with an additional error of three meters in distance and zero in azimuth. Here again it was necessary to continue on with an unadjusted traverse since "Moon" and "Myer" were not intervisible, nor were "Moon" and "Gray Tank", so that azimuth might have been lost had an attempt been made to adjust this traverse. The traverse was then carried forward to "Myer" and closed with an additional error between "Moon" and "Myer" of four meters in a distance of about two miles. The entire error from "Wimpy" to "Myer", a distance of about eight miles was thirteen meters in distance and zero in azimuth. In passing, it was noticed that this error was almost exactly one meter per set up point. This may have been due to the difference in scales used, as we are having quite a bit of trouble with meter

bars checking. This error is well within the allowable, but it is believed that as there was no azimuth error, which is more common than an error in distance, that this would have been a perfect traverse except for something beyond the control of the topographer as all distances were examined. The error was adjusted, using the ties at "Gray Tank", "Moon", and "Myer".

5. Shoreline.

The shoreline was transferred from the airphoto reductions sheets directly to this sheet and is shown in pencil. The shoreline actually obtained by this party is shown in ink. There was noted a slight discrepancy between the two shorelines, but this is due to the changing coast line. See your letter to me of April 8, 1935, Ref. no 26- SG 1990 (15). Filed in SR- T-5494

These sheets have been inspected and approved.

I. E. Rittenburg, Lieut.,
Coast and Geodatic Survey
Chief of Party.

REVIEW OF GRAPHIC CONTROL SURVEY T- *6254 9+6*, SCALE *1:10,000*

Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-*5497, 5498, 5495*, with particular attention to the following details:

- ✓ (a) Projection has been checked in the Field.
- ✓ (b) Accuracy of location of plane table control points.
- ✓ (c) Discrepancies between detail on this survey and the air photo compilations listed above.
- ✓ (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-*5497, 5498, 5495*, for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

✓ Notes and corrections resulting from the review are shown on this survey in green.

See Special Report in DR. T-5494 in regard to discrepancies in outer coast line

T-5497 - H.D. Reed Jr. - 8-23-35

T-5498 - H.D. Reed Jr. - 8-24-35

- Frank G. Enkine

T-5495 - Frank G. Enkine - 4/16/36