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<tr>
<td>Chief of Party</td>
<td>Joseph K. Wilson, Chief of Field Party</td>
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<td>William K. Kachel, Tampa District Office</td>
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**Library & Archives**

**Date**
DESCRIPTIVE REPORT - DATA RECORD

T - 10932

Project No. (II): PH-570h

Quadrangle Name (IV):

Field Office (II): Pascagoula, Mississippi

Chief of Party: Joseph K. Wilson

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: William R. Rachal

Instructions dated (II) (III): II 23 June 1958 (Field)

10 Feb. 1959 (Field Suppl.1)  Copy filed in Division of

Photogrammetry (IV)

III 7 April 1959 (Office)

17 Aug. 1959 (Office Suppl.1)  9 Sept. 1959 (Stereo Bridging)

17 August 1959 (Field Suppl.2)  6 Oct. 1959 (Office Suppl.1)

10 Nov. 1959 (Field and Office Suppl.3)  Location of Aids to Navigation (dated 7 Oct. 1959)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date: Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Vertical Datum (III) except as follows:

Elevations shown as (2) 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): Crichton, Mobile

COTTON MILLS CO. TANK 1935

Lat.: 30°42'22.256" (685.4 m)  Long.: 88°06'29.396" (782.3 m)  Adjusted

Unpublished

Plane Coordinates (IV):

State: Zone:

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.
Areas contoured by various personnel
(Show name within area)

(II) (III)

Inapplicable
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): Paul G. Ater
M. A. Stewart
Date: May 1959

Planetary contouring by (II): Inapplicable
Date:

Completion Surveys by (II): W. V. Hull
Date: May 1961

Mean High Water Location (III) (State date and method of location): Air photo compilation
Date of photography: 19 Nov. 1957

Projection and Grids ruled by (IV): P. T. D. (W.O.)
Date: Aug. 1959

Projection and Grids checked by (IV): R. D. Shoup (W.O.)
Date: Aug. 1959

Control plotted by (III): R. J. Pate
Date: Oct. 1959

Control checked by (III): R. E. Smith
Date: Oct. 1959

Radial Plot

Cartographic

Stereoscopic Instrument compilation (III): Inapplicable
Date:

Contours

Manuscript delineated by (III): R. Dossett
Date: June 1960

of Advance Compilation

Photogrammetric Office Review by (III): R. R. Wagner
Date: Oct. 1960

Elevations on Manuscript
checked by (II) (III): Inapplicable
Date:
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): C&GS Nine-lens

PHOTOGRAPHS (III)

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<td>Shoreline</td>
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<td>limited to</td>
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No tide

Tide (III)

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV): R.E. Smith (Tampa District Office)
Final Drafting Rev'd by: W.H. Shearouse (TDO)
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Date:

Date: August 1961

Date: Sept. 1961

Date:

Land Area (Sq. Statute Miles) (III): 16
Shoreline (More than 200 meters to opposite shore) (III): 3
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 29
Recovered: 10
Identified: 6
Number of BMs searched for (II): 0
Recovered: 0
Identified: 0
Number of Recoverable Photo Stations established (III): 1
Number of Temporary Photo Hydro Stations established (III): None

Remarks: *Includes 11 stations west of map limits

**Triangulation Station PRICHARD VA. CAROLINA CHEM. CO. TK 1935 was
removed and another tank placed on the same framework; it is
symbolized as a topographic station.
2. ARSAL FIELD INSPECTION
These maps are located in southwest Alabama at the northwest corner of Mobile Bay. Most of the land area west of the bay and Mobile River is occupied by the cities of Mobile and Irondale. Mobile is the second largest city and the only deep water port within the state. The west side of Mobile River is highly industrialized throughout the limits of these maps. Several of the industries are shipbuilding and repair, Aluminum Company of America and two major paper mills.

The area is served by a good network of Federal and state highways, four railroads, a deep water channel to the Gulf and adequate facilities for commercial airlines. Several of the steamship companies offer accommodations for passengers to the Caribbean and Latin America.

The land area east of the river is primarily marsh except for the area immediately adjacent to the highways.

Field inspection is believed complete and was performed on the following nine-lens photographs 56943 through 56848, 56808, 56922 through 56825, 56937 through 56942 and 56962 through 56965. No items were deliberately left for field edit.

The 1957 nine-lens photographs were of fair quality. Some of the prints were very clear while others were slightly distorted. The major difficulty was in indicating the railroad yards, along the westerly side of map T-10933. Certain parts of these photos were covered by smoke and the detail was obscured. The field inspection was accomplished by switching around on the photographs.

3. HORIZONTAL CONTROL
All Coast and Geodetic Survey and Alabama Geodetic Survey stations were searched for. This includes several stations outside the limits of these maps. The control requirements, as indicated on the project index, were met in all areas except the eastern side of these maps. Stations GRAND 1935, LEWA 1935 and TOLL 1935 could not be found.

The following stations have been reported "lost," "destroyed" or "not recovered" on form 526;

T-10932
129, Ala. Geod. Survey
132, Ala. Geod. Survey
138, Ala. Geod. Survey
140, Ala. Geod. Survey
141, Ala. Geod. Survey
142, Ala. Geod. Survey
125, Ala. Geod. Survey
126, Ala. Geod. Survey
128, Ala. Geod. Survey
130, Ala. Geod. Survey
The following "lost" stations were identified. 300-1 Ala. Geod. Survey, a broken monument was found in the described location; Mobile National
Floor Tile Co. Tank 1935, the footings of the tank were found and the center of these was identified. Quarantine Station Reservation Flagpole 1935, the flagpole had been removed but its' location was still on the photographs.

4. VERTICAL CONTROL
   Six tidal bench marks were searched for and five were recovered.

5. CONTOURS AND DRAINAGE
   Contours are inapplicable.
   Drainage which is not self-evident has been indicated on the photographs.

6. WOODLAND COVER
   Woodland cover has been classified in accordance with project instructions and the Topographic Manual. The field inspector has shown its entirety all marsh and swamp limits. In general, the marsh and swamp limits are easily distinguished. All doubtful areas were closely checked in the field and the limits indicated at that time.

7. SHORELINES AND ALTERNATE FEATURES
   The mean high water line is both apparent and fast. It has been indicated by symbols on the photographs. The shoreline was inspected by skiff and walking along the shore. The area adjacent to Mobile Bay is very shallow and considerable walking was done in inspecting the shoreline.
   Attention is called to the island, just north of Arlington Channel, in map T-10935 photo 56937. The south part of the island appears to be a mud flat which would be below mean high water. However, the area was visited several times and under different weather conditions. At no time were the flats covered with water but it is believed a prolonged southerly wind would cover the area. The approximate mean high water line was indicated while walking around the entire area.
   The mean high water line around a sizable spoil area in T-10935, photo 56937, was located by plan table.
   The low water line was not located however, the approximate low water line has been indicated on some of the photographs.
   There is little or no foreshore. There are no cliffs or cliffs.
   Shore ends of submarine and overhead cables have been indicated on the photographs.
   All docks, piers and wharves have been indicated on the photographs.
   All other shoreline features have been clarified.
   Shoreline inspection has been indicated on the following nine-lens photographs, 56937, 56937, 56939, 56940, 56941, 56942, 56962, 56963, 56964 and 56907.

8. OFFSHORE FEATURES
   Several lines of piling, pier ruins, have been indicated on the photographs. No other features were noted. The lines of piling shown on chart 1266 and USGS Mobile quadrangle were investigated and are no longer in place. These piling would be in map T-10933.

9. LANDMARKS AND AIDS
   The area was inspected by skiff for landmarks for nautical charts. Form 557 for the entire project will be submitted at a later date.
   Attention is called to the several tanks and stack, north of Bankhead Tunnel. These objects are landmarks for river traffic only and should be charted on the insert for chart 1266.
The fixed aids to navigation, with substantial structures, were located by identification on the photographs. The single pile daybeacons were located by sextant.

Two aeronautical aids are located in the area. One was identified for location by the plot. The other was located by previous triangulation. Form 567 will be submitted later.

10. BOUNDARIES, MONUMENTS AND LINES

The line between Mobile and Baldwin Counties was covered by a special report for parts 1 and 2 of Project Ph-5704. The above report was submitted to Washington on 3-2-59.

The corporate limits of Mobile and Frichard were investigated. Legal descriptions and copies of official city maps were obtained. The lines are not monumented but where they follow identifiable features their approximate location has been indicated on the photographs. The lines have not been indicated across water areas. The legal descriptions have been made a part of this report.

11. OTHER CONTROL

No monumented topographic stations were established. Identification of photo-hydro stations was not required.

12. OTHER INTERIOR FEATURES

Roads and buildings have been classified on the photographs in accordance with photogrammetric Instructions 54 and 56. Measurement of bridges and overhead cables was not required.

Brookley Air Force Base is located in Map T-10934. The base has facilities to accommodate all types of aircraft.

13. GEOGRAPHIC NAMES

A systematic investigation of Geographic Names was not required. No name discrepancies were noted during field inspection and no new names are recommended.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA


City Map Mobile
City Map Frichard
Blueprint, Alabama Dry Docks Shipbuilding Corp.
Letter Transmittal No. 29 submitted 21 May 1959.

Submitted,

William M. Reynolds
Acting Chief of Party
COMMENCE AT THE SOUTHWEST CORNER OF SECTION 28, TOWNSHIP 3, SOUTH, RANGE 1
WEST OF THE ST. STEPHENS MERIDIAN AT THE NORTH BOUNDARY OF THE ST. LOUIS TRACT
IN MOBILE COUNTY, ALABAMA, RUN NORTH 89° 33' EAST WITH HOLTS LONG DITCH 1,320
FEET; THENCE SOUTH 0° 27' EAST 2,640 FEET; THENCE NORTH 89° 33' EAST 1,040 FEET
AND TO THE EAST EDGE OF THE RIGHT-OF-WAY OF THE SOUTHERN RAILROAD; THENCE SOUTH
17° EAST WITH THE EAST EDGE OF SAID RIGHT-OF-WAY 1,040 FEET; THENCE SOUTH 0° 27'
EAST 1,634 FEET; THENCE NORTH 89° 33' EAST 480 FEET AND TO THE EAST EDGE OF THE
RIGHT-OF-WAY OF THE SOUTHERN RAILROAD; THENCE SOUTH 17° EAST WITH SAID RIGHT-OF-WAY
1,220 FEET AND TO THE SOUTH EDGE OF EAY BRIDGE ROAD, THE NORTH CITY LIMIT LINE OF
MOBILE, ALABAMA, THENCE S. 73° W. WITH SAID LINE 550 FEET AND TO THE WEST EDGE OF
TELEGRAPH ROAD; THENCE S. 30° E. WITH THE WEST EDGE OF TELEGRAPH ROAD 420 FEET AND
TO THE NORTH LINE OF WEST HIGHLANDS SUBDIVISION; THENCE S. 80° 45' W. WITH SAID LINE
1,730 FEET AND TO THE SOUTHWEST CORNER OF THE SAMLER SUBDIVISION; THENCE N. 99 15' W.,
630 FEET; THENCE N. 86° 15' W. 1,320 FEET; THENCE S. 73° 33' W. 1,200 FEET; THENCE
S. 46° 27' E. 90 FEET; THENCE S. 43° 33' W. 190 FEET; THENCE S. 46° 57' E. 1290 FEET;
THENCE S. 73° 48' W. 1,080 FEET; THENCE S. 1° 27' E.
2,379.2 FEET; THENCE S. 89° 33' W. 541.5 FEET AND TO THE WEST BANK OF TOULMIN
SPRING BRANCH, THE CITY LIMIT LINE OF MOBILE, ALABAMA; THENCE NORTH AND WEST WITH
SAID CITY LIMIT LINE ALONG THE WEST BANK OF TOULMIN SPRING BRANCH AS FOLLOWS:
NORTH 24° 04' 30" WEST 15 FEET; NORTH 49° 04' 30" WEST 51 FEET; NORTH 60° 25'
WEST 48 FEET; NORTH 38° 55' WEST 50 FEET; NORTH 30° 24' 30" WEST 190 FEET;
NORTH 61° 54' 30" WEST 115.1 FEET; NORTH 61° 54' 30" WEST 122.1 FEET; NORTH
55° 55' WEST 145.1 FEET; NORTH 59° 05' WEST 75.1 FEET; NORTH 70° 04' 30" WEST
50.1 FEET; NORTH 88° 02' WEST 272.4 FEET; NORTH 65° 03' WEST 615.6 FEET; SOUTH
79° 23' 30" WEST 230.3 FEET; SOUTH 87° 23' WEST 60.1 FEET; NORTH 80° 38' WEST
170.2 FEET; NORTH 68° 39' WEST 492.6 FEET; NORTH 41° 10' WEST 80 FEET; NORTH
42° 50' WEST 55 FEET; NORTH 67° 49' WEST 170.2 FEET; NORTH 60° 19' 30" WEST
170.2 FEET; NORTH 71° 19' WEST 150 FEET AND TO THE NORTH EDGE OF SWEENEYS
Lane; thence N. 41° 03' E., with the north edge of Sweeney's Lane 190 feet and
to the east edge of College Street; thence northerly with the east edge of College
Street as follows: North 71° 07' W. 570 feet; N. 63° 52' W. 635 feet; N. 25° 23' E.
60 feet; N. 16° 37' W. 230 feet; N. 39° 07' W. 700 feet and to the southeast line
of Prichard Lane.

thence run southwestwardly with the
Southeast line of Prichard Lane and to a point midway between Canal
Street and Next Street in the Lafargue Place Second Addition; thence
run northwestwardly parallel with Canal Street in the Owens Division
of the St. Louis Tract and to a point 400 feet north of the south
line of Lot 22, Range 2 west, of the Owens Division of the St. Louis
Tract; thence west 1100 feet; thence south 1320 feet; thence west
1320 feet; thence north 1320 feet; thence west 1320 feet; thence north
1320 feet; thence west and to the southwest corner of Section 25,
Township 3 South, Range 2 West; thence north and to the northwest
corner of the Southwest 1/4 of Section 13, Township 3 South, Range
2 West; thence east 2640 feet; thence south and to the center line
of the G.M. & O. railroad; thence southeastwardly and to the south
line of the north one-half of the north one-half of Section 24,
Township 3 South, Range 2 West; thence east 1900 feet; thence north
2640 feet; thence east 1320 feet; thence south 1320 feet; thence
east 3960 feet; thence south 3960 feet; thence east and to the
west line of Second Street in North Mobile Subdivision; thence south
and to the center of Gum Tree Branch; thence southeastwardly with
The center of said branch and to the north line of the NE 1/4 of the SE 1/4 of
Section 29, Township 3 S., Range 1 West; thence East with the North line of said
forty and continue East with the north line of the S 1/2 of Section 28, Township
3 South, Range 1 West and to the east right-of-way line of Wilson Avenue, thence
South and to the east right-of-way line of Craft Highway; thence South with
the east right-of-way line of Craft Highway and to the north right-of-way line
of the Terminal Railroad; thence eastward with said right-of-way line and to the
last line of Section 28, Township 3, South, Range 1 West, thence south to the
southeast corner of said Section 28, the point of beginning.
Enrolled; An Act, To alter, rearrange, extend and fix as to be as follows:
Comming at the intersection of the West Harbor line of Mobile River and the Township line between Township 3 South and Township 4 South, Range 1 West of the St. Stephens Meridian; thence eastwardly along said Township line to the point where the same intersects the east shore line of Blakeley Island on Polescat Bay; thence southwardly along the meanders of the said east shore line of Blakeley Island and the north shore line of the Mobile Bay Bridge Causeway to a point on said north shore line of said causeway where said shore line is intersected by the north-south coordinate line 336,000 of the Transverse Mercator Projection for Alabama West Zone as used officially on the United States Corps of Engineers; thence south along said coordinate line to a point due East of the north bank of the mouth of Dog River, thence due West to the said north bank of Dog River, thence westwardly and northwardly along the north bank of Dog River to a point due East of the north bank of the mouth of Hall's Mill Creek, thence due West to the north bank of the mouth of Hall's Mill Creek, thence eastwardly and northwardly along the north boundary of Township 4 South, Range 2 West, thence continuing northwardly along the west boundary lines of Sections 17, 18, Township 5 South, Range 2 West, thence northwardly along the west boundary lines of Sections 17, 18, and 5, Township 5 South, Range 2 West, thence continuing northwardly along the west boundary lines of Sections 32, 29, 20, 17, 8 and 5 of Township 5 South, Range 2 West, thence continuing northwardly along the west boundary line of Section 32, Township 3 South, Range 2 West, to the northwest corner of said Section 32, thence eastwardly along the north boundary line of Sections 32 and 33 of Township 3 South, Range 2 West, to the Northwest corner of Section 33, Township 3 South, Range 2 West, thence southwardly along the north boundary line of said Section 33 to the point where said West boundary line is intersected by the half section line dividing the north half and the south half of said Section 33; thence Eastwardly along said half section line to the center of said Section 33, thence southwardly along the half section line dividing the East half and the West half of said Section 33, to the North boundary line of Section 3, Township 4 South, Range 2 West, thence eastwardly along the North boundary line of Sections 3, 2 and 1, of Township 4 South, Range 2 West to the point where the North boundary line of said Section 1 is intersected by the half section line dividing the East half and the West half of said Section 1, thence southwardly along said half section line to the South boundary line of said Section 1, thence eastwardly along the South boundary line of said Section 1, thence eastwardly along the South boundary line of said Section 1 to the Northwest corner of Section 6, Township 4 South, Range 1 West, thence northwardly along the south boundary line of said Section 6 and section of Township 5 South, Range 1 West to the point of intersection with the East boundary line of Second Street (Chastang Street) also known as Prichard Lane, thence Northwardly, eastwardly and northeastwardly along the east and south boundary line of said Prichard Lane to the point where the same intersects the east property line of College Avenue; thence southeastwardly along the east and north property line of College Avenue to the north property line of Sweeney's Lane; thence southwestwardly along the north property line of Sweeney's Lane to the west bank of Toulmin's Branch to a point directly West of the south boundary line of the city of Prichard; thence eastwardly to the south boundary line of the city of Prichard; thence continuing eastwardly, northwardly and eastwardly along the boundary line of the city of Prichard to the south-east corner of the Craftview Court subdivision; thence directly eastwardly to the point of intersection of the West Highlands subdivision; thence eastwardly along the west boundary line of West Highlands subdivision to the north boundary line of said subdivision; thence Eastwardly along the north boundary line of said subdivision to the west right-of-way line of Telegraph Road; thence northwardly along said right-of-way line to the South right-of-way line of the Bay Bridge Road; thence eastwardly along said south right-of-way line to the east right-of-way line of the Southern Railroad; thence northwardly along the north right-of-way line of the Southern Railroad to the point where the same is intersected by the Township line between Township 3 South and Township 4 South, thence eastwardly along the said Township line to the west bank of Mobile River, being the place of beginning.

Section 3. Any area which is located within the boundaries of the City of Mobile, as set out in section one above, but which was not a part of the City of Mobile prior to the passage of this act, is not be subject to assessment for ad valorem taxation by the City of Mobile until the said City of Mobile shall make available, furnish or cause to be furnished through any board whose members are appointed by the City of Mobile, to said area and the residents thereof of the following municipal services: police protection, fire protection, garbage collection, street lighting, water service, sanitary sewer service, and street main-
2.

tenance. The city commission of the City of Mobile, each year when it adopts an ordinance assessing real property within the City of Mobile for ad valorem taxation shall describe in said ordinance the area which has previously been subject to the city's ad valorem taxation and shall describe in addition thereto such other areas within the boundaries as set out in section one above in which the city commission is furnishing all of the above described services during the year for which said ad valorem tax is being levied; and said ordinance shall also describe the areas within the City of Mobile where all of said services are not being rendered and shall exempt such areas from city ad valorem taxation for said year. In no event shall city taxes be levied or collected on or with respect to annexed property served by existing water and/or sewer main and lateral lines (not including individual residential or commercial service lines) which were connected to the municipal system with the consent of the city or of the Board of Water and Sewer Commissioners prior to the date of this enactment, at the expense of the owners of such water and/or sewer lines, until the city, or the Board of Water and Sewer Commissioners of the city, shall have reimbursed the owners of such water and sewer lines for the cost of installing such lines, or shall have acquired such lines and paid a just compensation therefor; provided, that any such water and/or sewer lines which were released by the owners to, or otherwise acquired by, the City of Mobile or the Board of Water and Sewer Commissioners prior to the date of this enactment shall not be subject to the reimbursement or compensation provided for above.

Section 4. Any roads or streets which are located in those areas which are exempted from ad valorem taxation by the City of Mobile shall be maintained by the County of Mobile until such time as aforesaid areas are assessed for city of Mobile ad valorem taxation.

Section 5. Should any section, provision or part of this Act be declared unconstitutional or void by any Court of competent jurisdiction it shall not affect the validity of the remaining sections, provisions or parts of this Act.

Section 6. This act shall become effective June 2, 1956.

Speaker Pro Tem of the House of Representatives

President and Presiding Officer of the Senate.

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<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>Datum Correction</th>
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<tr>
<td>141 (AGS) 1939</td>
<td>GP 3 page 42</td>
<td>( y = 262,853.37 )</td>
<td>79466.6</td>
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<tr>
<td></td>
<td></td>
<td>( x = 321,575.91 )</td>
<td>90006.5</td>
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<tr>
<td>215 (AGS) 1939</td>
<td>GP 3 page 71</td>
<td>( y = 30° 04' 36.170&quot;</td>
<td>11123.9</td>
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<tr>
<td>CIVIC VISITING</td>
<td></td>
<td>South 8° 05' 35.041&quot;</td>
<td>952.6</td>
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<tr>
<td>CONVENT, CUPOLA 1935</td>
<td>GP 3 page 73</td>
<td>( y = 30° 04' 28.86&quot;</td>
<td>11124</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>( x = 88° 04' 11.40 )</td>
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<tr>
<td>MOBILE ST MARYS.</td>
<td>GP 3 page 71</td>
<td>( y = 20° 42' 22.256&quot;</td>
<td>685.4</td>
<td></td>
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<tr>
<td>CATHOLIC CHURCH TOWER 1935</td>
<td></td>
<td>South 8° 06' 29.596&quot;</td>
<td>780.3</td>
<td></td>
</tr>
<tr>
<td>CIVIC, MOBILE</td>
<td></td>
<td>( y = 20° 42' 22.256&quot;</td>
<td>685.4</td>
<td></td>
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<tr>
<td>CATHOLIC CHURCH TOWER 1935</td>
<td></td>
<td>South 8° 06' 29.596&quot;</td>
<td>780.3</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR Y-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
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<tr>
<td>---------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------</td>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>MOBILE TANK, 1935</td>
<td>Mobile Co Pgs 79, 96</td>
<td>NA</td>
<td>30° 42' 05.880 / 150.3</td>
<td>W. of S. Charles Pl, 1934</td>
</tr>
<tr>
<td>COPPICK, 1938</td>
<td>Mobile Co Pgs 19</td>
<td></td>
<td>218 (AGS) 1939</td>
<td>271, 489.75 / 8 2750.2 / 1 765.6 / 9 4924.2 / 7 424.7 / 9 4335.7 / 7 882.9 / 9 4212.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>314-1 (AGS) 1940</td>
<td>251, 489.75 / 7 6711.8 / 7 424.7 / 9 4335.7 / 7 882.9 / 9 4212.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>314-3 (AGS) 1940</td>
<td>257, 489.75 / 7 6711.8 / 7 424.7 / 9 4335.7 / 7 882.9 / 9 4212.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>314-4 (AGS) 1940</td>
<td>258, 489.75 / 7 6711.8 / 7 424.7 / 9 4335.7 / 7 882.9 / 9 4212.4</td>
</tr>
</tbody>
</table>

1 FT. = 304800 METER
COMPUTED BY: D.S.  DATE: 11 Sept 59  CHECKED BY: 115  DATE: 11 Sept 59
COMPILATION REPORT T-10932

PHOTOGRAMMETRIC PLOT REPORT

Submitted with T-10928

31. **DELINEATION**

Delineated graphically. The photographs were clear but all were slightly tilted. Field inspection was adequate.

32. **CONTROL**

See Photogrammetric Plot Report

33. **SUPPLEMENTAL DATA**

Map of City of Mobile (1956), of Prichard (1958) and the legal Descriptions of the Limits of Mobile, and of Prichard, see Item 10.

34. **CONTOURS AND DRAINAGE**

Contours inapplicable. Drainage was delineated from the photographs by stereoscopic examination; no drainage was shown unless it was visible on the photographs.

35. **SHORELINE AND ALONGSHORE DETAILS**

None.

36. **OFFSHORE DETAILS**

None.

37. **LANDMARKS AND AIDS**

None.
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>All planimetry compiled</td>
<td>October 1960</td>
<td>Superseded</td>
</tr>
<tr>
<td>Revised from alongshore field edit</td>
<td>June 1961</td>
<td></td>
</tr>
</tbody>
</table>
38. **CONTROL FOR FUTURE SURVEYS**

One, rebuilt triangulation station "Prichard-Va Carolina Chem. Co. Tank 1935" has been shown with a 2 1/2 mm circle. See Form 526 dated 1959 by J. K. Wilson.

39. **JUNCTIONS**

Junctions have been made with T-10930 on the north, T-10941 on the south and T-10933 on the east. The junction on the west with USGS "Spring Hill" quadrangle, scale 1:24,000 revised to 1953 was good.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No statement required.

41. **STREET CLASSIFICATION**

It was noted that the field inspector classified some streets in congested or urban areas as df1. Because these streets are a part of a well-defined planimetric system of streets in an urban area they have been reclassified and drafted as df1.

42. **CITY LIMITS**

The limits of Mobile and Prichard were shown on the photographs by the field inspector. However, they were plotted and applied to the manuscript according to the bearings and distances furnished in the legal descriptions given in the boundary report, see Item 10. It was noted these city limits as shown by the field inspector were correct with minor discrepancies.

46. **COMPARISON WITH EXISTING MAPS**

Comparison has been made with USGS quadrangle MOBILE, scale 1:24,000, edition of 1953. The comparison is favorable. Comparison has also been made with C&GS Planimetric map T-5531, 1:20,000 scale compiled in 1931. The time between compilations made T-5531 obsolete.

47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison has been made with nautical chart No. 1266, scale 1:80,000, edition of 16 Nov. 1959. The scale of chart 1266 is comparatively small and this map manuscript is an inshore compilation but comparison appears favorable.
ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

Approved and Forwarded:

William R. Kachel
Chief of Party

Rudolph Dossett
Carto Photo Aid
**48. GEOGRAPHIC NAME LIST**

Geological Survey quadrangle MOBILE, see Item 46, was the source for geographic names.

<table>
<thead>
<tr>
<th>Alabama</th>
<th>Tacon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen Memorial Hospital</td>
<td>Telegraph Road</td>
</tr>
<tr>
<td>Alenville</td>
<td>Terminal Rd</td>
</tr>
<tr>
<td>Bay Bridge Rd</td>
<td>Three Mile Creek</td>
</tr>
<tr>
<td>Blythe High School</td>
<td>Toole High School</td>
</tr>
<tr>
<td>Central High School</td>
<td>Toulmins Spring Branch</td>
</tr>
<tr>
<td>C F Vigor High School</td>
<td>Toulminville</td>
</tr>
<tr>
<td>County Farm</td>
<td>University Military School</td>
</tr>
<tr>
<td>Craft Highway</td>
<td>US 31</td>
</tr>
<tr>
<td>Crichton</td>
<td>US 43</td>
</tr>
<tr>
<td>Crichton Visitation Convent</td>
<td>US 45</td>
</tr>
<tr>
<td>Green Mound Cemetery</td>
<td>US 90</td>
</tr>
<tr>
<td>Gulf Mobile and Ohio RR</td>
<td>US 98</td>
</tr>
<tr>
<td>Gum Tree Branch</td>
<td>Whistler</td>
</tr>
<tr>
<td>Lincoln Cemetery</td>
<td>Wilson Ave</td>
</tr>
<tr>
<td>Lyons Park</td>
<td>Zimmer Memorial Home (Orphanage)</td>
</tr>
<tr>
<td>McGill Institute</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td></td>
</tr>
<tr>
<td>Mobile and Ohio RR</td>
<td></td>
</tr>
<tr>
<td>Mobile County</td>
<td></td>
</tr>
<tr>
<td>Oakland Cemetery</td>
<td></td>
</tr>
<tr>
<td>Plateau</td>
<td></td>
</tr>
<tr>
<td>Richard</td>
<td></td>
</tr>
<tr>
<td>Providence Hospital</td>
<td></td>
</tr>
<tr>
<td>Sage Ave Park</td>
<td></td>
</tr>
<tr>
<td>Sibert</td>
<td></td>
</tr>
<tr>
<td>Southern RR</td>
<td></td>
</tr>
<tr>
<td>Spring Hill Ave</td>
<td></td>
</tr>
<tr>
<td>St Austin Cemetery</td>
<td></td>
</tr>
<tr>
<td>St Stephens Road</td>
<td></td>
</tr>
<tr>
<td>Summerville</td>
<td></td>
</tr>
</tbody>
</table>

Three names marked "to, otherwise are good names to use. The marking is mainly to indicate that they are orphaned names and not true geographic names. AFW.

Name checked and approved

A. J. Wright

12-10-65
49. NOTES FOR THE HYDROGRAPHER

None.
<table>
<thead>
<tr>
<th>Projection and Grids</th>
<th>Title</th>
<th>Manuscript Numbers</th>
<th>Manuscript Size</th>
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<tr>
<td>WHS</td>
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### Control Stations

<table>
<thead>
<tr>
<th>5. Horizontal Control Stations of Third-Order or Higher Accuracy</th>
<th>6. Recoverable Horizontal Stations of Less than Third-Order Accuracy (Topographic Stations)</th>
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<tbody>
<tr>
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<table>
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<tbody>
<tr>
<td>XX</td>
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<table>
<thead>
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<th></th>
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<th></th>
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<tr>
<td>RRW</td>
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<td>WHS</td>
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### Alongshore Areas

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<tbody>
<tr>
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### Other Alongshore Cultural Features

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<thead>
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</tr>
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<tbody>
<tr>
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<td>WHS</td>
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### Physical Features

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<tbody>
<tr>
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<td>XX</td>
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### Other Physical Features

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</thead>
<tbody>
<tr>
<td>WHS</td>
<td>WHS</td>
<td>WHS</td>
<td>WHS</td>
</tr>
</tbody>
</table>

### Cultural Features

<table>
<thead>
<tr>
<th>30. Other Cultural Features</th>
<th>31. Boundary Lines</th>
<th>32. Public Land Lines</th>
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</thead>
<tbody>
<tr>
<td>WHS</td>
<td>WHS</td>
<td>XX</td>
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</tbody>
</table>

### Boundaries

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<td>WHS</td>
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</tbody>
</table>

### Miscellaneous

<table>
<thead>
<tr>
<th>Signature of Reviewer</th>
<th>Signature of Supervisor, Review Section or Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>William H. Shidembcn</td>
<td>Milton H. Slayten</td>
</tr>
</tbody>
</table>

**Note:** Field completion additions and corrections to the manuscript. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.
51. Methods.

The distance to the MHWL was spot checked along the shoreline.
Additions and corrections to the manuscript have been noted on the
Field-edit sheets in red and on the photographs in purple.

Field edit information has been shown on field edit sheets for
T-10929, T-10931, T-10932, T-10933, T-10979, and T-10982. Additional
information is shown on the photographs.

52. Adequacy of Compilation.

The map compilation appears complete and adequate.

53. Map Accuracy.

The shoreline of the maps appears to be accurate.

54. Recommendations.

There are no recommendations.

55. Examination of a proof copy.

No one able to read a map with assurance was contacted to examine
a proof copy.

Geographic Names.

SPANISH FORT:

Mr. George Six, service station attendant, resident of Spanish Fort
9 years. Stated Spanish Fort is in local usage. Only time he had heard
of Bridgehead was on bus company tickets.

Mr. Charles Osweil, timberland owner, resident in vicinity for 46
years. Stated Bridgehead was an old name and it referred to the area
where the Cochran Bridge joined the land on the east side of Mobile Bay.
Also stated that Spanish Fort is in local usage and that Fort McDermott
is part of Spanish Fort.

Mr. George Fuller Jr., Real Estate agent, resident 10 years. Stated
that Bridgehead was an old name but, was no longer used. Also stated
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

that all local residents refer to the area as Spanish Fort. Mr. Fuller also stated that Fort McDermott is part of Spanish Fort but preserved the Fort McDermott area to be called Spanish Fort rather than be called as a historical site.

Historical markers refer to the area as an old Spanish Fort.

I recommend that this area be charted as Spanish Fort.

Submitted, 2 June 1971

Wayne V. Hall
Chief, Photo Hydron Support Unit 721
51. Methods.

The distance to the Wavel was spot checked along the shoreline. Additions and corrections to the manuscript have been noted on the field-edit sheets in red and on the photographs in purple.

Field edit information has been shown on field edit sheets for T-10929, T-10931, T-10932, T-10933, T-10979, and T-10982. Additional information is shown on the photographs.

52. Adequacy of Compilation.

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54. Recommendations.

There are no recommendations.

55. Examination of a proof copy.

No one able to read a map with assurance was contacted to examine a proof copy.

Geographic Names.

SPANISH FORT:

Mr. George Six, service station attendant, resident of Spanish Fort 9 years. Stated Spanish Fort is in local usage. Only time he had heard of Bridgehead was on bus company tickets.

Mr. Charles O'Neil, timberland owner, resident in vicinity for 46 years. Stated Bridgehead was an old name and it referred to the area where the Cochrane Bridge joined the land on the east side of Mobile Bay. Also stated that Spanish Fort is in local usage and that Port McDermott is part of Spanish Fort.

Mr. George Fuller Jr., Real Estate agent, resident 10 years. Stated that Bridgehead was an old name but was no longer used. Also stated
that all local residents refer to the area as Spanish Fort. Mr. Fuller also stated that Fort McDermott is part of Spanish Fort but preferred the Fort McDermott area to be called Spanish Fort Estates and be noted as a historical site.

Historical markers refer to the area as an old Spanish Fort.

I recommend that this area be charted as Spanish Fort.

Submitted, 2 June 1961

Wesley V. Hall
Chief, Photo Hydro Support Unit 721
61. **General Statement**

**Area** - The project encompasses Mobile Bay and its approaches.

**Purpose** - The object of this project is to provide base maps for nautical charting and shoreline and horizontal control data for hydrographic surveys.

62. **Comparison with Registered Topographic Surveys**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-5530</td>
<td>1:20,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-5531</td>
<td>1:20,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-3716</td>
<td>1:10,000</td>
<td>1919</td>
</tr>
<tr>
<td>T-3713</td>
<td>1:40,000</td>
<td>1918</td>
</tr>
</tbody>
</table>

Cultural and shoreline changes have been continuous. These maps are to supersede the above surveys of common areas for nautical charting. Also see Item 46.

63. **Comparison with Maps of Other Agencies**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creola</td>
<td>1:62,500</td>
<td>1941</td>
</tr>
<tr>
<td>Chickasaw</td>
<td>1:24,000</td>
<td>1953</td>
</tr>
<tr>
<td>Mobile</td>
<td>1:50,000</td>
<td>1953</td>
</tr>
</tbody>
</table>

See Item 46.

64. **Comparison with Contemporary Hydrographic Surveys**

<table>
<thead>
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<th>Survey</th>
<th>Scale</th>
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</tr>
</thead>
<tbody>
<tr>
<td>H-8584</td>
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</tr>
<tr>
<td>H-8585</td>
<td>1:5,000</td>
<td>1961</td>
</tr>
<tr>
<td>H-8586</td>
<td>1:10,000</td>
<td>1961</td>
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</tr>
<tr>
<td>H-8591</td>
<td>1:10,000</td>
<td>1961</td>
</tr>
</tbody>
</table>

Shoreline and control of subject surveys were furnished prior to the hydrographic surveys and apparently no differences of importance exist.
65. **Comparison with Nautical Charts**

1266  1:80,000  1965

Because of the scale difference, only a visual comparison was made. No notable differences exist.

66. **Adequacy of Results and Future Surveys**

These maps comply with the National Map Accuracy Standards and meet Bureau requirements.

Reviewed by:

[Signature]

L. C. Lande

Approved by:

[Signature]

Charles Thomas
Chief, Photogrammetric Branch

[Signature]

L. F. Woodcock
Chief, Photogrammetry Division

[Signature]

Chief, Nautical Chart Division