

9376

Diag. Cht. Nos. 1267 & 1268-2.

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Topographic</u>	
Field No. <u>Ph-60(49)</u> Office No. <u>T-9376 N&S</u>	
LOCALITY	
State <u>Mississippi</u>	
General locality <u>Mississippi Sound</u>	
Locality <u>Gulfport</u>	
<u>194</u> 50-51	
CHIEF OF PARTY	
P.L. Bernstein, Chief of Field Party	
I. R. Rubottom, Tampa Photo. Office	
LIBRARY & ARCHIVES	
DATE <u>November, 1957</u>	

B-1870-1 (1)

9376

DATA RECORD

T-9376

Project No. (II): Ph-60(49)A Quadrangle Name (IV):

Field Office (II): Gulfport, Mississippi

Chief of Party: P. L. Bernstein

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Ira R. Rubottom

Instructions dated (II) (III): 8 August 1950

Copy filed in Division of
Photogrammetry (IV)

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): AUG 19 1954

Date reported to Nautical Chart Branch (IV): AUG 25 1954

Applied to Chart No.

Date:

Date registered (IV): 30 Oct 1957

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) 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): NOGENT, 1943

Lat.: 30° 28' 12".283 (378.2 m.) Long.: 89° 06' 08".999 (240.0 m.)

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State:

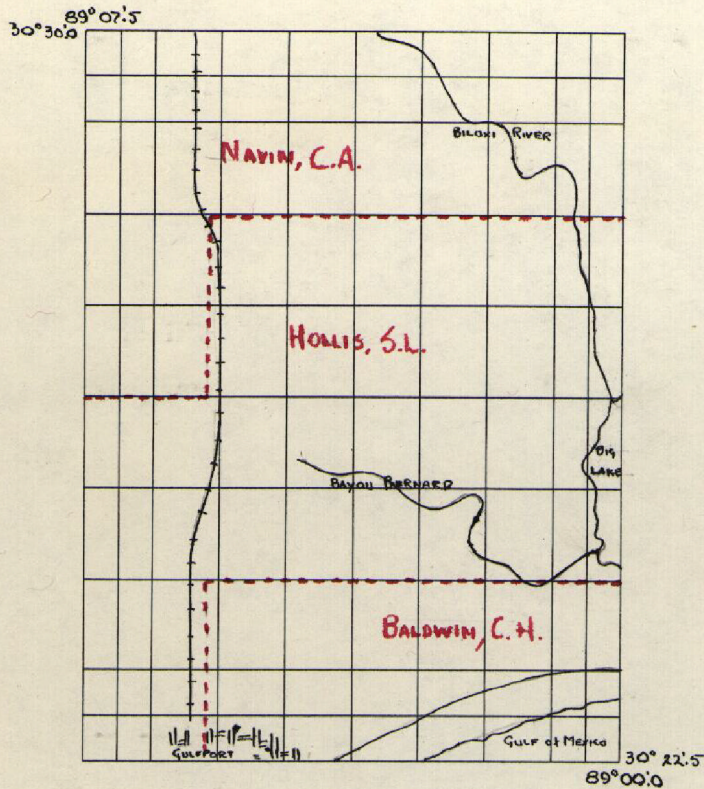
Zone:

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)

DATA RECORD

C. A. Navin
 W. M. Reynolds
 Field Inspection by (II): C. H. Baldwin
 E. T. Ogilby
 I. Y. Fitzgerald
 S. L. Hollis, Jr.
 Planetable contouring by (II): C. A. Navin
 S. L. Hollis, Jr.
 C. H. Baldwin
 Completion Surveys by (II): **E.T. JENKINS**
 Mean High Water Location (III) (State date and method of location): **Air Photo Compilation - Nov. 1951**
 Projection and Grids ruled by (IV): **T.L.J. (W.O.)**
 Projection and Grids checked by (IV): **H.P.W. (W.O.)**
 Control plotted by (III): **I. I. Saperstein,**
 Control checked by (III): **R. J. Pate**
 Radial Plot ~~or Stereoscopic~~ **M. M. Slavney**
 Control extension by (III):
 Stereoscopic Instrument compilation (III): **Planimetry Inapplicable**
 Contours
 Manuscript delineated by (III): **W. W. Dawsey**
 Photogrammetric Office Review by (III): **I. I, Saperstein S/2**
R. R. Wagner N/2
 Elevations on Manuscript **I. I. Saperstein S/2**
 checked by ~~xxx~~ (III): **R. R. Wagner N/2**

Apr-July 1951
 Oct 1950
 Date: Sep 1951
 Sep 1951
 Oct 1951
 Sep-Oct 1951
 Date: Mar-July 1951
 July-Oct 1951
 Aug-Sep 1951

Date: **Nov 1954**

Date: **15 Feb. 1951**
 Date: **16 Feb. 1951**
 Date: **13 Feb. 1952**

Date: **11 Mar. 1952**

Date: **19 Mar. 1952**

Date:
 Date:

Date: **16 July 1954**

Date: **26 July 1954**

Date: **23 July 1954**

Camera (kind or source) (III): USC&GS Nine-lens 8 1/4" focal length

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
25916-21 incl.	15 May 1950	1326	1:10,000	-
25922-27 incl.	" " "	1338	"	-
26014-15 incl.	" " "	1501	"	1.0
26093-96 incl.	16 " "	0900	"	
26117-21 incl.	" " "	0922	"	
26126-30 inc.	" " "	0932	"	
35155-56 "	FEB 21 1952	0917	1:15,000	
35174-78 "	"	0954	"	

From TABLE of PREDICTED TIDES ^{Tide (III)}

Reference Station: PENSACOLA
 Subordinate Station: BILOXI, BILOXI BAY
 Subordinate Station:

JOURNAL

Ratio of Ranges	Mean Range	Spring Range
1.0	-	1.3
1.4	-	1.8

Washington Office Review by (IV): A.K. HAYWOOD

Date: JUNE, 1957

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

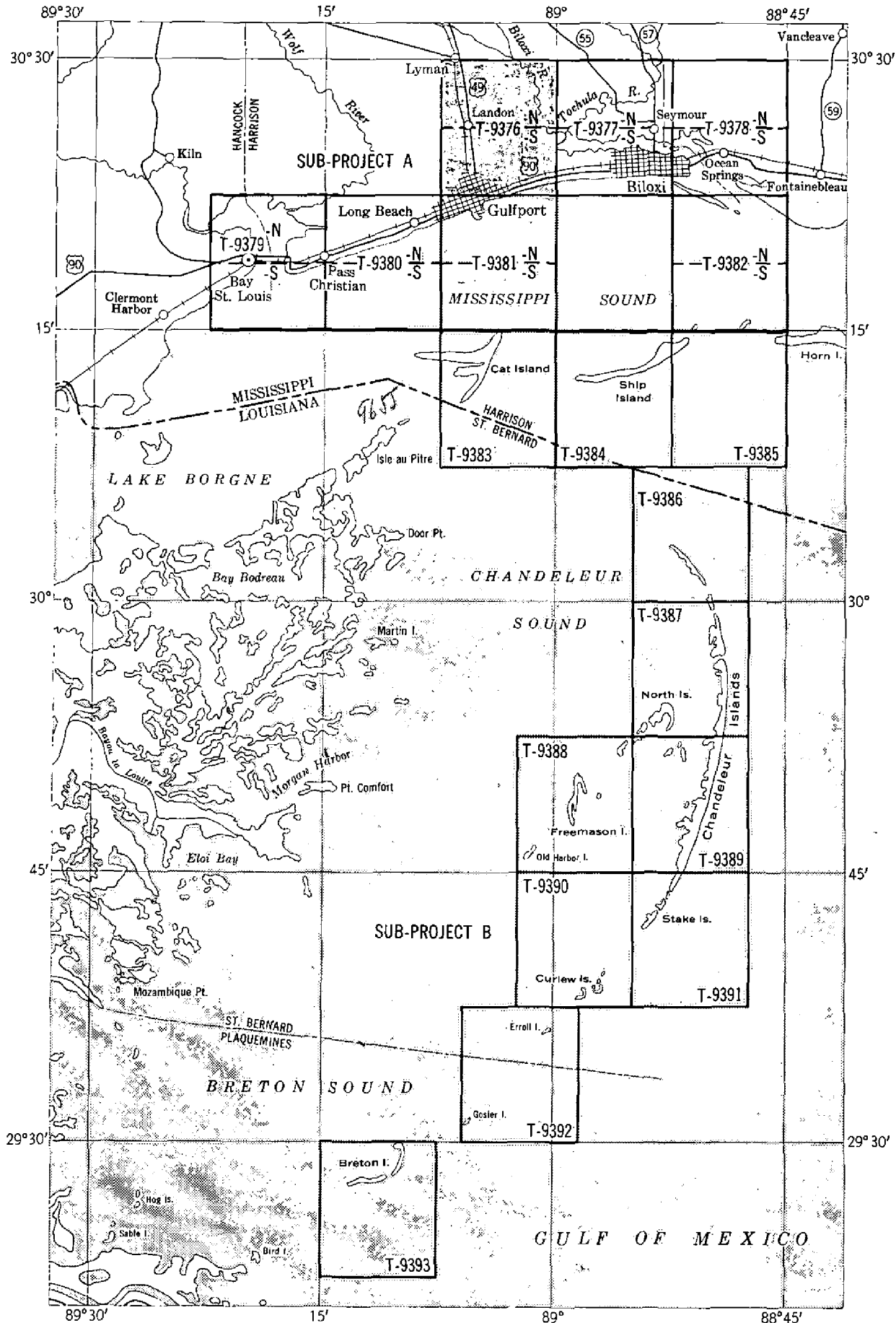
Land Area (Sq. Statute Miles) (III): 61
 Shoreline (More than 200 meters to opposite shore) (III): 37
~~Shoreline (Less than 200 meters to opposite shore) (III):~~
 Control Leveling - Miles (II): 81.1
 Number of Triangulation Stations searched for (II): 12 Recovered: 10 Identified: 11
 Number of BMs searched for (II): 34* 38 Recovered: 30 Identified: 28
 Number of Recoverable Photo Stations established (III): 48
 Number of Temporary Photo Hydro Stations established (III): 0

Remarks: * Two (2) stations outside of project

TOPOGRAPHIC MAPPING PROJECT ~~PH 60-49~~ 24100

SUB-PROJECT A: Mississippi Sound, Ocean Springs to Bay St. Louis, MISS. Scale 1:10,000

SUB-PROJECT B: Chandeleur Sound - Breton Sound, Cat I., Chandeleur Is. and Breton I. MISS.-LA. Scale 1:20,000



SUMMARY TO ACCOMPANY TOPOGRAPHIC MAP

This topographic map is one of seven similar maps of Part A of Project Ph 24100. Part A covers the land area adjacent to Mississippi Sound from Ocean Springs west to Bay St. Louis.

Project PH 24100 is a graphic compilation project. Field work in advance of compilation included the establishment of some additional control, complete field inspection, the delineation of 5 foot contours directly on the photographs by planetable methods, and the investigation of geographic names and political boundaries.

The compilation was at a scale of 1:10,000 using nine-lens photographs taken in 1950. All manuscripts were field edited. With the addition of Hydrographic data, these maps will be forwarded to the Geological Survey for publication as standard $7\frac{1}{2}$ minute topographic maps.

Items registered under each map number will include a descriptive report, one cronar positive of the map manuscript.

2. AREAL FIELD INSPECTION

The area embraced by this map is the northern section of the City of Gulfport and contiguous rural areas, including a small part of Mississippi Sound in the southeast corner of the map.

For a description of Gulfport, see Field Inspection Report T-9381().

Major natural and cultural features are the Biloxi River, Mississippi Sound, Bayou Bernard, highway and railway systems, and Gulfport Municipal Airport.

U.S. Highway 90 is being made into a four lane traffic artery by construction of two additional lanes between the existing lanes and the seawall. This construction is underway from the eastern end of the existing four lane section near the city limits of Gulfport and extends across the map. Construction had not progressed far enough for the field inspection party to add to field photographs. This will have to be completed by the field editor.

The area south of the seawall along Mississippi Sound has recently been filled hydraulically for seawall protection and a sand beach. The field editor should check closely for existing piers which have been removed, extended, or newly constructed ones.

Other than poor contrast on photographs 25923 and 25924, photograph quality was good. No difficulty was encountered in their interpretation.

Other than those items mentioned in foregoing paragraphs, field inspection is believed to be adequate and complete.

The interpretation of photographic tones and densities are identical to those as noted in Field Inspection Report T-9377().

Special attention is called to swamp and fresh water marsh areas, in particular an area marked "Ma" on photograph 26127. These areas throughout the map are not greatly affected by a considerable difference in elevation. Actually they are side hill marsh and swamp. The area referred to on photograph 26127 extends from a ditch at an elevation of 28 feet approximately to the 45 foot contour. The ground is boggy and wet even in the dry season.

Field work was done on photographs 25916 through 25920, 25923 through 25926, 26091, 26093, 26096, 26117 through 26120, 26126 through 26129.

SEE ITEM #58
AKH

3. HORIZONTAL CONTROL

No supplemental control was established.

Traverse stations B 62, B 65, B 67, and B 69 were recovered and identified. These are stations established by the District Engineer, Mobile District, as part of a beach erosion control survey. Mississippi State Coordinates, East Zone, (Transverse Mercator) as furnished by the District Engineer, are a part of the supplemental data furnished by the field party.

Local information indicated that LYMAN SAWMILL TANK 1930 and LYMAN, BATSON HOTTEN LUMBER CO TANK 1935 were the same structure. In any case, the tank has been razed and the station lost. Remains of the foundation were found and identified. Identification of these remains is positive but recovery is thought to be somewhat doubtful.

All other horizontal control within photographic coverage were recovered and identified.

4. VERTICAL CONTROL

No supplemental levels of third or higher order accuracy were run.

The following are first-order bench marks of the Coast & Geodetic Survey: K 17, L 17, M 17, N 17, P 17, U 17 RESET, F 121, G 121, H 121, W 168, X 168, Y 168, and Z 168.

The following are second-order bench marks of the Coast & Geodetic Survey: Q 135, R 135, L 145, M 145, N 145, Q 145, R 145, S 145, T 145, U 145, V 145, W 145, and X 145.

First-order bench mark Q 17 and second-order bench mark P 145 were destroyed after recovery.

Fourth-order levels were run for supplemental planetable contouring control. Level points established were designated 76-01 through 76-196 plus 76-4A, 76-15A, 76-16A, 76-16B, and 76-25A with 76-56 omitted.

5. CONTOURS AND DRAINAGE

Contouring was done by standard planetable methods directly on 1:10,000 scale photographs. Some elevations in heavily wooded areas were determined by hand level. No differentiation was made in these elevations and the planetable elevations.

Drainage is apparent on the photographs and should present little difficulty in interpretation by the compiler.

6. WOODLAND COVER

See Field Inspection Report, T-9377().

7. SHORELINE AND ALONGSHORE FEATURES

See first paragraph, Item 7, Field Inspection Report, T-9381().

8. OFFSHORE FEATURES

Adequately covered by the photographs.

9. LANDMARKS AND AIDS

Adequately covered by the photographs and Form 567.

10. BOUNDARIES, MONUMENTS AND LINES

For all civil boundaries, see "Special Report, Boundaries, Project Ph-60(49)."

* A military reservation, Headquarters Technical Training Airforce, was established after forwarding of "Special Report, Boundaries, Project Ph-60(49)". One certified copy and one conformed copy of lease and one plot plan are submitted as supplemental data in connection with this boundary. The four corners of this reservation have been identified.

The following 41 section corners were recovered and identified:

- In T6S, R10W, the northeast corner of sections 29, 30, 31, and 32.
- In T7S, R10W, the northeast corner of sections 5, 6, 17, 31, and 32.
- In T6S, R11W, the northeast corner of sections 27, 32, 33, and 34.
- In T7S, R11W, the northeast corner of sections 1, 2, 5, 6, 7, 8, 9,
- 10, 11, 12, 17, 19, 20, 21, 22, 23, 24, 25, 27, 28, 30, 32, 34, 35, and 36.
- In T8S, R11W, the northeast corner of sections 2, 3, and 5.

11. OTHER CONTROL

Existing control satisfied all requirements.

12. OTHER INTERIOR FEATURES

Two blueprints showing main tracks, spurs and sidings of the Illinois Central Railroad were submitted as supplemental data with quadrangle T-9381(), although they cover this information for T-9376() also.

Similar blueprints showing the same information for Louisville and Nashville Railroad have been requested but not received at the time of completion of field inspection. They will be forwarded directly to the photogrammetric office upon their receipt by the field party.

A radio tower erected since the date of photography was located and its height determined as an obstruction to aircraft. It is not a landmark for nautical charts.

Transmission lines cross the Biloxi River below and above the Lorraine Bridge but at such a height as to eliminate any possibility of obstruction to clearance of such tugs and pulpwood barges which are able to ply the river. Navigation is now limited to a point just above the Lorraine Bridge except by the smallest craft because of snags and bars.

* A NOTE FROM THE FIELD EDITOR INDICATED THIS LEASE WAS EXPIRING AND WOULD NOT BE RENEWED. THE LIMITS ARE NOT SHOWN.

AGB

The clearances of all bridges were measured and reported to the District Engineer, Mobile District, where discrepancies in published clearances were found. A tabulation of the clearances of bridges in this map is to be found on the following page.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-60(49)."

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Boundaries, Project Ph-60(49)", forwarded to the Washington Office 4 September 1951.

"Special Report, Geographic Names, Project Ph-60(49)", forwarded to the Washington Office 24 May 1951.

Letter of transmittal 60-13, Form 567, Landmarks for Charts, forwarded to Washington Office 22 October 1951.

Letter of transmittal 60-25, Form 567, Landmarks and Non-floating Aids to Navigation, forwarded to Tampa Photogrammetric Office 22 October 1951.

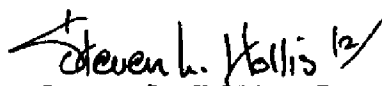
One certified copy and one conformed copy of lease and one plot plan in connection with military reservation Headquarters Technical Training Airforce.

Blueprints of main tracks, spurs and sidings of the Louisville and Nashville Railroad to be forwarded to the Tampa Photogrammetric Office at a later date.

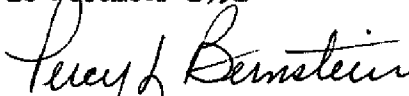
Blueprints of main tracks, spurs and sidings of the Illinois Central Railroad, to be forwarded at a later date on letter of transmittal 60-24 with data for quadrangle T-9381().

Letter of transmittal 60-26, Data, Quadrangle T-9376(), forwarded to the Washington Office 18 December 1951.

Submitted
13 December 1951


Steven L. Hollis, Jr.
Ensign, U.S.C. & G.S.

Approved and forwarded
18 December 1951


Percy L. Bernstein
Chief of Party

LIST OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES
1 JULY 1941 EDITION AND SUPPLEMENT

Page	Location	Use	Type	Spans	Horizontal Clearance		Vertical Cl. Above MHW
					Left	Center	
22	BARNARD BAYOU Hantsboro, Miss.**	Highway	Swing	2			
-	BARNARD BAYOU Hantsboro, Miss.***	Highway	Bascule	1	-	68.9	11.7

** Bridge to be removed.

*** New bridge.

COMPILATION REPORT T-9376PHOTOGRAMMETRIC PLOT REPORT.

This report was submitted with Quadrangle T-9379.

31. DELINEATION.

The graphic method was used. The photographs in the most part were not of good scale. The projector was used extensively in the transferring of detail. The stickup method was used for all vegetation.

32. CONTROL.

Reference Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA.

The right-of-way and track map "Gulf & Ship Island R. R." was used in conjunction with the photographs for identification purposes.

34. CONTOURS AND DRAINAGE.

The drainage was delineated as shown on the photographs and from field inspection notes. The contouring after extensive investigation under the stereoscope is believed to be fairly adequate, although in many cases it was noted that more expression of character could have been used to better define certain areas. Contouring along the Illinois Central R. R. was not as complete as adjoining areas, which resulted in much office interpretation.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate.* The M. H. W. L. was delineated as shown on the Field Photographs.

* SEE ITEM #56

The low-water line has been shown as indicated by the field inspector.

36. OFFSHORE DETAILS.

None.

37. LANDMARKS AND AIDS.

All landmarks submitted by the field inspection party have been applied to the manuscript. There were no nonfloating aids.

38. CONTROL FOR FUTURE SURVEYS.

Forty-eight (48) topographic stations are being submitted on Form 52h. Only six (6) of these are listed under Item 49 as the remainder are section corners that would be of no value to the hydrographer.

39. JUNCTIONS.

Junction was completed with T-9377 to the east.
Junction with T-9787, Ph-68(50), to the west will be completed in the Washington Office.
Junction was completed with T-9381 to the south.
There is no contemporaneous survey to the north.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

41. PUBLIC LAND LINES.

The field inspector did an excellent job on the recovery of section corners. The section lines as constructed on the N/2 appear adequate and should not require any further field investigation. The section lines on the S/2 have been shown in pencil and further investigation is being requested of the field editor.

46. COMPARISON WITH EXISTING MAPS.

Comparison has been made with USC&GS Shoreline Survey CS-367 (1942), scale 1:20,000. The shoreline and topographic features are generally the same except for the new beach and highway along the Mississippi Sound.

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USC&GS Nautical Chart No. 1267, scale 1:80,000, published January 1949, and bearing a print date of September 25, 1950. It appears that the map listed under Item 46 was the chief source of topography and the same differences exist as mentioned above.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None

ITEMS TO BE CARRIED FORWARD.

None

Webber W. Dawsey
Webber W. Dawsey
Carto Photo Aid

APPROVED AND FORWARDED:

Ira R. Rubottom
Ira R. Rubottom, Chief of Party

48. GEOGRAPHIC NAME LIST.

BAYOU DRIVE
BAYOU VIEW ROAD
BEAT NO. 1
BEAT NO. 2
BERNARD BAYOU
BEULAH CHURCH
BIG LAKE
BILOXI RIVER
BRICKYARD BAYOU

COALVILLE CHURCH
COLEY ISLAND
COURTHOUSE ROAD
COWAN ROAD
CRANES NECK
CREOSOTE ROAD

DEBUYS ROAD DESOTA^o NATIONAL FOREST
DITCH BAYOU

EAST BAYOU VIEW ROAD
EVERGREEN CEMETERY

FRITZ CREEK

GULFPORT
GULFPORT MUNICIPAL AIRPORT
GREAT SOUTHERN GOLF COURSE

HANDBORO
HANDBORO BRIDGE
HANDBORO POST OFFICE
HARRISON COUNTY
HEADQUARTERS TECHNICAL TRAINING AIR FORCE

ILLINOIS CENTRAL RAILROAD

LANDON
LANDON ROAD
LOUISVILLE AND NASHVILLE RAILROAD
LORRAINE
LYMAN

48. GEOGRAPHIC NAME LIST. (CONTINUED)

MISSISSIPPI
MISSISSIPPI CITY
MISSISSIPPI CITY CEMETERY
MISSISSIPPI SOUND

NUGENT

OLD U. S. 49
ORANGE GROVE SCHOOL

PASS ROAD

SHALLOW POINT
SIMPSON ROAD
STATE 53

TEAGARDEN ROAD
THREE RIVERS ROAD
TURKEY CREEK

U. S. NAVAL STOREHOUSE 507A
U. S. VETERANS HOSPITAL NO. 74
U. S. 90
U. S. 49

WAYSIDE CHURCH
WOOL MARKET

28TH STREET

50

PHOTOGRAMMETRIC OFFICE REVIEW

T. 9376 N/2.

- 1. Projection and grids R.R.W. 2. Title R.R.W. 3. Manuscript numbers R.R.W. 4. Manuscript size R.R.W.

CONTROL STATIONS

- 5. Horizontal control stations of third-order or higher accuracy M.M.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) R.R.W. 7. Photo hydro stations XX 8. Bench marks R.R.W.
- 9. Plotting of sextant fixes XX 10. Photogrammetric plot report W.A.R. 11. Detail points R.R.W.

ALONGSHORE AREAS

(Nautical Chart Data)

- 12. Shoreline R.R.W. 13. Low-water line XX 14. Rocks, shoals, etc. XX 15. Bridges R.R.W. 16. Aids to navigation XX 17. Landmarks XX 18. Other alongshore physical features R.R.W. 19. Other along-shore cultural features R.R.W.

PHYSICAL FEATURES

- 20. Water features XX 21. Natural ground cover R.R.W. 22. Planetable contours R.R.W. 23. Stereoscopic instrument contours XX 24. Contours in general R.R.W. 25. Spot elevations R.R.W. 26. Other physical features R.R.W.

CULTURAL FEATURES

- 27. Roads R.R.W. 28. Buildings R.R.W. 29. Railroads R.R.W. 30. Other cultural features R.R.W.

BOUNDARIES

- 31. Boundary lines R.R.W. 32. Public land lines R.R.W.

MISCELLANEOUS

- 33. Geographic names R.R.W. 34. Junctions R.R.W. 35. Legibility of the manuscript R.R.W. 36. Discrepancy overlay R.R.W. 37. Descriptive Report R.R.W. 38. Field inspection photographs R.R.W. 39. Forms R.R.W.

40. Robert R. Wagner
 Reviewer

William A. Raure
 William A. Raure
 Supervisor, Review Section or Unit

- 41. 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:

50. PHOTOGRAMMETRIC OFFICE REVIEW

T. 9376.S/2.

1. Projection and grids I.I.S. 2. Title I.I.S. 3. Manuscript numbers I.I.S. 4. Manuscript size I.I.S.

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy M.H.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) I.I.S. 7. Photo hydro stations XX 8. Bench marks I.I.S. 9. Plotting of sextant fixes XX 10. Photogrammetric plot report W.A.R. 11. Detail points I.I.S.

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline I.I.S. 13. Low-water line I.I.S. 14. Rocks, shoals, etc. XX 15. Bridges I.I.S. 16. Aids to navigation XX 17. Landmarks I.I.S. 18. Other alongshore physical features I.I.S. 19. Other along-shore cultural features I.I.S.

PHYSICAL FEATURES

20. Water features I.I.S. 21. Natural ground cover I.I.S. 22. Planetable contours I.I.S. 23. Stereoscopic instrument contours XX 24. Contours in general I.I.S. 25. Spot elevations I.I.S. 26. Other physical features I.I.S.

CULTURAL FEATURES

27. Roads I.I.S. 28. Buildings I.I.S. 29. Railroads I.I.S. 30. Other cultural features I.I.S.

BOUNDARIES

31. Boundary lines I.I.S. 32. Public land lines I.I.S.

MISCELLANEOUS

33. Geographic names I.I.S. 34. Junctions I.I.S. 35. Legibility of the manuscript I.I.S. 36. Discrepancy overlay I.I.S. 37. Descriptive Report I.I.S. 38. Field inspection photographs I.I.S. 39. Forms I.I.S.
40. Irving I. Saperstein William A. Rasure for William A. Rasure
Reviewer Supervisor, Review Section or Unit41. Remarks (see attached sheet) **The manuscript slid off the reviewer's desk and was broken.**

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:

49. NOTES FOR THE HYDROGRAPHER.

The following are a list of recoverable topographic stations:

PORT, 1951

FILL, 1951

HOLD, 1950

AIRWAYS BEACON, GULFPORT MUNICIPAL AIRPORT, 1951

GULF, 1951

VETS, 1950

PHOTOGRAMMETRIC REVIEW BRANCH

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED

STRIKE OUT ONE

~~NONFLOATING AIDS OR~~ LANDMARKS FOR CHARTS

~~TEMPORARY~~ Temporary ~~Charting~~ Charting OFFICES

23 July

1951

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

The positions given have been checked after listing by

W. W. Denny, Carte Photo Aid

Ira H. Babin

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED	
				LATITUDE*		LONGITUDE*		DATUM	INSHORE CHART				OFFSHORE CHART
				D. M.	SECONDS	D. M.	SECONDS						
MISSISSIPPI	TOWER	Steel, Radio, WGM (M2L, 1951) Ht. = 320 (246)		30 22	00	89 04	00	15-80 1223	1927	E.A.	1951	X X	876 1267
	TANK	Water, steel (Vets, 1950) Ht. = 112 (161)		30 22	1196	89 03	00	00-87 2			1950	X X	
	TANK	Water, steel (Vets, 1951) Ht. = 175 (201)		30 24	1113	89 02	59	59-01 1575			1951	X X	
	TANK	Water, steel (M2L, 1950) ^{SR?} Ht. = 119 (169)		30 23	167	89 06	122	15-81			1950	X X	
	TANK	Silver, water, steel (M2L, 1951) Ht. = 116 (154)		30 23	1659	89 05	005	30-15 805			1951	X X	

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

ALPHABETICAL
NON-FLOATING LANDMARKS FOR CHARTS

TO BE CHARTED
~~NON-FLOATING~~

STRIKE OUT ONE

Tampa Photogrammetric Office, Tampa, Fla. 23 July 1954

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

The positions given have been checked after listing by

V.N. Ramsey, Carte Photo Aid

Ira E. Robinson Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*		LONGITUDE*		DATUM							
				°	'	°	'								
MISSISSIPPI	* TOURS	Central, Gulfport Municipal Airport		29	24	89	04	1927	U.S. 1927	1951					
	TOUR	Steel, Radio, WEM (Gulf, 1951) Lt. = 320 (346)		29	22	89	04								
	BRACE	Airway, Gulfport Municipal Airport		29	24	89	03								
	TOUR	Reddy-steel - THIS IS NOT No. 107 (202) A LDMC. <i>AKA</i>		30	25	89	04								
	* DESTROYED														

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
TO BE DELETED }

Gulfport, Miss. 23 July, 1954

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

The positions given have been checked after listing by W. W. Dawsey
Carto. Photo. Aid

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE *		LONGITUDE *							
				° ' "	D. M. METERS	° ' "	D. P. METERS						
Mississippi	Bank	steel water 145 (166)	30 22	57.039	89 05	46.763	NA	1927	TRI	1930	X	X	876 1267, 1268
		(McClellan & Campbell-cotton mill Tank 1930)											
STACK		brick Veterans Hospital	30 22	43.926	89 03	15.545	VA	1927	TRI	1930	X	X	876 1267
		(US Hospital No. 74 Stack 1930)											

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 any other means.

DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

~~TO BE DELETED~~

STRIKE OUT ONE

19 57

Washington Office

12 June

I recommend that the following objects which have ~~(been not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by A. H. LOWWOOD

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED
				LATITUDE *		LONGITUDE *		D.P. METERS					
				°	'	°	'						
		Control Gulfport Municipal Airport		30 24	51 56	8903	41 63	1202	NA	Plane table	1954		

L. H. Davidson, 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.

FIELD EDIT REPORT
Quadrangle T-9376
Project PH 60 (49)
Ira R. Rubottom,
Chief of Party

51. METHODS-- The quadrangle was inspected by riding over all roads to check their classification, to inspect all mapped features, to add new features, to examine questioned areas and to visually check contours and their expression.

All vertical accuracy testing was made directly on a double wt. matte print, used as a field edit sheet, using standard plane table profile methods.

The shoreline and shoreline features were corrected by measurements from mapped features or from features that could be identified on the photographs. Piling marking a dredged channel, discussed in field edit report T-9381, were located by plane table directly on the field edit sheet.

Two section corners, five Navy boundary monuments and seven corners or points on line of the Gulfport City Limits were located by the photo point method.

The unmapped V.A. property just north of the V.A. mapped property, lat. 30-22-45 and long. 89-03 was delineated on a 1952 1,-15,000 scale photograph.

Six 1952 1-15,000 scale photographs were used as much as possible in adding new features as they furnished complete coverage for the quadrangle.

All additions, corrections and deletions were made on the field edit sheet or cross referenced to the photographs on which they were made. Red and violet ink were used for additions and corrections with green ink being used for all deletions. In areas, where the urban limits have been changed, only those buildings that have been delineated should be shown. The class two buildings and wrecks have not been deleted on the photographs

Field edit information is shown on one double wt. matte print of the north and south half with each one half being cut into four sections and numbered 1, 2, 3 and 4 N $\frac{1}{2}$ and S $\frac{1}{2}$, one discrepancy print of the N $\frac{1}{2}$ and S $\frac{1}{2}$, one section line discrepancy print S $\frac{1}{2}$, six 1952 1-15,000 scale photographs numbered 35155, 35156, 35174, 35175, 35177 and 35178, fourteen 1950 1-10,000 scale 9 lens photographs numbered 25916-25919 incl., 25924, 25925, 25928, 26117-26120 incl., 26126-26128 incl. one copy of Gulfport City Ordinance 814 and one map of the City Limits of Gulfport

The general drainage pattern was delineated on the 1950 photographs with use of a stereoscope.

52. ADEQUACY OF COMPILATION-- The map compilation is near adequate and will be complete with the application of the field edit data. There are approximate 2,500 new additions and corrections to be compiled.

53. MAP ACCURACY-- No horizontal accuracy test was made of this quadrangle. However, several measured distances were made between mapped features, in adding new features, and no appreciable error found indicating that this map will well meet the National Standards for mapping.

Six short lines of vertical accuracy testing were made testing 52 points. These six lines were well spread over the quadrangle and is believed to fairly represent the accuracy of the contouring of this map. After applying the ~~the~~ allowable shift for mapped features, the contours checked as being 98 percent correct. One point was allowed for each high or low with all other points being directly on the contours. A summary and abstract of the tests is being submitted which will also give the approximate position of each line.

54. RECOMMENDATIONS-- None offered.

55. EXAMINATION OF PROOF COPY-- It is suggested that a copy of the map be sent to Mr. W.L. Coon, City Engineer, City Hall, Gulfport, Mississippi and a copy be sent to Mr. T.T. Atteberry, Surveyor and Engineer, 1674 W. Beach, Biloxi, Mississippi. Mr. Coon is best qualified to examine the area near Gulfport for names and boundaries and Mr. Atteberry is believed best qualified to examine the other areas.

The correct name for the Naval Base located near Lat. 30-22-45 and Long. 89-07 is U.S. Naval Construction Battalion Center. This was checked with the Executive Officer of the base. A few more names that were found to be in local use were added to the field edit sheet.

56. SHORELINE-- The man made beach south of the seawall in Mississippi Sound is subject to change. The present M.H.W.L. was determined by measurements from the seawall and the M.H.W.L. was delineated on a 1952 photograph. In areas where the beach is not protected from the southwest wind by a jetty or harbor of some kind, the beach is washing considerably. One place, near Miss. City, the M.H.W.L. is approximately 130 feet from the east bound lane of U. S. Hi-Way # 90. This beach has a maintenance crew that attempts to fill any large indentation that may be washed in the beach. With this information in mind it is recommended that the beach and all other features along the beach be noted as subject to change.

Due to the rapid growth of areas near Gulfport, it is recommended that this date of field edit be shown as 10th of November, 1954 as that was the date that the inspection was completed.

57. BOUNDARIES, MONUMENTS AND LINES--Section corner $\frac{514}{819}$ T-7-S, R-10-W is disputed. The only mark found for this corner was a $\frac{1}{2}$ inch iron pipe projecting about six inches above ground. One owner of land at this corner declares that the original corner was 45 feet east of this pipe and was once marked with a stake and at the present time is marked by a concrete block lying (not set) on the ground. Both corners were located.

The limits of the air port of Gulfport is marked in most areas by a fence. Part of the northern and western limits will be very near the same line as the Gulfport City Limits, after the city limits are corrected. Where these two limits are so near to-gather, it is suggested that the air port limits be made common with the city limits, except in one place on the western limits where the fence turns to allow for the extension of one runway. This was discussed with Mr. Coon, City Engineer of Gulfport, and he thinks the two limits should be made common where possible as the fence was built mostly to prevent cattle from crossing the runways.

The Gulfport City Limits will have to be corrected due to the Compiler not having proper information regarding V. A. property and Gulfport City Ordinance # 814. It is believed that sufficient data are being submitted to clarify all questions.

Five boundary monuments of the U. S. Naval Construction Battalion Center were located to control the plat of the base that was plotted to scale by the Compilation Office. These five monuments give adequate control for the entire boundary.

58. SWAMP, MARSH AND DRAINAGE-- The areas, described under item # 2 of the Field Inspection Report as being swamp or fresh water marsh, are wet and boggy as described. However, some of the area marked as being swamp supports a growth of young pines and the areas as a rule that are marked as marsh is covered with sedge. Although pines will grow in flat soft areas and sedge in boggy or marsh land it is believed best to not show these areas as marsh or swamp. The people of this area do not refer to these areas as swamp or marsh and describe the swamp areas as being the low areas that support swamp growth such as cypress, gums and water oaks. There seems to be no certain name used to describe the wet areas where the sedge grows. Most persons refer to them as just wet or boggy land.

The drainage discussed under item # 5 of the Field Inspection Report is not well defined, unless the Field Inspector meant for the Compiler to use a stereoscope and delineate the drainage according to the contour pattern. This drainage has been delineated on the 1950 photographs as best as possible with some inspection and with the use of a stereoscope. The drainage that is three or four miles long are sometimes quite large, while some of the shorter drains do not always have water in them but are wet most of the time under normal weather conditions.

Elgan T. Jenkins
Elgan T. Jenkins
Cartographer

Approved and forwarded.

Ira R. Rubottom
Ira R. Rubottom,
Chief of Party.

REVIEW REPORT T-9376
TOPOGRAPHIC MAP
25 June 1957

61. General Statement

See summary report.

62. Comparison with Registered Topographic Surveys

*T-7015a	1:40,000	1946
369	1:20,000	1852
3701	1:40,000	1916-17
* graphic control		

Manuscript, T-9376, supercedes all the above surveys in common areas as source material for charts.

63. Comparison with Maps of Other Agencies

AMS Gulfport advance sheet 1921

This map was of little use in comparison with survey T-9376. It is totally obsolete. The original data was taken from USC&GS Chart 190 last printed in 1919.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

Chart 876	1:40,000	1952 (8/6/56)
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Shoreline along Mississippi Sound is subject to rapid change. Sand is pumped in by hydraulic pumps for maintenance of the beach. A new line of pile now exists about 400 yards offshore. Refer to Review Report T-9381 paragraph 65.

66. Adequacy of Results and Future Surveys

This map complies with all instructions and meets the National Standards of Map Accuracy. (Refer Field Edit Report item 53).

It is of adequate accuracy for use as a base for future Hydrographic surveys.

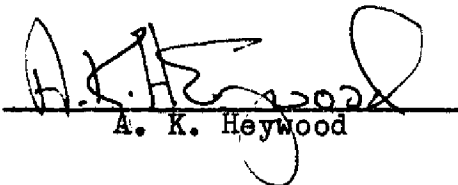
Very few buildings of the U. S. Naval Construction Battalion Center were shown. This area is not classified but the security officer requests that only two or three near the main gate be delineated.

67. Junction with Maps of Other Agencies

To the North with USGS "McHENRY" 1:62,500, 1954


The boundary of DeSoto National Forest does not tie. Available information (Forest Service Map DeSoto National Forest, 1940) indicates this boundary line divides section 25 in quarters. Several section corners were located in this area and the position of land ^{lines} is considered good. Any attempt to join with the position on the GS McHENRY quad would destroy the continuity of the landline network.


Reviewed by:



A. K. Heywood

Approved:


Chief, Review Branch
Div. of Photogrammetry


Chief, Nautical Chart Branch
Div. of Charts


Chief, Div. of Photogrammetry


Chief, Div. of Coastal Surveys

19 NOV 1957

Partially applied - Ch 1267 - 8/30/54 - H.W.B.
" " " 876 5-25-55 MA
Examined, no corr'n. " 877 Nov. 1958 C.R.H.