Diag. Cht. No. 1269 and 1271.

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

1951-52

CHIEF OF PARTY
A.L. Powell, Chief of Field Party
J.C. Sammons, Balt. Photo. Office

LIBRARY & ARCHIVES

DATE June 13, 1958
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. Simmons

Supplement 1, 22 Oct. 1952
Office: 23 Jan. 1953
3 Feb. 1953

Copy filed in Division of Photogrammetry (IV)

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): 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 (2) 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° 41' 58.344" (1796.5m) Long.: 89° 58' 38.554" (1034.2m)

Adjusted

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

(II) (III)

Not Applicable
DATA RECORD

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

Date: Sept. to Nov. 1952

Planetary contouring by (II):

Date:

Completion Surveys by (II):

Date:

Shoreline Location (III) (State date and method of location):

See para. 35

Photographs: Nov. 18 & 19, 1951

and field inspection

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 on Stereoscopic Control extension by (III): H. R. Rudolph

Date: 4/6/53

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:
### PHOTOSHOPPHOTOGRAPIES (III)

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</tr>
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</table>

---

### Tide (III) *

from Predicted Tide Tables

Reference Station: New Orleans, Mississippi River

Subordinate Station:

Washington Office Review by (IV):

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

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

Proof Edit by (IV):

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): None
Number of Triangulation Stations searched for (II): 36
Recovered: 12
Identified: 11
Number of BMs searched for (II): None
Number of Recoverable Photo Stations established (III): 6
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

Slight 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.

OFFICIAL MILEAGE FOR COST ACCOUNTS
Sheet No. Lin. Miles Shoreline
T-11036.............. 13
T-11037.............. 12
T-11038.............. 9
TOTAL 34
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.
<table>
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>LONGITUDE OR ( x )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>N.A. 1927</td>
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<td>&quot;</td>
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<td>G-3045 p. 157</td>
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1 FT = 304.8006 METER

COMPUTED BY: J. C. Richter DATE: 26 Feb. 1953
CHECKED BY: J. Steinberg DATE: 10 March 1953
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<th>LONGITUDE OR x-COORDINATE</th>
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<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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1 FT. = 3048006 METER
COMPUTED BY: J. C. Richter    DATE: 26 Feb. 1953
CHECKED BY: J. Steinberg    DATE: 10 Mar. 1953
COMPILATION REPORT
Survey No. T-11038

FIELD REPORT:
PHOTOGRAFRICT 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**

A pier under construction along the north shore of the Mississippi 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, VI, VI, VI, VI, VI, VI, VI and VI 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.

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(55)

Two landmarks, Tank (Elo) 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 (Elo) was previously submitted in CHART LETTER 162(46). See Chart Letter 744(55) for corrected position for Tank (Elo) 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(55).

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.

A list of 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 T-11037

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:


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,
Carto., Photo. Aid

Approved and forwarded
3 Sept. 1953

Jack C. Sammons,
Officer in Charge
48. GEOGRAPHIC NAMES LIST

Algiers
Algiers Alternate Route
Arabi

*Bayou Bienvenue

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

Faison
Florida Avenue Wharf

Galvez Street Wharf
Gulf Mobile and Ohio R. R. (This is name in Sept. 1953 Highway Guide)

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

****Inner Harbor Navigation Canal (This is most common usage, and pending action by A.D.N. 23

Kaiser Aluminum and Chemical Corporation

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 Station (to agree with T-41057: both names used on auxiliary)
U. S. Quarantine Station

* Taken from Charts 876 and 1269, Quad., shows "Cutoff 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, Ref: "Industrial Canal"

Names approved
9-16-53 L. Heck
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 0

CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines ✓ 32. Public land lines ✓

MISCELLANEOUS

Reviewer

Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

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-1-5110" 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


Baltimore Photo. Office

James C. Cregan
Carto. Photo. Aid
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by R. Clarer

<table>
<thead>
<tr>
<th>State</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude D.M.</th>
<th>Longitude D.M.</th>
<th>Datum</th>
<th>Method of Location and Survey</th>
<th>Date of Location</th>
<th>Harbor Chart Number</th>
<th>Offshore Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>* TOWER</td>
<td>(transmission) 180 ft high</td>
<td></td>
<td>29 59</td>
<td>34.36</td>
<td>90 01</td>
<td>06 50</td>
<td>NA</td>
<td>Plot 11035</td>
<td>1952</td>
<td>x</td>
</tr>
<tr>
<td>* Tank (Eleu)</td>
<td>Steel, Oul Higgins Industries 140 ft high</td>
<td></td>
<td>30 00</td>
<td>29.94</td>
<td>90 01</td>
<td>12 57</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Stack</td>
<td>South of two, Louisiana Power Co</td>
<td></td>
<td>30 00</td>
<td>56.28</td>
<td>90 01</td>
<td>86 38</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

* These are corrected positions. Previously submitted on Chart Letter 162, (46)

Tank (Eleu) and Stack are north of T11035 and are plotted on CS 365 Sheet 1055
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS  

TO BE CHARTED   

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

The positions given have been checked after listing by

R. Glaser

Jack C. Simmons  
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE*</th>
<th>LONGITUDE*</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td></td>
<td>RIGGLETS-NEW ORLEANS CUT JUNCTION LIGHT</td>
<td>29 59 611</td>
<td>19.94</td>
<td>10.00</td>
<td>N.A.</td>
<td>Plot T-11038</td>
<td>1952</td>
<td>x 878, 1269</td>
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<tr>
<td></td>
<td>INNER HARBOR NAVIGATION CANAL RANGE FRONT LIGHT</td>
<td>29 57 1166</td>
<td>37.27</td>
<td>45.87</td>
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<td></td>
<td></td>
<td>878, 879, 1269, 1271</td>
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<tr>
<td></td>
<td>INNER HARBOR NAVIGATION CANAL RANGE REAR LIGHT</td>
<td>29 57 1255</td>
<td>40.76</td>
<td>47.51</td>
<td></td>
<td></td>
<td></td>
<td>1269, 1271</td>
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<tr>
<td></td>
<td>INNER HARBOR NAVIGATION CANAL LIGHT 1</td>
<td>29 57 853</td>
<td>27.61</td>
<td>42.69</td>
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<td>INNER HARBOR NAVIGATION CANAL LIGHT 2</td>
<td>29 57 771</td>
<td>25.04</td>
<td>31.61</td>
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<tr>
<td></td>
<td>CUTOFF LIGHT</td>
<td>29 55 18.51</td>
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<td>1269, 1271</td>
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<tr>
<td></td>
<td>KAISER LOWER LIGHT</td>
<td>29 55 52.16</td>
<td>48.62</td>
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<tr>
<td></td>
<td>KAISER UPPER LIGHT</td>
<td>29 55 1606</td>
<td>53.19</td>
<td>53.30</td>
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</table>

Structure mentioned in light list does not appear on photos.

Light Inner Harbor Navigation Canal Light 30 02 28.71 | 1269 |

This Light is North of T11038 and is plotted on CS 365 Sheet 10 of 5.
62. **Comparison with Registered Topographic Surveys**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale (1:20,000)</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>T-1403</td>
<td>1:20,000</td>
<td>1874-75</td>
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<td>T-1404a</td>
<td>1:10,000</td>
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<tr>
<td>T-1404b</td>
<td>1:20,000</td>
<td>&quot;</td>
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<tr>
<td>T-5305</td>
<td>&quot;</td>
<td>1932</td>
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<tr>
<td>T-5306</td>
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<td>&quot;</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Scale (1:80,000)</th>
<th>Date</th>
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<tbody>
<tr>
<td>1269</td>
<td>1:80,000</td>
<td>1943 Corr. 1951</td>
</tr>
<tr>
<td>878</td>
<td>1:40,000</td>
<td>1951</td>
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<tr>
<td>879</td>
<td>&quot;</td>
<td>1953</td>
</tr>
</tbody>
</table>

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

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.

Bulkhead at Chalmette Slip is incorrect on Chart 879.

Kaiser Upper and Lower Lights are not shown on Chart 1269.

Landmarks Tower (transmission line) and Stack (Louisiana Power Co.) are not shown on Chart 1269.

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 USCGS 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.: T11038**

Record of Application to Charts

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>10-14-53</td>
<td>879</td>
<td>P.H. A.</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>21 Oct 53</td>
<td>1271</td>
<td>Nichols</td>
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<tr>
<td>Nov 53</td>
<td></td>
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<td>Before After Verification and Review</td>
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<tr>
<td>10-14-53</td>
<td>878</td>
<td>H. Anderson</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>5-4-54</td>
<td>1269</td>
<td>R.K. Delande</td>
<td>Before After Verification and Review</td>
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<td>6-7-54</td>
<td>1050</td>
<td>H. Frieden</td>
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<tr>
<td>1-27-59</td>
<td>1050</td>
<td>E. W. Austin</td>
<td>Before After Verification and Review</td>
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<tr>
<td>1-29-59</td>
<td>878</td>
<td>R.E. Elkins</td>
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<tr>
<td>3-6-59</td>
<td>1669</td>
<td>M. H. Holder</td>
<td>Before After Verification and Review</td>
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<td>4-2-59</td>
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<td>2-27-67</td>
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<td>Review</td>
<td>applied thru 4-77</td>
</tr>
</tbody>
</table>

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.