

6799

RESTRICTED

Photostatic Copy, original sent to Navy Dep't. NOV 3 - 1941

Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. B
State British West Indies	
LOCALITY	
Jamaica Island	
Portland Bight	
Galleon Harbor	
19341	
CHIEF OF PARTY	
G.C. Mattison	

U. S. GOVERNMENT PRINTING OFFICE: 1934

6799

RESTRICTED

6794

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 Letter BREGISTER NO **T6799****RESTRICTED**State JAMAICA, B. W. I.General locality PORTLAND BIGHTLocality GALLEON Bay HarborScale 1:4800 Date of survey Feb. 10-25, 19 41.Vessel U.S.C. & G.S.S. "HYDROGRAPHER"Chief of Party G. C. MATTISONSurveyed by J. C. TRIBBLE, JR.Inked by J. C. TRIBBLE, JR.Heights in feet above M.H.W. to ~~generalized depths contour interval~~Contour ~~Approximate contour interval~~ interval 5 feetInstructions dated February 18, 1941 (Radiogram), 19

Remarks:

DESCRIPTIVE REPORT
TO ACCOMPANY
TOPOGRAPHIC SHEET, FIELD No. B T-6799
PORTLAND BIGHT - - - - GALLEON ~~BAY~~ Harbor
JAMAICA, B. W. I.

INSTRUCTIONS:

This work was done in accordance with Director's Instructions for Project No. H.T.-260 dated November 9, 1940.
(Note: date of instructions on Title Sheet attached to Topographic Sheet is in error.)

SHORELINE:

No shoreline was located on this sheet by topography; such shore line as is shown on the sheet was traced from boat sheets Fields Nos. 2 and ^{H-6641(1941)} ~~8~~.

CONTROL:

Third order triangulation stations PARK, AMITY and SALT, 1940 furnished control for this survey.

A line of levels with spirit level was run from \triangle PARK to \triangle AMITY thence to \triangle SALT. Numerous elevation points furnished complete control for contouring.

TRAVERSES:

Plane table traverses were run from \triangle PARK to \triangle AMITY and from \triangle AMITY to \triangle SALT. Also traverses were run from \triangle PARK

south to the mangrove line thence back to \triangle PARK.

The traverse from \triangle AMITY to \triangle SALT failed to close by 8 meters. Adjustment was made by distributing the error according to standard practice. This 8 meter error was considered acceptable since the set-up points were very close and the ground swampy. All other traverses closed with a maximum error of 3-1/2 meters.

INCOMPLETE AREAS:

The part of this sheet outside the five foot contour was not considered of great importance and consequently no excess time was spent in determining the mangrove line and other local features. At the time of the survey it was believed that aerial photographs would be available for determining the extent of the ^{rivers} ~~ruins~~, drains and vegetation. With this in view a number of points were determined on the sheet to assist in the photo compilation. (See red circled dots with notes on sheet.)

COMPARISON WITH OTHER SURVEYS:

No previous surveys were available for comparison. Comparison with the topographic sheet to the westward showed close agreement. The small differences noted were made to agree with this sheet since \triangle PARK of this sheet was near the junction of the two sheets.

The short section of the north bank of Salt river (in vicinity of \triangle SALT) was located by traverse. The delineation of

H-6641(1941)

the river was located on boat sheet Field No. 2. The apparent discrepancy in the topographic and hydrographic location of the river bank is the fact that the topographic location is the water line while the hydrographic party of necessity could only locate the mangrove line. In general the mangroves would overhang the banks from five to fifteen meters.

SWAMPS:

All the area from Δ AMITY to Δ SALT is impenetrable swamp. Several attempts were made to cut trails through this area. The only trail finished was cut eastward from a point northeast of Δ AMITY then south to Δ SALT.


After three weeks of dry weather there was 1 to $1\frac{1}{2}$ feet of water in this area. After a moderate rain water is $1\frac{1}{2}$ feet deep at Δ AMITY and increases in depth to the southward.


SOIL:

The soil over the entire area of this sheet is of a sticky gumbo character. When wet it clings to ones shoes until it breaks off of its own weight. The surface is firm even in the areas bordering the swamps, after several days rain and with a foot of water on the ground the mud depth is only a few inches. Above the five foot contour the ground dries rapidly; 48 hours after a pouring rain a truck can make its way over the dirt roads.

STATISTICS:

A table of statistics is attached.

Approved and forwarded:

 W. M. Scallier, H. & G. Engineer,
 Chief of Party,
 U.S.C. & G. Survey.

Respectfully submitted,

 John G. Tribble, Jr.,
 Jr. H. & G. Engineer,
 U.S.C. & G. Survey.

TOPOGRAPHIC SIGNAL

<u>Name</u>	<u>Description</u>	<u>Remarks</u>
WHITE	Banner	Not recoverable

LIST OF SIGNALSTRIANGULATION STATIONS

PARK	1940
AMITY	1940
SALT	1940
BLACK	1940
EON	1940

STATISTICS

Statute miles of shore line	0.2
Area square statute miles	1.2

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF TOPOGRAPHIC SURVEY

Register No. 6799 (1941)
Field No. B

Jamaica, British West Indies, Portland Bight, Gallion Harbor
Surveyed February 1941, Scale 1:4,800
Instructions dated November 9, 1940. (GILBERT)

Plane Table Survey

Aluminum Mounted

Chief of Party - G. C. Mattison
Surveyed by - J. C. Tribble, Jr.
Inked by - J. C. Tribble, Jr.
Reviewed by - Harold W. Murray
Inspected by - H. R. Edmonston, September 23, 1941

1. Junctions with Adjacent Surveys

- a. The junction on the west with T-6798 (1941) is satisfactory. The apparent difference in the overlapping elevations is due to the plane of reference on T-6798 which is 0.64 feet below the standard plane of mean high water on the present survey.
- b. The junction on the southeast with T-6800 (1941) is satisfactory. The apparent 20 m. difference at the eastern end of Salt Island Creek is due to the fact that the shoreline represented by a solid line is the actual north bank whereas the broken line just southward is the actual limit of the mangrove.
- c. About 1/8 square mile of mangrove area exists southwest of the junction of the present survey and T-6800 (1941). This mangrove limit is surveyed on H-6641 (1941).

2. Comparison with Prior Surveys

No prior surveys have been made by this Bureau in this area.

3. Comparison with H. O. Chart 1683 (New Print dated June 1938)

This chart contains no information that needs specific consideration in this review. The magnetic meridian on the present survey agrees closely with the charted value.

4. Compliance with Project Instructions

Satisfactory.

5. Condition of Survey

Satisfactory. Geographic names for this area are considered in the Descriptive Report of H-6641 (1941).

6. Additional Field Work Recommended

None.

7. Superseded Surveys

No prior surveys by this Bureau have been made in this area.

Examined and approved:

Chief, Surveys Section

Chief, Division of Charts

Chief, Section of Hydrography

Chief, Division of Coastal
Surveys