

6801

RESTRICTED

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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. D

State British West Indies

LOCALITY

Jamaica Island

Portland Bight

Little Goat Island

1941

CHIEF OF PARTY

H.C. Warwick

U. S. GOVERNMENT PRINTING OFFICE: 1934

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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. "D"

REGISTER NO. T6801 RESTRICTED

State JAMAICA, B.W.I.

General locality PORTLAND BIGHT

Locality LITTLE GOAT ISLAND

Scale 1:4,800 Date of survey Jan. 23-Feb. 26, 1941

Vessel MOTOR VESSEL GILBERT

Chief of party H.C. Warwick

Surveyed by Robert A. Marshall

Inked by Robert A. Marshall

Heights in feet above High Water line to ground ~~to top of rocks~~

Contour, ~~Approximate contour, Form line~~ interval 5 feet

Instructions dated November 9, 1940

Remarks:

# D E S C R I P T I V E   R E P O R T

TO ACCOMPANY

TOPOGRAPHIC SHEET "D" T-6801(1941)

PROJECT HT-260

PORTLAND BIGHT

JAMAICA B.W.I.

## INSTRUCTIONS:

The work on this sheet was performed in accordance with the Director's instructions dated November 9, 1940.

## LIMITS:

The topography on this sheet covers the area of Little Goat Island.

## CONTROL:

The only triangulation station on the fast ground of the island was triangulation station NAN. A number of triangulation stations located on the outside of the mangrove line, were not visible from the ground nor were any of the main scheme stations when the topography was started. Shortly before the sheet was completed the contractor had cleared the island sufficiently to enable triangulation station BILL to show from a number of points on the island.

## METHODS:

Due to the density of the undergrowth and height of the trees, it was necessary to deviate from standard planetable methods of doing the topography on this sheet.

First it was necessary to cut trails radiating from the triangulation station on top of the island in order to get sufficient contours. Six trails were cut radiating from the triangulation station to the mangrove. A base trail (at the junction of the fast ground and mangrove line) was cut incircling the island. Then a closed line of levels was run along the base trail. The assumed zero elevation was taken from the highwater line as observed on the fast ground. The bench marks on all the lines were of a semi-permanent variety, mostly 20 penny nails driven into blazed tree stumps and the stumps numbered with crayon. The lines of levels were then run from the bench marks of the base trail up or down the radial trails. (checking in on either triangulation station NAN or a base trail bench mark.)

The azimuth of the various lines was determined by setting up a 4" theodolite on the tower at NAN and observing the angle between triangulation station BILL and a nail in a stake set in each trail. Then setting up over the primary stake in a trail, and carrying the azimuth and distance forward from triangulation station NAN to the foot of the trail, locating each bench mark. At the foot of each trail a semi-permanent station was located. A 300 foot steel tape was used in taping the distances. Both ends of the tape were plumbed. A series of closed loops was run down one trail along the base trail and up the next trail to triangulation station NAN. All of the stations located

METHODS, (Continued):

at the base of the trails were tied<sup>m</sup> to one another.

The traverses were plotted using a steel protractor and metal scale. The accepted traverses were closed within the required accuracy and adjusted in the field.

After the traverse had been plotted the sheet was taken into the field and the fast ground line sketched or rodded in between bench marks.

After the contractor had completed a substantial amount of clearing, the elevations obtained by leveling were supplemented by planetable elevations. In several sections of the sheet where it was contemplated getting additional elevations, it was not feasible to do so due to the fact that the clearing had not been accomplished in these areas.

No previous surveys of this island were available. It is understood that this area has been flown by the U.S. Army and that the pictures are available. To date a copy has not been received by this party.

MAGNETIC MERIDIAN:

The magnetic meridian was determined at triangulation station MAN on February 15, 1941 at 1050.

The value obtained was  $01^{\circ}06'$  E.

The chart (H.O.1683) value for this area is  $01^{\circ}45'$  E and decreasing  $1'$ .

The declinoire was not checked during the field season and therefore the error is not known.

REMARKS:

The island was covered with a dense growth of underbrush and trees when this party arrived in the area.

After the topography was about completed, clearing operations were started by contractors working for the U.S. Navy.

All the undergrowth and trees up to 9" in diameter were in the process of being cleared off and burned at the time this party left the area.

The area on the slopes is still wooded as there are a large number of big trees on this island.

The island for the most part is composed of a sharp limestone rock. In all sections of the island, the surface is practically barren of soil with the trees and undergrowth pushing up through the rough rocky surface.

Now that a great deal of the undergrowth and trees have been removed, the bare rocky surface shows up as white patches on the hillside when viewed from offshore. At the time this party left the working grounds the contractor had commenced to remove the mangrove about the entire island.

The ruins shown on the sheet are the remains of stone buildings reported as having been built by the "Pirate" Morgan, when this island was his headquarters.

The three long buildings shown on this sheet are temporary barracks erected by the contractor to house his laborers.

The small shack and hut shown are used by the caretaker as living quarters.

LIST OF NAMES:

The island is known as Little Goat Island and this is the only name to appear on the sheet as none of the points etc. are named.

LIST OF STATISTICS:

Area surveyed in square statute miles.....	0.47
Length of detailed shoreline, statute miles.....	2.57
Length of roads in statute miles.....	2.00
Length of railroads in statute miles.....	0.00

Respectfully submitted,

*Robert A. Marshall*  
Robert A. Marshall  
Lieutenant(j.g.) C&GS.

Approved and forwarded:

*H.C. Warwick*  
H.C. Warwick,  
Comd'g. Motor Vessel GILBERT.

## DIVISION OF CHARTS

## SURVEYS SECTION

REVIEW OF TOPOGRAPHIC SURVEY NO. 6801 (1941) FIELD NO. D

British West Indies, Jamaica, Portland Bight,  
Little Goat Island  
Surveyed in January - February 1941, Scale 1:4,800  
Instructions dated November 9, 1940 (GILBERT)

Plane Table SurveyAluminum Mounted

Chief of Party - H. C. Warwick  
Surveyed by - Robert A. Marshall  
Inked by - Robert A. Marshall  
Reviewed by - Harold W. Murray, May 17, 1941  
Inspected by - H. R. Edmonston

1. Junctions with Surveys

No contemporary surveys adjoin the present survey.

2. Comparison with Prior Surveys

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

3. Comparison with H.O. Chart 1683 (New Print date June 1938)a. Topography

This small scale chart contains little information that needs specific consideration in this review. The maximum charted elevation on the knoll is 110 feet whereas the present survey shows only 76 feet. The charted value may possibly be referred to the tops of trees since this island was formerly densely wooded.

b. Magnetic Meridian

The magnetic meridian observation agrees closely with the charted value of  $1^{\circ} 45' E$ . The Descriptive Report, page 2, states that the declinatoire was not checked.

4. Compliance with Instructions for the Project

The plan, character and extent of the survey satisfy the Instructions for the Project.

5. Condition of Survey

- a. The inking of the topographic details is very good.
- b. The Descriptive Report is clear and satisfactorily covers all matters of importance.

6. Additional Field Work Recommended

This is an excellent survey and no additional field work is necessary.

7. Superseded Surveys

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

Examined and approved:



Chief, Surveys Section



Chief, Division of Charts



Chief, Section of Hydrography



Chief, Division of Coastal Surveys