Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic
Field No. Ph-68 Office No. T-9790

LOCALITY
State Mississippi & Louisiana
General locality Lake Borgne
Locality Pearl River

1956

CHIEF OF PARTY
P.L. Bernstein, Chief of Field Party
I.R. Rubottom, Tampa Photo Office

LIBRARY & ARCHIVES
DATE October 7, 1959
DATA RECORD

T - 9790

Project No. (II): Ph-68
Quadrangle Name (IV): Pearl River Island

Field Office (II): Gulfport, Miss.
Photogrammetric Office (III): Tampa, Fla.
Instructions dated (II) (III): 14 August 1951

Chief of Party: P. L. Bernstein
Officer-in-Charge: Ira R. Rubottom
Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000
Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): JUL 6 1955
Date reported to Nautical Chart Branch (IV): JUL 22 1955

Applied to Chart No.

Date: Date registered (IV): 2/24/59

Publication Scale (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (26) 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): PEARL, 1931

Lat.: 30°14' 53.941" (1661.0m.) Long.: 89°36'56.798" (1518.5m.)

Adjusted

Plane Coordinates (IV):

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)
Field Inspection by (II): E. T. Ogilby  
S. L. Holliis, Jr.  
B. F. Lampton, Jr  

Date: Feb. Mar. 1952  
Jan. 1952  
Jan. 1952  

Planetable contouring by (II): E. T. Ogilby  

Date: 13 Mar. 1952  

Completion Surveys by (II): G. E. Varehagez  

Date: Oct. 1956  

Mean High Water Location (III) (State date and method of location):  
March 1952  
Air Photo Compilation  

Projection and Grids ruled by (IV): J. A. (W.O.)  

Date: 11 April 1952  

Projection and Grids checked by (IV): H. D. W. (W.O.)  

Date: 11 April 1952  

Control plotted by (III): I. I. Saperstein  

Date: 24 Nov. 1952  

Control checked by (III): R. J. Pate  

Date: 24 Nov. 1952  

Radial Plot or Stereoscopic 
Control-extension by (III): M. M. Slaveney  

Date: 9 Dec. 1952  

Stereoscopic Instrument compilation (III): Inapplicable  

Contours  

Date:  

Manuscript delineated by (III): R. E. Smith  

Date: May 1955  

Photogrammetric Office Review by (III): J. A. Giles  

Date: June 1955  

Elevations on Manuscript  
checked by (III): J. A. Giles  

Date: June 1955
**PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>33471</td>
<td>24 Apr. 1951</td>
<td>0809</td>
<td>1:20,000</td>
<td>0.8</td>
</tr>
<tr>
<td>33472</td>
<td>&quot;</td>
<td>0810</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33473</td>
<td>&quot;</td>
<td>0811</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33482</td>
<td>&quot;</td>
<td>0824</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33483</td>
<td>&quot;</td>
<td>0825</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33484</td>
<td>&quot;</td>
<td>0826</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33485</td>
<td>&quot;</td>
<td>0827</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33486</td>
<td>&quot;</td>
<td>0828</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33507</td>
<td>&quot;</td>
<td>0903</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33508</td>
<td>&quot;</td>
<td>0904</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

**Tide (III) From Predicted Tides**

| Reference Station: Pensacola, Fla. | Subordinate Station: Long Point, Lake Borgne |

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>1.3</td>
</tr>
<tr>
<td>0.8</td>
<td>-</td>
<td>1.0 Diurnal</td>
</tr>
</tbody>
</table>

**Date:** Feb. 1959

**Land Area (Sq. Statute Miles) (III):** 40.5

**Shoreline (More than 200 meters to opposite shore) (III):** 20

**Shoreline (Less than 200 meters to opposite shore) (III):**

**Control Leveling - Miles (II):**

- Number of Triangulation Stations searched for (II): 16***
- Recovered: 13
- Identified: 10***

- Number of BMs searched for (II): 15
- Recovered: 13*
- Identified: 1*

**Number of Recoverable Photo Stations established (III):** 17**

**Number of Temporary Photo Hydro Stations established (III):**

**Remarks:**

- * Only one BM falls within limits of sheet
- ** Three (3) of these are inland section corners two of which fall north of sheet
- *** Seven (7) of these fall north of sheet.
  - Six (6) of the ten (10) identified fall north of the sheet.
Summary to Accompany Topographic Map

This topographic map is one of seven maps of Project PH 68. It covers the north shore of LAKE BORGNE and continues into MISSISSIPPI SOUND. Project PH-89 joins the four most southern manuscripts and Project PH-60 joins the other three.

It is a graphic compilation project. Field work in advance of compilation included the recovery of control field inspection, the delineation of 5 foot contours on 1952 nine-lens photographs by planetable methods and the investigation of geographic names and boundaries.

The two most northern sheets T-9786 and T-9787 were contoured by the Reading Plotter with a 10' interval.

A nine-lens plot was run by the Tampa Office on the five most southern sheets and a separate nine-lens plot on sheets T-9786-87 was run by the Washington Office. The plots junctioned well.

All sheets were compiled and scribed by the Tampa District Office. New photography taken in 1955 with the "W" camera was used to revise delineation where necessary.

The manuscripts were field edited.

With the addition of hydrographic data these maps will be forwarded to the Geological Survey for publication.

Items registered under each map number will include a cronar film positive and a descriptive report.
**LIST OF DIRECTIONS**

<table>
<thead>
<tr>
<th>Observing Station</th>
<th>Observed Direction</th>
<th>Reduction</th>
<th>Sea Level Reduction</th>
<th>Corrected Direction with Zero Initial</th>
<th>Adjusted Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARK 1934</td>
<td>0 00 00.00</td>
<td></td>
<td></td>
<td>0 00 00.00</td>
<td></td>
</tr>
<tr>
<td>Pearl River Day Beacon</td>
<td>129 41.56</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*These columns are for office use and should be left blank in the field.*
This form, with the first three and fifth columns properly filled out and checked, must be furnished by field parties. To be acceptable it must contain every direction observed at the station.

It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24a, some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial 0° 00’ 00.0” 00, and by applying the corrected angles to this, fill in opposite each station its direction reckoned clockwise around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. Measure no sum angles. Follow each measurement of every angle immediately by a measurement of its supplement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.
### LIST OF DIRECTIONS

**Station:** Date: State:

**Chief of party:** Date: 7 Feb, 1952

**Observer:** Instrument: 18928

<table>
<thead>
<tr>
<th>OBSERVED STATION</th>
<th>Observed direction</th>
<th>Geometric reduction</th>
<th>Sea level reduction*</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bear, 1946, 1952</td>
<td>0 00 00.00</td>
<td></td>
<td></td>
<td>0 00 00.00</td>
<td></td>
</tr>
<tr>
<td>Clear, 1952</td>
<td>103 31 39.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pearl River Day Beacon, 1955</td>
<td>105 55 03</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*These columns are for office use and should be left blank in the field.*
**Station:** Ken  
**State:** Maryland  
**Chief of party:** C. V. H.  
**Date:** 1917  
**Observer:** C. V. H.  
**Instrument:** No. 168  
**Computed by:** O. P. S.  
**Checked by:** W. F. R.

<table>
<thead>
<tr>
<th>OBSERVED STATION</th>
<th>Observed direction</th>
<th>Eccentric reduction</th>
<th>Zen level reduction</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy</td>
<td>0 00 00.00</td>
<td>~ 7.31</td>
<td>~</td>
<td>0 00 00.00</td>
<td>0 00 00.00</td>
</tr>
<tr>
<td>Tank west of Δ Dulce</td>
<td>29 03 37.0</td>
<td>~1 09.8</td>
<td>~</td>
<td>29 02 34.5</td>
<td>29 02 34.5</td>
</tr>
<tr>
<td>Ken (center), 3.469 meters</td>
<td>176 42</td>
<td>~</td>
<td>~</td>
<td>0 00 00.00</td>
<td>0 00 00.00</td>
</tr>
<tr>
<td>Forest Glen standpipe</td>
<td>313 24 53.0</td>
<td>~3 01.2</td>
<td>~</td>
<td>313 28 01.5</td>
<td>313 28 01.5</td>
</tr>
<tr>
<td>Home</td>
<td>326 31 30.21</td>
<td>~5 13.23</td>
<td>~</td>
<td>326 32 09.45</td>
<td>326 32 09.45</td>
</tr>
<tr>
<td>Bureau of Standards, wireless pole</td>
<td>352 17 20.8</td>
<td>~5.7</td>
<td>~</td>
<td>352 17 33.8</td>
<td>352 17 33.8</td>
</tr>
<tr>
<td>Reno</td>
<td>357 28 48.03</td>
<td>~1.16</td>
<td>~</td>
<td>357 28 54.78</td>
<td>357 28 54.78</td>
</tr>
<tr>
<td>Reference mark, 16.32 m</td>
<td>358 31 20</td>
<td>~</td>
<td>~</td>
<td>358 31 20</td>
<td>358 31 20</td>
</tr>
</tbody>
</table>

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FIELD INSPECTION REPORT WAS SUBMITTED WITH T-9791
COMPILATION REPORT T-9790

Photogrammetric Plot Report was submitted with T-9791.

31. **DELINEATION.**
   
The graphic method was used.
   
Field inspection was adequate.
   
The photographs were of fair scale.

32. **CONTROL.**
   
Reference photogrammetric plot report.

33. **SUPPLEMENTAL DATA.**
   
None.

34. **CONTOURS AND DRAINAGE.**
   
No difficulties were encountered in delineating the drainage nor in transferring the contours to the manuscript.

35. **SHORELINE AND ALONGSHORE DETAILS.**
   
The shoreline inspection was adequate.
   
No low-water or shoal lines have been shown.

36. **OFFSHORE DETAILS.**
   
No statement.

37. **LANDMARKS AND AIDS.**
   
No statement.
38. **CONTROL FOR FUTURE SURVEYS.**

Seventeen (17) Forms 524 for recoverable topographic stations are being submitted with this report. A list of these stations, which will be of value to the hydrographer, is included under Item 49.

There are no photo-hydro stations.

39. **JUNCTIONS.**

A satisfactory junction has been made with T-9789 on the west, T-9791 on the east and T-9656 on the south. There is no contemporary survey to the north.

40. **HORIZONTAL AND VERTICAL ACCURACY.**

No statement.

41. **SECTION LINES.**

* No attempt was made to show section lines on Pearl River Island because no corners or points on line were recovered by the field inspector. * Completed during review using available land plats.

46. **COMPARISON WITH EXISTING MAPS.**

Comparison was made with Planimetric Map T-5312, scale 1:20,000, issued in November 1932. The two are in fair agreement.

47. **COMPARISON WITH NAUTICAL CHARTS.**

Comparison was made with USCGS Nautical Chart No. 878, scale 1:40,000, published in October 1951, bearing a print date of 9 August 1952. Comparison was also made with USCGS Nautical Chart No. 1268, scale 1:80,000, published Sept. 1940 and having a print date of 13 April 1953. The agreement was fair.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.**

None.
ITEMS TO BE CARRIED FORWARD.

None.

Renford E. Smith, Jr.
Carto Photo Aid

APPROVED AND FORWARDED:

Ira R. Rubottom, Chief of Party
48. GEOGRAPHIC NAME LIST.

BALDWIN LODGE
BAYOU CONAN
BROWNS DITCH
BROWNS ISLAND

CAMPBELL INSIDE BAYOU
CAMPBELL ISLAND
CAMPBELL OUTSIDE BAYOU
CAMPBELL LAGOON
CLAIBORNE
CROSS BAYOU

DESERT ISLAND

EAST MIDDLE RIVER
EAST MOUTH
EAST PEARL RIVER

EAST PASS
ENGLISH LOOKOUT

GRAND PLAINS
GRAND PLAINS BAYOU
GRASSY BAYOU

HANCOCK COUNTY
HOG ISLAND

JACKSON LANDING
JACKSON LANDING ROAD
JIM BROWN BAYOU
JOHN CANE BAYOU
JOHNNY THREE BAYOU
JOHNS BAYOU
JOHNSON ISLAND
JOHNSON PASS

KIMMELS BAYOU
KING BEE BAYOU
KOPMAN BAYOU

LAKE BORGNE
LITTLE LAKE
LITTLE LAKE PASS
LONG POINT
LOUISIANA

LOUISVILLE AND NASHVILLE RR
48. GEOGRAPHIC NAME LIST (CON'T)

- MIDDLE RIVER
- MISSISSIPPI
- MULATTO BAYOU

- NORTH PASS
- NORTH SIDE

- OLD PEARL RIVER
- ORLEANS PARISH

- PATE BAYOU
- PEARLINGTON
- PEARLINGTON ROAD
- PEARL RIVER
- PEARL RIVER ISLAND
- PLANTATION LANDING
- POITBEVANTS DITCH
- POLECAT BEND

- REDFISH BAYOU

- SAND BAYOU
- ST. BERNARD PARISH
- ST. TAMMANY PARISH

- U. S. 90

- WEST MIDDLE RIVER
- WHITES BAYOU
- WOODY BAYOU

- YOUSAN BAYOU

LAND GRANTS

- ISAAC GROVES
- JOHN B. DOBY
- L. BOISDORE
- NANCY COLLINS

Names approved
8-11-55
A. J. CA
49. **NOTES FOR THE HYDROGRAPHER.**

The following topographic stations will be of use to the hydrographer:

ACRE, 1952  
ANTE, 1952  
BERM, 1952  
BITE, 1952  
BOOM, 1952  
BRIM, 1952  
CAME, 1952  
DATE, 1952  
DRAF, 1952  
*DEAN, 1952  
DECK, 1952  
DEEP, 1952  
EDGE, 1952  

PEARL RIVER DAYBEACON, 1952

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**NOTE:** Only those stations of use to the hydrographer have been listed.
Photogrammetric Review Branch  
NONFLOATING AIDS OR LANDMARKS FOR CHARTS  
TO BE CHARTED  

Tampa District Office  5 Nov. 1956

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

The positions given have been checked after listing by

Maxford E. Smith Jr.

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>LIGHT</td>
<td>PEARL RIVER (Black box on dolphin)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>LAKE RONDE LT. 21 (Black box on dolphin)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

METHOD OF LOCATION AND SURVEY NO. DATE OF LOCATION LATEST CHART OFFICIAL CHART CHARTS AFFECTED

H. U. Applequist Chief of Party

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  [STRIKE OUT ONE]

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

Harford E. Smith Jr.

<table>
<thead>
<tr>
<th>State</th>
<th>Louisiana</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGHT</td>
<td>PEARL RIVER (Black box on dolphin)</td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>LAKE RONDEAU LT. 21 (Black box on dolphin)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Position</th>
<th>Position</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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* TABULATE SECONDS AND METERS
TO BE CHARTED

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

The positions given have been checked after listing by

______

Renfro H. Smith, Jr.

Tampa Photogrammetric Office

22 November 1954

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<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHART NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
</tr>
<tr>
<td>Aero &quot;30&quot;</td>
<td>Airway Beacon atop steel tower approx. 70 ft. High = 82 MSL</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9790


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy   6. Recoverable horizontal stations of less
    than third-order accuracy (topographic stations)   7. Photo hydro stations   8. Bench marks

ALONGSHORE AREAS
(Nautical Chart Data)
    to navigation   17. Landmarks   18. Other alongshore physical features   19. Other along-
    shore cultural features

PHYSICAL FEATURES
    features

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines   32. Public land lines

MISCELLANEOUS
33. Geographic names   34. Junctions   35. Legibility of the manuscript   36. Discrepancy

Reviewer:  
Supervisor, Review Section or Unit:

REMARKS (see attached sheet)

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:
9 January 1937

To: Chief, Engineering Division
Corps of Engineers, U. S. Army
New Orleans District
P.O. Box 480
New Orleans, Louisiana

Subject: Political Boundaries - Mississippi and Louisiana

This is in reply to your letter dated 23 December 1936 regarding political boundaries as delineated on certain Geographic Survey topographic maps 12956, T-7090 and L-7090.

The information that was furnished to you are advance sheets which were not available until final review could be completed. The sheets were referred to our final revision section and they are subject to those changes which were necessary to make the final maps. The changes which were made have been included. These maps will be revised during final review.

The following is the list of local boundary lines of St. Francis, Orleans
and St. Bernard Parish, Louisiana are as follows:

1. The line described in the respective portions by our field engineers
and the field surveys supplemented. The legal descriptions included the additional channels from vertical chart 1929 and the water material for completing the channel description. These data are for purposes of the parcel lines.

The interest in bringing this matter to your attention is appreciated and I have taken the liberty of forwarding your annotated copies of the maps to the Tampa District Office for the information of the compilers. If you desire the return of your maps, please inform the Tampa District Office, Coast andGeodetic Survey, P. O. Box 190, Tampa, Florida.

Assistant Director

Engineer

U. S. Corps of Engineers Office
Field Edit Report
Quad. T-9790

51. Methods. All roads were ridden out to check their classification and to visually check the planimetry and contours. The shoreline was inspected from a boat.

Two lights - Pearl River Light and Lake Borgne Light 21 - were located by third order geodetic methods.

Standard plane-table methods were used to locate oil wells, tanks, a new road, a section line corner and section line crossings on roads; to obtain spot elevations along the railroad and to check the accuracy of the contours.

Many features were identified on the photographs and cross referenced on the field edit sheets.

Field edit information is shown on the following: Two Field Edit Sheets, the Discrepancy Print, the Section Line Discrepancy Print and one ratio print each of photographs Nos. 55W-1631, 1633, 1634, 1640 and 1641.

Violet ink was used for all corrections and additions on both the field edit sheets and the photographs except on photograph No. 55W-1634 where red ink was used. A legend appears on each field edit sheet and on photograph No. 55W-1634.

52. Adequacy of the Compilation. After many new features and other field edit information have been added the compilation will be adequate and complete.

53. Map Accuracy. No horizontal accuracy test was made. Contours appear only in the northern part of the quad. Nine points on the contours were tested in two areas. All points tested were less than one half the contour interval in error.

54. Recommendations. None offered.

55. Examination of Proof Copy. No one contacted is believed to be qualified to examine a proof copy of the map for possible errors.

56. Other Interior Features. Addendum to side heading 12 of the descriptive report.

A temporary, fixed, railroad bridge was constructed across Pearl River just north of the permanent drawbridge while this permanent bridge was being rebuilt (see photo 55W-1641).
According to the bridge foreman the permanent drawbridge is to be in operation by 1 Nov. 1956 and the temporary structure is to be completely removed within approximately three months from that date. The fender piling for the rebuilt bridge are not yet in place. The actual horizontal clearance without these piling is 106 feet. According to the bridge foremen the horizontal clearance will be 100 feet after the fender piling are driven. The vertical clearance will, of course, remain the same as shown on photograph 55W-1641. According to the construction engineer and the evidence of the old piling this bridge is in the same horizontal position of the old bridge but has been raised about four feet.

Wires across the river are on the bridge and are temporary. Submarine cables are to be laid, just south of the drawbridge, after the fender piling are driven.

Respectfully submitted,
30 Oct. 1956

[Signature]
George E. Varnadore
Photo-Engr.
62. **COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS**

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</table>

All of the above surveys are superseded by manuscript T-9790.

63. **COMPARISON WITH MAPS OF OTHER AGENCIES**

USGS ENGLISH LOOKOUT 1:31,680 Field edited 1935

64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS**

None

65. **COMPARISON WITH NAUTICAL CHARTS**

Chart 878 combined edition Oct. 1951, revised June, 1958

The chart was revised prior to field edit and final review. Some differences exist and are listed in detail.

1. Two small lines of pile exist on the north side of PEARL RIVER ISLAND near ENGLISH LOOKOUT.

2. Two rocks and a wreck now exist on the eastern end of PEARL RIVER ISLAND.

3. A line of pile on the south shore of PEARL RIVER ISLAND opposite ENGLISH LOOKOUT.

4. Rock jetties on the south shore of PEARL RIVER ISLAND near PLECATE BEND shown on the chart were not found by the field party.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS**

This manuscript complies with all instructions.
Land lines on Pearl River Island were taken directly from the Land Office plat with the USGS quad "English Lockout" as a guide. The location of section corners in this area could not be found during field edit.

Vertical accuracy tests were run by the field edit party. All contours tested were well within the standards.

No horizontal accuracy test was run and none was required. The horizontal accuracy is adequate.

The state boundary dividing Lake Borgne has not been shown. Sufficient data could not be obtained by the field party for accurate delineation.

This manuscript complies with the National Standards of Map Accuracy.

Reviewed by:

\[Signature\]

A. K. Heywood

APPROVED BY:

\[Signature\]

L. C. Lande
Chief, Review & Drafting Section
Photogrammetry Division

\[Signature\]

May \[Signature\]
Chief, Nautical Chart Branch
Charts Division

\[Signature\]

\[Signature\]
Chief, Photogrammetry Division
Chief, Coastal Surveys Division