

9379

NLS

Diag. Cht. No. 1268-2.

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-60(49) Office No. T-9379

LOCALITY

State Mississippi

General locality Mississippi Sound

Locality St. Louis Bay

194 50-56

CHIEF OF PARTY

P.L. Bernstein, Chief of Field Party
J.E. Waugh, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE May 23, 1958

B-1870-1 (1)

9379

DATA RECORD

T -9379

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

Field Office (II): Gulfport, Mississippi

Chief of Party: Percy L. Bernstein

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: J. E. Waugh

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

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):

SEP 16 1952

Date reported to Nautical Chart Branch (IV):

SEP 23 1952

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 (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): BAY ST. LOUIS MUNICIPAL TANK, 1931

Lat.: 30° 18' 53".740 (1654.8 m.) Long.: 89° 19' 44".180 (1180.4 m.)

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State:

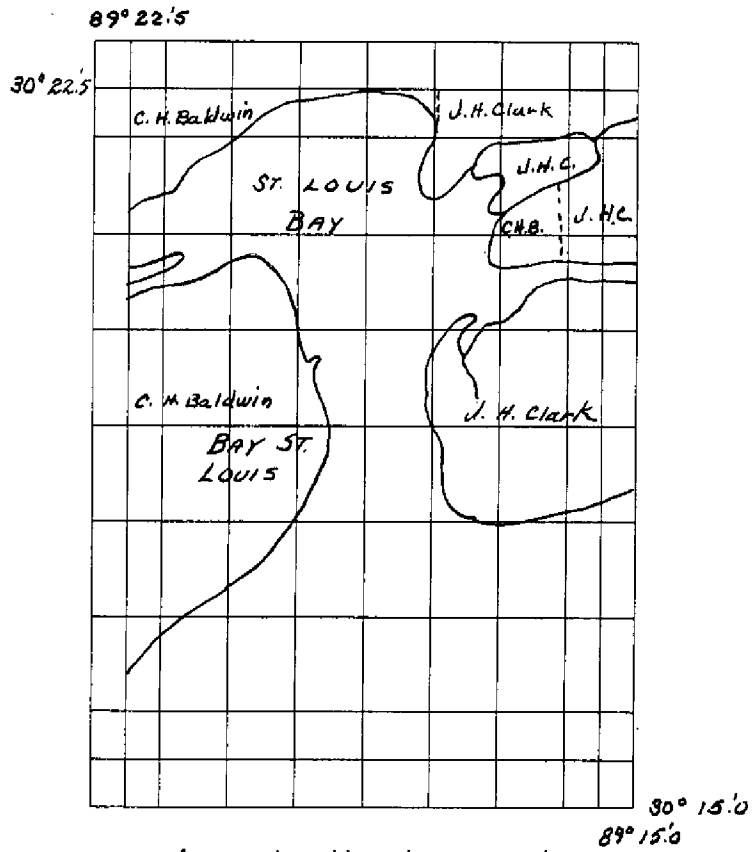
Zone:

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

Field Inspection by (II): J. H. Clark
C. H. Baldwin

Sept. Oct. 1950
Date: April 1951
May, June, July 1951

Planetable contouring by (II): J. H. Clark
C. H. Baldwin

Date: Oct. 1950 & Apr. 1951
May & June 1951

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

Date: 14 August 1956

Mean High Water Location (III) (State date and method of location): * Date of photographs and reference distances recorded on the photographs

* 1955" W" CAMERA PHOTOS USED TO REVISE
MHWL. SEE PG #3 "PHOTOGRAPHS"
JONES

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

Date: 19 Feb. 1951

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

Date: 27 Feb. 1951

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

Date: 30 Oct. 1951

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

Date: 9 Nov. 1951

Radial Plot by Stereoscopic
Control extension by (III): I. I. Saperstein

Date: 22 Apr. 1952

Planimetry
Stereoscopic Instrument compilation (III): Inapplicable
Contours

Date:

Date:

Manuscript delineated by (III): R. A. Reece N/2
W. W. Dawsey S/2

Date: 1 Jul. 1952
1 Jul 1952

Photogrammetric Office Review by (III): J. A. Giles N/2
S/2

Date: 30 Jul. 1952

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

Date: 31 Jul. 1952 N/2
S/2

Camera (kind or source) (III): U.S.C.&G.S. Nine-lens 8 $\frac{1}{4}$ " focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
25983-25985 incl.	15 May 1950	14:32	1:10,000	1.0
25992-25997 "	"	14:42	"	1.0
26006-26009 "	"	14:55-57	"	1.0
26148-26154 "	16 May 1950	09:54	"	1.0
26156-26160 "	"	10:02-05	"	1.7

USE 4 GS SINGLE LENS "W" CAMERA 6" FOCAL LENGTH

177-179 28 OCT 1955 11:47 1:40,000
 174-175 " " 12:10 "

FROM TABLE OF PREDICTED TIDES

Tide (III)

Reference Station: PENSACOLA, FLORIDA
 Subordinate Station: BAY ST. LOUIS, MISS.
 Subordinate Station: Computed

ORIGINAL

Ratio of Ranges	Mean Range	Spring Range
1.2	-	1.6

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

Date: AUGUST 1957

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 24
 Shoreline (More than 200 meters to opposite shore) (III): 44
 Shoreline (Less than 200 meters to opposite shore) (III): 30
 Control Leveling - Miles (II): 50.4
 Number of Triangulation Stations searched for (II): 34 Recovered: 30 Identified: 31*
 Number of BMs searched for (II): 13 Recovered: 11 Identified: 11
 Number of Recoverable Photo Stations established (III):
 Number of Temporary Photo Hydro Stations established (III):

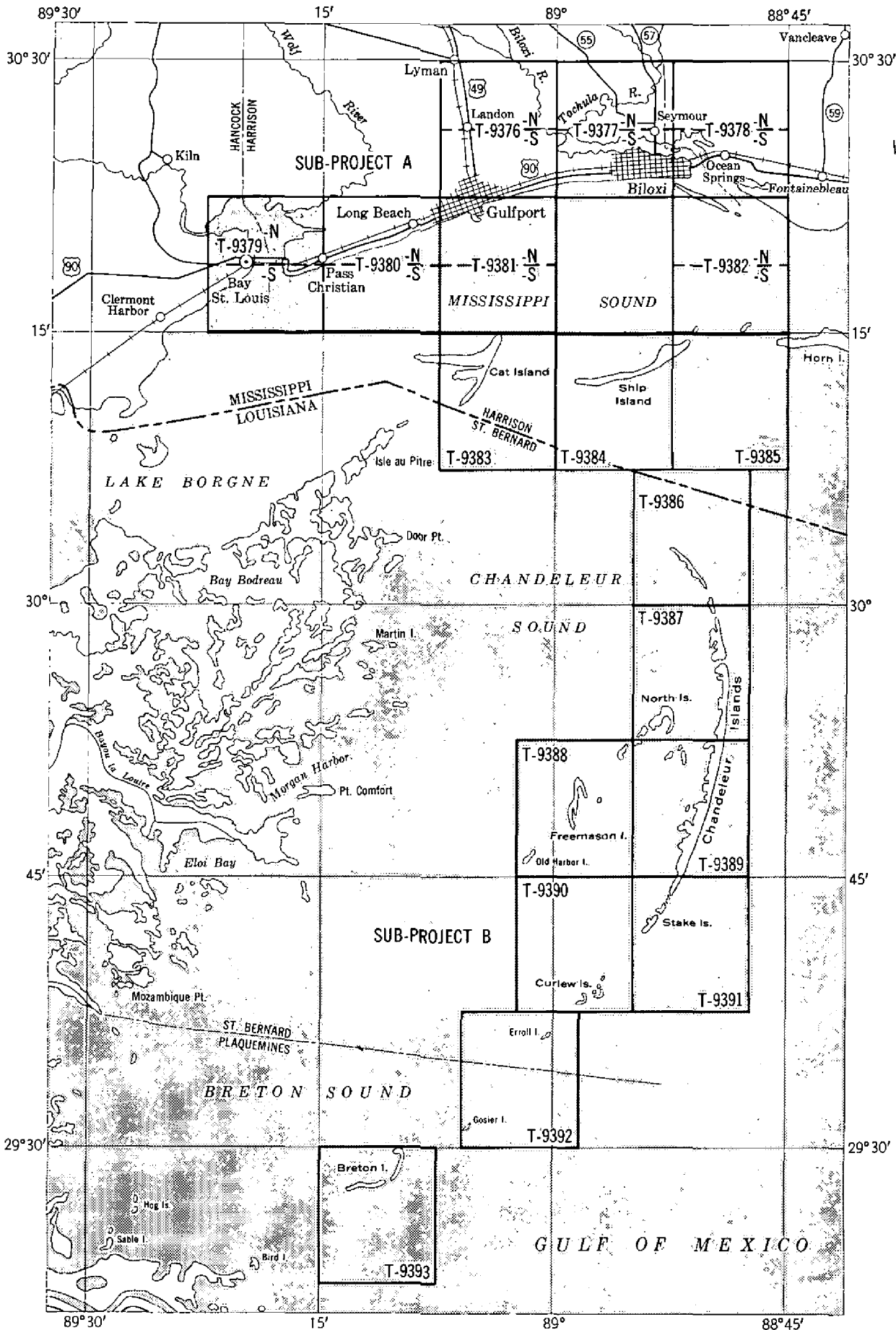
Remarks:

*Three 3rd Order stations established and two of them identified

TOPOGRAPHIC MAPPING PROJECT ~~PH-60 (19)~~ 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 Fh 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 crownar positive of the map manuscript.

2. AREAL FIELD INSPECTION

The area embraced by this map is along the southwest Mississippi Coast and is composed of St. Louis Bay and the land area immediately adjacent thereto.

St. Louis Bay is roughly a lopsided mushroom in shape with the bottom of the stem being the entrance from Mississippi Sound.

The Jourdan and Wolf Rivers empty respectively into the northwest and northeast portions of the bay. As the Jourdan River is the larger, St. Louis Bay flares to the northwest causing the lopsidedness of the mushroom shape.

The town of Bay St. Louis is located along the west side of the stem of the mushroom. It is chiefly a resort town with tourist trade the year round. However, the summer season sees the arrival of many more visitors than does the winter season. There is a small commercial fishing fleet basing on the town, mainly shrimpers and oyster luggers.

Henderson Point, at the bottom, and Pass Christian Isles to the north, occupy the whole of the east side of the mushroom stem. The greater portion of the area is residential and that chiefly summer homes of up-state and New Orleans residents. A commercial fishing fleet is based on the area and is much larger than its sister fleet in Bay St. Louis.

Transportation facilities are good. The Louisville and Nashville Railroad passes through the area roughly parallel to the coast. U. S. Highway 90 also serves the area. It is the main coastwise vehicular traffic artery and roughly approximates the Old Spanish Trail. Numerous secondary routes serve to connect U. S. Highway 90 with inland points.

No phase of the field work was deliberately left for field edit. However, the following are items the field editor should bring up to date:

1. The new beach along the shore of Mississippi Sound east of Henderson Point, made by hydraulic fill, will cause destruction of and extensions to existing piers and construction of new ones. The field editor should check this area closely.

2. A contract for a new highway bridge across St. Louis Bay has been awarded with completion date of 31 December 1953. No work had been accomplished on this structure at the time of field inspection. The field editor should add this feature.

3. A new bascule draw bridge over Wolf River, as listed in paragraph 12, approximately 500 feet above the existing structure was near completion at the time of completing field inspection. The old structure is to be removed soon after opening the new one to traffic according to the Harrison County Engineer. The field editor should verify removal.

Photographs were of recent date and no difficulty was encountered in their interpretation.

Interior field inspection was done on photographs 25993 through 25997, 26005 through 26008, 26149 through 26153, and 26157 through 26159.

3. HORIZONTAL CONTROL

The location of fixed aids to navigation provided additional supplemental control. The following are fixed aids to navigation within the map located by third-order triangulation methods :

SQUARE HANDKERCHIEF SHOAL LIGHT NO. 2 1951
PASS CHRISTIAN LIGHT NO. 1 1951
PASS CHRISTIAN LIGHT NO. 4 1951

The first named station could not be identified as it fell beyond the limits of the trimmed photographs.

The following stations were reported lost :

PASS CHRISTIAN LIGHT NO. 1 1934
PASS CHRISTIAN LIGHT NO. 4 1934
WAVE 1917 and HENDERSON ECC.

Traverse stations of the Mobile District, Corps of Engineers, as follows were identified : BSL 1 through BSL 6, BSL 8, and BSL 11 through BSL 24. These stations are part of a beach erosion survey and are tied into the Federal control net.* The methods of establishment or order of accuracy are not known. *Comp. report: elaborate on this please S.V.G*

Horizontal control was identified on photographs 25985, 25994, 26005, 26006, 26007, 26008, 26152, and 26156.

** SEE LETTER TO COMDR. NAUGH FROM
ACTING DIRECTOR R.W. KNOX DATED
26 MAY 1951 BOUND WITH THIS
REPORT.*

AWJ

4. VERTICAL CONTROL

The following are second order bench marks established by the Coast and Geodetic Survey which were recovered and identified:

PASS CHRISTIAN WEST BASE
RM #1 PASS CHRISTIAN WEST BASE
RM #2 PASS CHRISTIAN WEST BASE
TIDAL 1 BAY ST. LOUIS
TIDAL 2 BAY ST. LOUIS
X-17, Y-17, S-121, T-121, U-121, V-121, W-121, and PBM-11.

The following are tidal bench marks:

TIDAL 1 BAY ST. LOUIS; TIDAL 2 BAY ST. LOUIS; X-17 and PBM-11.

Supplemental control for planetable contouring was provided by 50.4 miles of fourth-order levels run with dumpy levels and using 12 foot stadia rods. No attempt was made to keep foresights and backsights balanced.

Level points were designated 79-01 through 79-61.

Vertical control was identified on photographs 25993 through 25997, 26005, 26007, and 26149 through 26153.

5. CONTOURS AND DRAINAGE

Contouring was done directly on 1:10,000 scale nine-lens photographs by planetable methods. In heavily wooded areas elevations were determined by hand levels and pacing.

Drainage has been delineated where necessary and classified as to type.

Contouring was done on photographs 25993, 25994, 25996, 25997, 26005 through 26007, and 26149 through 26153.

6. WOODLAND COVER:

Woodland cover is composed almost entirely of pine except in swampy areas where some species of magnolia, cypress, bay, and other similar growths native to low, wet ground are found.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line around Bay St. Louis in St. Louis Bay, from a point near the mouth of the Jourdan River, and Mississippi Sound follows a concrete seawall except for a few places where the seawall is inshore. Along the seawall the mean high water line is as photographed.

Reference measurements were made from identifiable points of detail or horizontal control stations to the mean high water line in areas of normal shoreline.

*The mean high water line along the hydraulic fill beach in front of the seawall, from Henderson Point eastwards, was located on the photographs from points of identifiable detail by planetable methods.

*MANUAL REVISED BY FIELD 2011

The mean low water line was located and indicated on the photographs in areas visited by the shoreline inspection party at the time of low water. The low water line along the hydraulic fill beach was found to vary from 3 to 4 meters offshore from the mean high water line. This distance will increase as the fill settles and erodes.

Two submerged high pressure gas lines cross St. Louis Bay parallel to U. S. Highway 90 bridge, one on either side. A submerged telephone and telegraph cable crosses the draw opening of the Louisville and Nashville Railroad bridge over St. Louis Bay; a submerged cable crosses Portage Bayou on the west side of the highway bridge; and, a submerged cable crosses the draw opening on the east side of this same bridge. The ends of all these submerged features were identified.

8. OFFSHORE FEATURES

Adequately covered by photographs.

9. LANDMARKS AND AIDS

Three fixed aids to navigation were located by third-order triangulation methods as explained and listed in Paragraph 3 of this report. The remaining four were identified as photogrammetric (topo) stations. They are:

- ✓ JOURDAN RIVER LIGHT 3; JOURDAN RIVER DAYBEACON 5;
- ✓ WOLF RIVER DAYBEACON 1; WOLF RIVER LIGHT 3.

To eliminate confusion now existing in regards to charted landmarks in Bay St. Louis, the following action was taken:

Landmark DOME (triangulation station BAY ST. LOUIS, ST. STANISLAUS COLLEGE, HIGHEST CUPOLA 1909) as now charted is recommended to be changed to CUPOLA. DOME (recoverable topographic station BAYS 1951) Hancock County Courthouse and CHURCH TOWER (triangulation station BAY ST. LOUIS, CHURCH BELL TOWER 1909) are new landmarks recommended for charting. This makes a total of ~~five~~ landmarks recommended for charting which are within the limits of this map.

*Six

One airway beacon located in the northeastern section of the area has been discontinued by the CAA and is to be dismantled. It was not located by any method in view of this information supplied by Gulfport Municipal Airport officials.

10. BOUNDARIES, MONUMENTS AND LINES

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

Two boundary monuments of city limits of Bay St. Louis and two section corners, which are also monuments on this boundary, were recovered and identified.

Five section corners were recovered and identified, including the two mentioned in the foregoing paragraph. These corners were all re-established by a private surveyor. This surveyor was contacted by the field inspection party in regard to corners throughout the area. Recovery of these five was done through his aid and assistance. Numerous contacts with landowners and others having knowledge of land and property lines failed to disclose any other corners in existence.

11. OTHER CONTROL

The following are recoverable topographic stations established:

✓AIRY 1950	BANK 1950
✓AMOR 1950	✓BASE 1950
ARCH 1950	✓CAPE 1950
✓ARID 1950	✓CELL 1950
✓BALL 1950	✓CLIP 1950

12. OTHER INTERIOR FEATURES

<u>STREAM</u>	<u>USE OF BRIDGE</u>	<u>TYPE</u>	<u>NO. OF OPENINGS</u>	<u>HOR. CLEARANCE</u>			<u>VERT. CL. ABOVE MHW</u>	<u>DATE</u>	<u>C.S. TIME</u>
				<u>LEFT</u>	<u>CENTER</u>	<u>RIGHT</u>			
ST. LOUIS BAY	RR	Swing	2	74.0	-	Closed	4.4	7/23/51	1035
" "	" Hwy 90	"	2	79.3	-	82.5	14.6	7/23/51	1100
PORTAGE BAYOU	Hwy	Bascule	1	-	69.4	-	10.0	6/22/51	1500
*WOLF RIVER	Hwy	Swing	2	72.9	-	Closed	8.9	7/24/51	1030
**WOLF RIVER	Hwy	Bascule	1	-	70.0	-	10.0	6/22/51	1515
DE LISLE BAYOU	Hwy	Fixed	9	-	18.3	-	7.8	7/24/51	1020

*This bridge is to be removed after completion of the adjacent new structure.

**This bridge was under construction at time of photography for this project. Structure and approaches were complete but not open to traffic at time of photography for Project Ph-68(50). It is recommended that this structure be delineated from photograph 33490.

An overhead power line crosses Wolf River between the two bridges and has a vertical clearance of ninety (90) feet above mean high water. This clearance was determined by planetable methods.

13. GEOGRAPHIC NAMES

on file 854.

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

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

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

"Special Report, Boundaries, Project Ph-60(49)", to be forwarded at a later date.

Letter of transmittal 60-16, Geographic Positions, Fixed Aids to Navigation, forwarded to Tampa Photogrammetric Office 1 June 1951.

Letter of transmittal 60-17, Data, Fixed Aids to Navigation, forwarded to the Washington Office 4 June 1951.

Letter of transmittal 60-20, Data, Quadrangle T-9379, forwarded to the Washington Office 25 July 1951.

Submitted
24 July 1951

Charles H. Baldwin

Charles H. Baldwin
Cartographic Survey Aid

Approved and forwarded
25 July 1951

Percy L. Bernstein

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	Right	
376	PORTAGE BAYOU Henderson Ave., Pass Christian, Miss.**	Highway	Swing	2	-	69.4	-	10.3
-	PORTAGE BAYOU Henderson Ave., Pass Christian, Miss.***	Highway	Bascule	1	-	-	-	10.3
408	ST. LOUIS BAY Bay St. Louis, Miss.	Railroad	Swing	2	76.8*	-	73.4*	7.4*
					74.0	-	Closed	3.8
408	ST. LOUIS BAY Bay St. Louis, Miss.	Highway	Swing	2	86.0*	-	80.0*	13.33*
					79.3	-	82.5	14.0
502	WOLF RIVER De Lisle, Miss.**	Highway	Swing	2	-	-	-	-
-	WOLF RIVER De Lisle, Miss.***	Highway	Bascule	1	-	70.0	-	11.6

* Measurements listed in 1 July 1941 Edition of Bridge Book.
** Bridge removed, or to be removed.
*** New bridge.

PHOTOGRAMMETRIC PLOT REPORT.

21. AREA COVERED.

This photogrammetric plot was for Ph-60A(49), which is comprised of Quadrangles T-9376 through T-9382.

The sketch on Page 16 of this report shows the quadrangles comprising this plot, the control and centers of photographs used, and the adjoining quadrangles of Projects Ph-60B(49) and Ph-68(50).

22. METHOD.

Radial Plot:

Map Manuscripts. -- The map projections are on vinylite at a scale of 1:10,000 with the Mississippi East Mercator Grid Zone ruled in red and the polyconic projection in black. The manuscripts are divided into North and South halves of 3'45" of latitude and 7'30" of longitude.

The geographic positions of the substitute stations were computed and all the control was plotted using dividers and meter bar.

This radial plot was run directly on the joined map manuscripts. This was feasible because the projections and grids junctioned perfectly and the manuscripts and templets were vinylite.

Photographs. -- The photographs were nine-lens taken on 15 and 16 May 1950 at 1:10,000 scale. Photographs used were:

- 25907 through 25935
- 25980 " 25985
- 25992 " 25999
- 26006 " 26015
- 26019 " 26027
- 26092 " 26101
- 26108 " 26121
- 26143 " 26154
- 26156 " 26160

Templets: -- Vinylite templets were made from the nine-lens photographs using master templet 26450 to correct for paper distortion and chamber displacement.

Closure and adjustment to control: -- A preliminary radial plot disclosed control discrepancies in T-9377, north and south halves; T-9378, north half; T-9379, north half; and T-9380 north half.

On T-9377, north half, Substitute Station WOOL-1943, "Positive", No. 70 on the sketch, would not hold and it was returned to the field party. The new position ascertained by the field party held on the plot.

T-9377, south half, Substitute Station B-82, "Positive", No. 58 on the sketch, refused to hold and was returned to the field party. The new position held on the plot.

East of T-9378, north half, AIRWAY BEACON A-8, 1935, "Positive", No. 80 on the sketch, would not hold. The field party corroborated the opinion that the beacon had been moved since 1935. The station is destroyed.

On T-9379, north half, Substitute Stations BSL-21 and BSL-22, both "Positive", Numbers 28 and 29 on the sketch, refused to hold. Subsequent investigations and conclusions are covered in the correspondence which is a part of this report. In accordance with instructions in the correspondence from the Washington Office, the radial plot position of BSL-21 and BSL-22 are shown with the topographic station symbol, and descriptions submitted from information taken from the voided Forms 526.

Also on T-9379, north half, BSL-20, 1941, U.S.E. is shown on the manuscript with a red triangle because the recovery card states "Station recovered in poor condition, disk not found -----". However, a substitute station identified in the field held on the radial plot.

On T-9380, north half, Substitute Station B-25 U.S.E., "Doubtful", No. 36 on sketch, gave a radial plot position 1.2mm (12 meters) west of the field position. The radial plot position is shown as a pass point and labeled.

The final radial plot was started west from fixed templets along the eastern limits of T-9378 and T-9382. The plot was laid through fixed templets on the south half of T-9377 and north along the junction of T-9376 and T-9377; and was carried across the north halves of T-9377 and T-9378. At this time a special request for Quadrangle T-9379 was received and the radial plot was started east and north from fixed templets in T-9379. The plot was developed conventionally through T-9379, T-9380, T-9381 and T-9376 to junction with the first part of the work.

Tampa Photogrammetric Office
Box 1689 Tampa Florida

15 February 1952

To: Chief, Division of Photogrammetry
U. S. Coast and Geodetic Survey
Department of Commerce Building
Washington 25, D. C.

Subject: Identification of Control, Project Ph-60

It has been brought to my attention that there seems to be a great excess of horizontal control stations identified in some areas of Ph-60. For instance, Quadrangle T-9277 has 52 stations recovered and identified on the field photographs, of which 49 are in the south half of the sheets in and around Biloxi. The same condition appears at Gulfport.

Paragraph 7 of Instructions - Project Ph-60 A and B Field specifies that all horizontal control recovered shall be identified. And Item 4251 of the Topographic Manual requires that, "All horizontal points identified 'positive' by the field party shall be used in radial plot assemblies, unless there is a plethora of such points and the project instructions authorize that some may be withheld.....".

It is recommended that this office be authorized to use only the C & GS control stations and enough of the best U S Engineers stations suitably placed to insure adequate control of the radial plot.

Arthur L. Wardwell
LCDR USC&GS
Officer in Charge
Tampa Photogrammetric Office

ALW:mb

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Washington 25

711-aal

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

21 February 1952

To: Lt. Comdr. Arthur L. Wardwell
U. S. Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Subject: Omission of certain identified control stations
from radial plots, project Ph-60

Reference: Your letter of 15 February 1952, Identification
of control, project Ph-60

In those places on project Ph-60 where an excessive number of horizontal control stations have been identified, you are authorized to select the stations necessary to provide adequate control for the radial plots and to omit others from the radial plot.

Comdr. Bernstein identified these stations in accordance with his instructions. Paragraph 7 of the original instructions for project Ph-60 is at fault. It is customary to require the recovery of all Coast and Geodetic Survey control, but not customary to require that every station be identified when the stations are closely spaced.

/s/ Robert W. Knox
Acting Director

EC: Comdr. Bernstein

Tampa Photogrammetric Office
Box 1689 Tampa Florida

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24 March 1952

C
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To: Officer in Charge
Photogrammetric Party No. 2
U. S. Coast and Geodetic Survey
Box 858, Gulfport, Miss.

Subject: Control in Ph-60A(49)

On the radial plot for T-9377, T-9378 and T-9382, it was not possible to hold two "positively" identified stations.

AIRWAY BEACON A8 as identified on Field Print 25906 does not hold the published geographic position. The radial plot position is 2.90 cm. (290 meters) southeast of the geographic position. A study of the enclosed tracing of the radial plot results indicate the possibility that the beacon was moved during the interim between 1935 and the present. It is noted that the published description for FIELD 1943 states:

"FIELD * * * * is about 0.1 mile south of an emergency landing field and Airway Beacon No. 8."

SUB. PT. B-82 does not hold on the radial plot. The plot intersection checked the distance on the M2226-12 card but indicated that the angle from BILOXI CHANNEL BEACON NO. 10, 1935, to SUB. PT. B-82 should be about 246° instead of the $203^{\circ} 23' 30''$ given. Pencil notes on the back of the M2226-12 card show an angle from WLOX RADIO TOWER TO SUB. PT. B-82 of $251^{\circ} 32' 26''$ and an angle from WLOX RADIO TOWER TO BILOXI CHANNEL BEACON NO. 10, 1935, of $5^{\circ} 04' 00''$. These notes indicate an angle of $246^{\circ} 28' 26''$ from BEACON NO. 10 to SUB. PT. B-82. This indicated angle will hold excellently.

There are being forwarded under separate cover:

Field Prints 25906 and 26138
M-2226-12 card for AIRWAY BEACON A8 and SUB. PT. B-82
Form 526 for AIRWAY BEACON A8, 1935.

J. E. Waugh
LCDR, USC&GS
Officer in Charge

MMS:mb
Encl.

DEPARTMENT OF COMMERCE
U. S. COAST & GEODETIC SURVEY
Box 858, GULFPORT, MISSISSIPPI

COPY

COPY

1 April 1952

To: Officer in Charge
Tampa Photogrammetric Office
U S Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Subject: Control in Ph-60A(49)

Reference: Your letter dated 24 March 1952

with reference to your letter the angle at station B 82 from BILOXI CHANNEL BEACON NO. 10 to the Sub. Pt. was checked and found to be in agreement with your indicated angle. This CSI card has been corrected to the new observed angle.

With reference to AIRWAY BEACON A8, a further examination of our recovery note definitely indicates that this beacon has been moved to another location since the 1935 triangulation. This should have been indicated on our recovery card. It is also quite probable that this beacon has been discontinued since our recovery. Information is being obtained from the CAA in Mobile to verify this and upon receipt of their information a new Form 526 for this station will be furnished you.

/s/ Percy L. Bernstein
/t/ Percy L. Bernstein
Commander, USC&GS
Chief of Party

Encl

Tampa Photogrammetric Office
Box 1689 Tampa Florida

C
O
P
Y

16 April 1952

C
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To: Officer in Charge
Photogrammetric Party No. 2
U. S. Coast and Geodetic Survey
Box 208, Arabi, Louisiana

Subject: Control in Ph-60A(49)

On the radial plot for T-9377 it was not possible to hold
Sub. Pt. WOOL, 1943.

The radial plot position of Sub. Pt. WOOL, 1943, is the
same distance from WOOL, 1943, as given on Form M2226-12, but
the angle given on the M2226-12 seems about 30° too small.

There is being transmitted under separate cover data
pertaining to this control station.

William A. Rasure
for J. E. Waugh, LCDR
Officer in Charge

MMS:mb

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Department of Commerce
U.S.Coast and Geodetic Survey
P O Box 208
Arabi, Louisiana

C
O
P
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21 April 1952

To: Officer in Charge
Tampa Photogrammetric Office
U. S. Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Subject: Control in Ph-60A(49)

With reference to your letter dated 16 April, same subject,
station WOOL 1943 was visited and the correct angle is shown
on Form M-2226-12.

/s/ Percy L. Bernstein
Percy L. Bernstein
Commander, USC&GS
Chief of Party

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

Tampa Photogrammetric Office
Box 1689 Tampa Florida

7 May 1952

To: Chief, Division of Photogrammetry
U. S. Coast and Geodetic Survey
Department of Commerce Building
Washington 25 D C

Subject: Geographic Position of Traverse Station BSL 22
(USE-1941 - HANCOCK COUNTY, MISSISSIPPI).
Project Ph-60A(49)

Part of the control in laying the radial plot for Project Ph-60A(49) are traverse stations established by the U. S. Engineers in 1941. The radial plot discloses discrepancies in the positions of Sub. Pt. BSL 21 (USE-1941) and Sub. Pt. BSL 22 (USE-1941). The radial plot positions for Sub. Pt. BSL 21 is about twenty (20) meters southeast of the position as computed from the field notes. It is to be noted that the radial plot position of Sub. Pt. BSL 21 checks the field distance from Station BSL 21, indicating a possible angle or azimuth error. The azimuth station is BSL 22 (USE-1941).

The radial plot position of Sub. Pt. BSL 22 is approximately 169 meters west of the position as plotted from the field notes. The field position of Sub. Pt. BSL 21 checks the radial plot position when the position of Station BSL 22, as determined from the radial plot, is used as the azimuth station. Examination of the plot and photographs show the published position of BSL 22 to be too far inland while the radial plot position checks with the published description. Copies of the published descriptions for the two stations and a tracing are enclosed.

/s/ J. E. Waugh

J. E. Waugh
LCDR, USC&GS
Officer in Charge

JEW:mb

29. BSL-21 (USE-1941 - Hancock County) Bay St. Louis: standard disk set in top of sea wall 2900 feet from northern end of sea wall and 1300 feet west of Nicholson's home and boathouse.

G. P. Lat. = 30° 20' 34.11" Long. = 89° 20' 49.07"

M. G. C. Zone C, X = 963,514.7 yds. Y = 767,662.7 yds.

M. G. A. Add 180° 10' 31"

* * * * *



30. BSL-22 (USE, 1941 - Hancock County) Bay St. Louis: standard disk set in top of sea wall 900 feet from northern end of sea wall.

G. P. Lat. = 30° 20' 25.65" Long. = 80° 21' 03.23"





M. G. C. Zone C, X = 963,100.2 yds. Y = 767,379.1 yds.

M. G. A. Add 180° 10' 38"

30°21'

Sub. Pt.
BSL-21(USE) (GP)  20m  Radial Plot Position

30"

Radial Plot Pos.  169m  BSL-22(USE) (GP)
" " "  ←  Sub. Pt.

Position of BSL-22(USE)
Published: $\phi 30^{\circ}20'25''.65$ $\lambda 89^{\circ}21'03''.23$
Radial Plot: $\phi 30^{\circ}20'25''.65$ $\lambda 89^{\circ}21'09''.66$

89° 21'30"

21'

30°20'
89° 20'30"

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON 25

73-881

26 May 1952

To: Lt. Comdr. Joseph E. Waugh
U. S. Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Subject: Geographic positions - Traverse stations BSL 21, BSL 22

Reference is made to your letter dated 7 May 1952 in which you raise questions concerning the geographic positions of U. S. Engineer traverse stations BSL 21 and BSL 22.

The Army Map Service advises that neither the original field notes nor the computations are available for checking the published positions of the above stations.

Investigation of the positions leads to the conclusion that probably the position of BSL 22 is in error but it is not possible to arrive at a definite conclusion.

In view of the fact that you apparently do not need these stations for control of your plot, no further attempt will be made to reconcile the discrepancies. You will please show these stations on your manuscript map with the circle symbol for the recoverable topographic stations.

/s/ Robert W. Knox

Acting Director

23. ADEQUACY OF CONTROL.

There was adequate control identified for a strong radial plot. In some areas, particularly in BILOXI, on T-9377, an excess was identified and permission was requested and received to withhold part of the control identified.

One hundred thirty-eight (138) stations were identified for this radial plot and one hundred six (106) were used. All but four (4) held on the final radial plot, of which one (1) is "Destroyed" (AIRWAY BEACON A-8); one (1) is classified "Doubtful" (Substitute Station B-25, U.S.E.); and two (2) for which the radial plot position is accepted for use as topographic stations (BSL-21 and BSL-22).

24. SUPPLEMENTAL DATA.

Inapplicable.

25. PHOTOGRAPHY.

Photographic coverage was adequate and definition and contrast were good. Tilt was computed for Photograph 26137, the most severely tilted, and it was 2° 28'. The isocenter was used, with both centers shown on the manuscript.

26. GENERAL.

A final check was made of all the map manuscripts to insure proper transfer of all pass points, control and photograph centers to the material limits of all manuscripts. "Dog-ears" for photograph centers needed for compilation were added to complete the preparation for compilation.

Dates of completion of the radial plot are as follows:

T-9382	on 18 March 1952
T-9377 and T-9378	on 19 March 1952
T-9379	on 22 April 1952
T-9380	on 13 June 1952
T-9376 and T-9381	on 19 June 1952

Respectfully submitted,

Milton M. Slavney
Milton M. Slavney, Cartographer (Photo)
Tampa Photogrammetric Office

APPROVED AND FORWARDED:

J. E. Waugh
J. E. Waugh, Chief of Party

MAP T-9379 N. & S. PROJECT NO. PH-60A(42) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
							FORWARD	(BACK)	
PINE HILLS, 1931	GL 352 Pg 28	N.A. 1927	30 23	24.395	<i>Outside Quad</i>		751.2	(1,096.4)	
BAY ST. LOUIS MUNICIPAL TANK, 1931	" Pg 45	"	89 18	47.504	<i>LIMITS</i>		1,268.2	(333.6)	
BSL-15, 1941 (USE)	Bay St. Louis Quad	"	30 18	53.740			1,654.8	(192.8)	
BSL-16, 1941 (USE)	"	"	89 19	44.180			1,180.4	(422.7)	
BSL-17, 1941 (USE)	"	"	30 18	54.01			1,663.1	(184.5)	
BSL-18, 1941 (USE)	"	"	89 19	24.36			650.8	(952.2)	
BSL-19, 1941 (USE)	"	"	30 19	03.00			92.4	(1,755.2)	
BSL-20, 1941 (USE)	"	"	89 19	23.24			620.9	(982.1)	
BSL-21, 1941 (USE)	"	"	30 19	43.60			1,342.6	(505.0)	
BSL-22, 1941 (USE)	"	"	89 19	49.90			1,333.0	(269.8)	
BSL-23, 1941 (USE)	"	"	30 19	59.36			1,827.9	(19.7)	
BSL-24, 1941 (USE)	"	"	89 19	51.08			1,364.4	(238.3)	
BSL-25, 1941 (USE)	"	"	30 20	21.66			667.0	(1,180.6)	
BSL-26, 1941 (USE)	"	"	89 20	07.99			213.4	(1,389.2)	
BSL-27, 1941 (USE)	"	"	30 20	32.58	Show on back with red triangle		1,003.2	(844.3)	
BSL-28, 1941 (USE)	"	"	89 20	19.36			517.1	(1,085.5)	
BSL-29, 1941 (USE)	"	"	30 20	34.11			1,050.3	(797.2)	
BSL-30, 1941 (USE)	"	"	89 20	49.07			1,310.7	(291.9)	
BSL-31, 1941 (USE)	"	"	30 20	25.65			789.8	(1,057.7)	
BSL-32, 1941 (USE)	"	"	89 21	03.23			86.3	(1,516.3)	
BSL-33, 1941 (USE)	"	"	30 18	51.27			1,578.8	(268.8)	
BSL-34, 1941 (USE)	"	"	89 20	18.08			483.1	(1,120.0)	
BSL-35, 1941 (USE)	"	"	30 18	46.78			1,440.5	(407.1)	
BSL-36, 1941 (USE)	"	"	89 20	04.78			127.7	(1,475.4)	

1 FT. = 3048006 METER
COMPUTED BY: I. I. Saperstein
DATE: 23 Aug. 1951
CHECKED BY: R. R. Wagner
DATE: 18 Sept. 1951
M. 2388-12

MAP T-2379 N & S PROJECT NO PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
MERRILL SHELL BANK LIGHT, 1951	Field Comp.	N.A. 1927	30 14	28.14	S. of Sheet			866.5	(981.0)	
SQUARE HANDKER- CHIEF SHOAL LT. 2 1951	"	"	89 14	56.07				1,499.1	(105.1)	
PASS CHRISTIAN LIGHT 1, 1951	"	"	30 16	22.69				698.7	(1,448.9)	
PASS CHRISTIAN LIGHT 4, 1951	"	"	89 18	58.29				1,558.0	(15.7)	
PASS CHRISTIAN LIGHT 1, 1951	"	"	30 18	25.86				796.3	(1,051.3)	
PASS CHRISTIAN LIGHT 4, 1951	"	"	89 15	00.93				24.8	(1,578.3)	
PASS CHRISTIAN LIGHT 4, 1951	"	"	30 18	08.52				262.4	(1,585.2)	
PASS CHRISTIAN LIGHT 4, 1951	"	"	89 15	16.78				448.4	(1,154.9)	
PASS CHRISTIAN WEST BASE, 1931	G-1352 Pg 28	"	30 18	34.156				1,051.8	(795.8)	
PASS CHRISTIAN WEST BASE, 1931	"	"	89 16	31.010				828.6	(774.6)	
ST. LOUIS, 1931	"	"	30 17	30.287				932.6	(915.0)	
ST. LOUIS, 1931	"	"	89 21	06.419				171.5	(1,431.8)	
HENDERSON, 1917	" Pg 44	"	30 18	14.721				453.3	(1,394.3)	
HENDERSON, 1917	"	"	89 17	19.465				520.1	(1,083.1)	
PASS CHRISTIAN, INN BY THE SEA, TANK, 1931	" Pg 45	"	30 18	31.189				960.4	(887.2)	
PASS CHRISTIAN, INN BY THE SEA, TANK, 1931	"	"	89 17	36.294				969.7	(633.4)	
BAY ST. LOUIS ST. STANISLAUS COLLEGE F.C. HIGHEST CUPOLA, 1909	"	"	30 18	23.11				711.6	(1,136.0)	
BAY ST. LOUIS ST. STANISLAUS COLLEGE F.C. HIGHEST CUPOLA, 1909	"	"	89 19	42.57				1,137.4	(465.7)	
BAY ST. LOUIS CHURCH BELL TOWER, 1909	Comp	"	30 18	27.47				845.9	(1,001.7)	
BAY ST. LOUIS CHURCH BELL TOWER, 1909	Comp	"	89 19	39.93				1,066.9	(536.3)	
BEL-1, 1941 (USE)	Bay St. Louis Quad	"	30 17	05.79				178.3	(1,669.3)	
BEL-1, 1941 (USE)	Quad	"	89 21	57.45				1,535.4	(68.2)	
BEL-2, 1941 (USE)	"	"	30 16	59.72				1,839.0	(8.6)	
BEL-2, 1941 (USE)	"	"	89 22	05.10				136.3	(1,467.3)	

9379 445

PH 601 (49)

1:10,000

Photogrammetry

MAP T. 9379 N & S PROJECT NO. PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
* BSL-3, 1941 (USE)	Bay St. Louis Quad	N.A. 1927	30 16	25.67				790.5 (1,057.1)		
			89 22	33.89				905.8 (697.9)		
* BSL-4, 1941 (USE)	"	"	30 16	12.96				399.1 (1,448.5)		
			89 22	49.34				1,318.8 (284.9)		
* BSL-5, 1941 (USE)	"	"	30 15	46.85				1,442.7 (404.9)		
			89 23	40.34				1,078.3 (525.5)		
* BSL-6, 1941 (USE)	"	"	30 15	43.70				1,345.7 (501.9)		
			89 24	00.15				4.0 (1,599.9)		
** BSL-7, 1941 (USE)	"	"	30 15	35.75				1,100.8 (746.7)		
			89 24	22.87				611.4 (992.6)		
* BSL-8, 1941 (USE)	"	"	30 15	28.04				863.4 (984.1)		
			89 24	48.22				1,289.1 (314.9)		
BSL-11, 1941 (USE)	"	"	30 17	31.57				972.1 (875.4)		
			89 20	54.59				1,458.8 (144.6)		
BSL-12, 1941 (USE)	"	"	30 17	39.04				1,202.2 (645.4)		
			89 20	37.74				1,008.5 (594.9)		
BSL-13, 1941 (USE)	"	"	30 17	58.48				1,800.8 (46.8)		
			89 20	05.60				149.6 (1,453.6)		
BSL-14, 1941 (USE)	"	"	30 18	06.32				194.6 (1,653.0)		
			89 19	55.93				1,494.5 (108.8)		
* WEST OF SHEET, BUT IDENTIFIED AND USED IN CONTROLLING RADIAL PLOT										
** WEST OF SHEET, BUT RECOVERED										
MERRILL COQUILLE Field LIGHT, 1951		"	30 13	43.98				1,354.2 (493.3)		
			89 16	49.84				1,332.7 (271.7)		

MAP T. 2281 N & S PROJECT NO. PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
GULFPORT WEST PIER WATER TANK (US NAVY), 1943	G.P.'s Pg 176	N.A. 1927	30 21	29.98				923.2	(924.4)	
			89 05	43.21				1,154.0	(448.4)	
GULFPORT, 1930	GL352 Pg 28	"	30 21	39.424				1,214.0	(633.6)	
			89 06	34.130				911.4	(690.9)	
WHARF 2, 1921	"	"	30 21	12.882				396.7	(1,450.9)	
			89 05	06.261				167.2	(1,435.2)	
GULFPORT, GREAT SOUTHERN LAND CO. TANK, 1930	"	"	30 21	55.228	Put triangle on back			1,700.6	(116.9)	DESIRABLE
			89 05	39.171	in red			1,046.0	(556.2)	
GULFPORT, MISS. POWER CO. STACK 1910	"	"	30 21	51.392	"			1,582.5	(265.1)	DESIRABLE
			89 05	49.845	"			1,333.1	(271.2)	
MARKHAM, 1951	Field G.P.'s	"	30 22	03.90				120.1	(1,727.5)	
			89 05	25.93				692.4	(909.8)	
GULFPORT RANGE FRONT LIGHT, 1951	"	"	30 21	11.56				356.0	(1,491.6)	
			89 05	07.38				197.1	(1,405.3)	
GULFPORT RANGE REAR LIGHT, 1951	"	"	30 21	53.80				1,656.7	(190.9)	
			89 05	43.22				1,154.1	(448.1)	
GULFPORT CHANNEL LIGHT NO. 64, 1951	"	"	30 18	53.68				1,653.0	(194.6)	DESIRABLE
			89 03	07.31				1,957.3	(1,407.7)	
GULFPORT CHANNEL LIGHT NO. 68, 1951	"	"	30 20	00.86				26.5	(1,821.1)	
			89 04	04.24				113.3	(1,489.5)	
B44 USE, 1942	Use Trav. Comp.	"	251,119.96		1,119.96	(3,880.04)				
			411,397.77		1,397.77	(3,602.23)				
B54 USE, 1942	"	"	255,684.75		684.75	(4,315.25)				
			422,338.61		2,338.61	(2,661.19)				

MAP T. 9381 N & S PROJECT NO. PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
B56 USE, 1942	Use Trav. Comp.	N.A. 1927	256,531.00	425,005.72	1,531.00	(3,469.00)				
B59 USE, 1942	"	"	257,569.79	429,693.84	2,569.79	(2,430.21)				
GULFPORT CHANNEL LIGHT NO. 52, 1951	G.P.'s	"	30 16	89 52.81				174.8	(1,372.8)	DESTROYED
GULFPORT CHANNEL LIGHT NO. 56, 1951	"	"	30 17	89 31.65				16.2	(1,801.4)	DESTROYED
GULFPORT CHANNEL LIGHT NO. 60, 1951	"	"	30 17	89 10.86				1,459.6	(388.0)	ADJ
								290.8	(1,313.1)	

MAP T-9376 N & S PROJECT NO. PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
*DANTZLER, 1930	F.C.'s G3004 Page 3	N.A. 1927	317,227.18 445,541.08	2,227.18 (2,772.82) 541.08 (4,458.92)					
*LYMAN SAWMILL, TANK, 1930	" Page 6	"	303,628.68 412,075.95	3,628.68 (1,371.32) 2,075.95 (2,924.05)					
*LYMAN, 1930	" Page 3	"	308,399.63 393,805.81	3,399.63 (1,600.37) 3,805.81 (1,194.19)					
NUGENT, 1943	G.P.'s Page 82	"	30 28 12.283 89 06 08.999				378.2 (1,469.3) 240.0 (1,360.5)		
DAVIS GULFPORT FERTILIZER CO., TANK, 1930	" Page 44	"	30 23 37.86 89 05 48.98				1,165.8 (681.8) 1,307.6 (294.2)		
WALCOTT & CAMPBELL, COTTON MILL, TANK, 1930	" Page 44	"	30 22 57.839 89 05 49.763				1,781.0 66.5 1,328.6 (273.3)		
U.S. HOSPITAL, NO. 74, STACK, 1930	" Page 43	"	30 22 43.926 89 03 15.545				1,352.6 (495.0) 415.1 (1,186.9)		
BERNARD, 1935	" Page 65	"	30 24 31.831 89 01 39.909				980.2 (867.4) 1,065.3 (536.3)		
B 62 USE, 1942	USE TRAV. COMP.	"	258,598.29 432,945.44	3,598.29 (1,401.71) 2,945.44 (2,054.56)					
B 65 USE, 1942	"	"	259,476.03 436,952.57	4,476.03 (523.97) 1,952.57 (3,047.43)					
B 67 USE, 1942	"	"	260,764.22 441,098.77	764.22 (4,235.78) 1,098.77 (3,901.23)					
B 69 USE, 1942	"	"	261,845.82 445,300.84	1,845.82 (3,154.18) 300.84 (4,699.16)					

MAP T-9377 N & S PROJECT NO PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
WOOL, 1943	G.P. Pg 182	N.A. 1927	30 28 17.856				549.8	(1,297.7)	
			88 59 53.581				1,429.3	(171.2)	
B. M. MARKET (WOOL RM 2) 1943	G.P. Pg 193	"	30 28 17.547				540.3	(1,307.3)	
			88 59 51.087				1,362.7	(237.8)	
*B.M. FL45, 1943	P.C. Pg 44	"	315,177.73	177.73	(4,822.27)				
			472,035.12	2,035.12	(2,964.88)				
*PLAINS, 1943	G.P. Pg 182	"	30 31 59.211				1,823.3	(24.3)	
			88 55 18.341				488.9	(1,110.5)	
PLAINS, 1943	Comp	"	315,108.73	108.73	(4,891.27)				
			472,158.99	2,158.99	(3,811.01)				
KESSLER, 1943	G.P. Pg 182	"	30 24 07.490				230.6	(1,616.9)	
			88 55 02.863				76.4	(1,525.2)	
BILOKI, KEESLER FIELD, BLOCK 6, TANK, 1943	G.P. Pg 193	"	30 24 39.605				1,219.6	(628.0)	
			88 54 45.031				1,201.9	(399.5)	
BILOKI, KEESLER FIELD, BLOCK 19, TANK, 1943	"	"	30 24 26.722				822.9	(1,024.7)	
			88 55 00.511				13.6	(1,587.9)	
BILOKI, KEESLER FIELD, BLOCK 35, BANK, 1943	"	"	30 24 13.571				117.9	(1,429.7)	
			88 54 44.684				1,192.8	(408.8)	
BILOKI, HOTEL BILOKI, TANK, 1943	"	"	30 23 45.58				1,403.5	(444.0)	
			88 54 18.45				492.5	(1,109.2)	
BILOKI LIGHTHOUSE, 1855	G3394 Pg 61	"	30 23 39.189				1,206.7	(640.8)	
			88 54 04.216				112.5	(1,489.2)	
BUNGALOW RM 2 1935	Comp	"	30 25 59.118				1,821.3	(26.2)	
			88 59 26.796				715.1	(886.0)	

1 FT. = 3048006 METER

COMPUTED BY I. L. Saperstein DATE 18 Feb. 1952 CHECKED BY R. J. Pate DATE 29 Feb. 1952

MAP T-9377 N & S PROJECT NO. PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
VETERANS HOME, TANK, 1935	G3394 Pg 65	N.A. 1927	30 88	24 56	26.606 55.300			819.3 (1,028.3)	1,476.1 (125.5)	
HOLLIMAN, 1935	"	"	30 88	25 56	26.363 07.288			811.8 (1,035.8)	194.5 (1,406.8)	
CAN, 1910	"	"	30 88	25 52	19.115 38.443			588.6 (1,259.0)	1,026.0 (575.3)	
BILOXI BAY, HIGHWAY 57, DRAWSPAN, CENTER "	"	"	30 88	25 53	12.899 28.906			397.2 (1,450.4)	771.5 (829.9)	
BILOXI CHANNEL BEACON NO. 10, 1935	"	"	30 88	23 53	19.196 57.105			591.1 (1,256.5)	1,524.5 (77.3)	
BILOXI CHANNEL BEACON NO. 16, 1935	"	"	30 88	23 52	23.381 58.422			720.0 (1,127.6)	1,559.7 (42.1)	
BILOXI, BUENA VISTA HOTEL, TANK, 1930	G 1352 Pg 42	"	30 88	23 53	42.168 36.519			1,298.5 (549.1)	974.9 (626.8)	
EDGEWATER GULF HOTEL, DOME, FLAG- POLE, 1930	"	"	30 88	23 59	26.498 17.416			816.0 (1,031.6)	465.0 (1,136.9)	
BILOXI, 1930	"	"	30 88	23 56	45.728 00.172			1,408.1 (439.5)	4.6 (1,597.1)	
BILOXI CHANNEL LIGHT NO. 2, 1951	Field G.P.	"	30 88	21 54	39.10 07.68		S. of sheet	1,204.0 (643.6)	205.1 (1,397.2)	
BILOXI CHANNEL LIGHT NO. 4, 1951	"	"	30 88	22 54	28.444 06.25			875.8 (971.8)	166.9 (1,435.2)	
BILOXI CHANNEL LIGHT NO. 6, 1951	"	"	30 88	23 54	03.84 05.33			118.2 (1,729.3)	142.3 (1,459.6)	

MAP T 9377 ~~XXX~~ N & S PROJECT NO PH-60A(49) SCALE OF MAP 1:10,000 SCALE FACTOR 1:10,000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
					FORWARD	(BACK)		FORWARD	(BACK)	
BILOXI CHANNEL LIGHT NO.8, 1951	Field G.P.	N.A. 1927	30	23 11.58				356.6	(1,491.0)	
			88	54 03.52				94.0	(1,507.9)	
B 72 USE, 1942	USE TRAV. COMP.	"	262,	344.07	2,344.07	(2,655.93)				
			447,	939.05	2,939.05	(2,060.95)				
B 75 USE, 1942	"	"	262,	802.55	2,802.55	(2,197.45)				
			451,	343.83	1,343.83	(3,656.17)				
B 77 USE, 1942	"	"	263,	197.93	3,197.93	(1,802.07)				
			454,	727.12	4,727.12	(272.88)				
B 82 USE, 1942	"	"	263,	838.06	3,838.06	(1,161.94)				
			461,	739.11	1,739.11	(3,260.89)				
BUSH USE, 1939	Biloxi Bay Quad 23	"	30	23 14.080				433.6	(1,411.0)	
			88	52 52.532				1,402.5	(199.4)	
STATION 0 USE 1939	"	"	30	23 39.919				1,229.2	(618.4)	
			88	54 57.969				1,547.5	(54.2)	
STATION 0-1 USE 1939	"	"	30	23 43.437				1,337.6	(510.0)	
			88	54 58.503				1,561.7	(40.0)	
STATION 2 USE 1939	"	"	30	23 38.864				1,196.7	(650.8)	
			88	54 39.048				1,042.4	(559.3)	
STATION 2-1 USE 1939	"	"	30	23 42.981				1,323.5	(524.1)	
			88	54 40.564				1,082.9	(518.8)	
STATION 5 USE 1939	"	"	30	23 39.400				1,213.2	(634.3)	
			88	54 04.210				112.4	(1,489.4)	
STATION 4 USE 1939	"	"	30	23 39.740				1,223.7	(623.9)	
			88	54 16.653				444.6	(1,157.2)	

MAP T-2377 N. & S. PROJECT NO PH-60A(19) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
STATION 6 USE 1939	Belloci Bay Quad 62	N. A. 1927	30	23	39.356			1,211.9	(635.7)	
			88	53	49.779			1,328.9	(272.9)	
STATION 6-1 USE 1939	" Quad 74	"	30	23	43.399			1,336.4	(511.2)	
			88	53	49.817			1,329.9	(271.8)	
STATION 7 USE 1939	" Quad 56	"	30	23	38.226			1,177.1	(670.5)	
			88	53	33.650			898.3	(703.4)	
STATION 10 USE 1939	" Quad 50	"	30	23	34.246			1,054.5	(793.0)	
			88	52	59.170			1,579.6	(22.2)	
STATION 11 USE 1939	" Quad 54	"	30	23	35.682			1,098.8	(748.8)	
			88	52	49.690			1,326.5	(275.2)	
STATION 12 USE 1939	" Quad 53	"	30	23	35.597			1,096.1	(751.4)	
			88	52	40.488			1,080.9	(520.9)	
STATION 15-14 USE 1940	" Quad 105	"	30	24	42.097			1,296.3	(551.3)	
			88	52	48.115			1,284.2	(317.2)	
STATION 15-17 USE 1940	" Quad 100	"	30	24	39.659			1,221.2	(626.4)	
			88	53	05.367			143.3	(1,458.2)	
STATION 15-18 USE 1940	" Quad 99	"	30	24	38.215			1,176.8	(670.8)	
			88	53	14.577			3.89.1	(1,212.4)	
STATION 15-19 USE 1940	" Quad 101	"	30	24	40.873			1,258.6	(589.0)	
			88	53	24.552			655.3	(946.1)	
STATION 15-20 USE 1940	" Quad 102	"	30	24	41.104			1,265.7	(581.9)	
			88	53	32.214			859.8	(741.6)	
STATION 13 USE 1939	" Quad 51	"	30	23	34.734			1,069.6	(778.0)	
			88	52	31.736			847.2	(754.5)	

COMPILATION REPORT T-9379

31. DELINEATION.

The graphic method was used in delineating.

Photographic coverage was good but poor scale and considerable tilt were factors that impeded progress in delineating.

Field inspection was adequate.

W. W. Dawsey delineated the south half and R. A. Reece delineated the north half of this quadrangle.

32. CONTROL.

A sufficient number of well-placed secondary control points were located by the radial plot to insure accurate establishment of detail points.

Reference is made to the radial plot report for the disposition of U. S. Corps of Engineers Traverse Station B. S. L. 20. (Reference letter dated 26 May 1952, 73-aal, copy included with radial plot report.)

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

Little difficulty was encountered in the delineation of drainage. Due to the poor scale of the field photographs on which the contouring was done, it was necessary to use the projector in transferring many of them to the manuscript.

35. SHORELINE AND ALONGSHORE DETAILS.

Since the shoreline inspection was good, no difficulty was encountered in the delineation of shoreline features.

Shoal lines are shown according to field party data and also office interpretation of the photographs.

36. OFFSHORE DETAILS.

No unusual problems were encountered.

37. LANDMARKS AND AIDS.

Refer to Item 9.

38. CONTROL FOR FUTURE SURVEYS.

Ten (10) recoverable topographic stations, described on Form 524 and listed under Item 49, were located on the manuscript by radial plot method.

39. JUNCTIONS.

This quadrangle joins Survey No. T-9380 to the east, Survey No. T-9786 to the north and Survey No. T-9788 to the west, Project Ph-68(50). The area to the south is bounded by open water.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

41. BOUNDARIES, MONUMENTS AND LINES.

All Section and Grant lines north and east of the city of Bay St. Louis in the area where the only monuments were recovered (Reference Item 10) are approximate. Extensive investigation by the field editor is required in order to

confirm or negate the positions of the lines and corners as shown on the Discrepancy Prints. Lines drawn on the Discrepancy Prints were tied into the recovered corners and by using proportional dividers to cultural detail as shown on land office plats.

42. BRIDGES.

The vertical clearances given in the report are the same as those on the photographs. Although the report states "above M. H. W." the distances are "above water". The corrected clearances, however, still remain the same as the "above water" clearances since the measurements were taken near enough to M. H. W. not to register any appreciable difference.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with Corps of Engineers, U. S. Army, Tactical Map, BAY ST. LOUIS, MISSISSIPPI, scale 1:62,500, dated 1914. Agreement was good considering scale difference and the time interval.

A comparison was also made with Sheets 1 and 2 of 3 of C.S.-368, scale 1:20,000, undated. Portions of each sheet embraced a segment of the area covered by the map manuscript. No significant changes have taken place since publication.

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with Nautical Chart No. 877, scale 1:40,000, published February 1949 and corrected to 8 August 1949. No major differences were noted.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

THIS STATEMENT IS INCORRECT
CORRECT CLEARANCES ARE SHOWN ON F.E.
SHEETS THE CLEARANCES SHOWN ON Pgs
11 & 13 ARE NOT IN AGREEMENT
AFTER APPLICATION
OF TIDE CORRECTION
AREA

ITEMS TO BE CARRIED FORWARD.

None.

Richard A. Reese
Richard A. Reese, Carto.Photo.Aid

APPROVED AND FORWARDED:

J. E. Waugh
J. E. Waugh, Chief of Party.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9379

- 1. Projection and grids J.G. 2. Title J.G. 3. Manuscript numbers J.G. 4. Manuscript size J.G.

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) J.G. 7. Photo hydro stations XX 8. Bench marks J.G.
- 9. Plotting of sextant fixes J.G. 10. Photogrammetric plot report J.G. 11. Detail points J.G.

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

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

CULTURAL FEATURES

- 27. Roads J.G. 28. Buildings J.G. 29. Railroads J.G. 30. Other cultural features J.G.

BOUNDARIES

- 31. Boundary lines J.G. 32. Public land lines J.G.

MISCELLANEOUS

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

40. Jesse A. Giles Jesse A. Giles William A. Rasure William A. Rasure
Reviewer 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:

48. GEOGRAPHIC NAME LIST.

BAY ST. LOUIS
BAY WAVELAND YACHT CLUB
BAYOU ACADIAN
BAYOU PORTAGE

(town) Bayou Brewer

Cameron Island

Cedar Point church

Cedar Rest Cemetery

CEDAR BAYOU
CEDAR POINT

COMMISSIONERS DISTRICT NO. 3

COMMISSIONERS DISTRICT NO. 5

COWARD POINT

(Harrison County)

(Hancock County)

SUPERVISOR DISTRICT NO 4

DE LISLE
DE LISLE BAYOU

GARDENS of MEMORY CEMETERY

GRASSY POINT

HANCOCK COUNTY
HARRISON COUNTY
HENDERSON POINT

JOURDAN RIVER

Joes Bayou

LITTLE BAY
LOUISVILLE & NASHVILLE RAILROAD

MAIN ST.

MALLINI BAYOU
MALLINI POINT

MIDDLE CHANNEL
MISSISSIPPI
MISSISSIPPI SOUND

SMIT NICHOLSON AVE NORTH BEACH BLVD
OLD SPANISH TRAIL

Our Lady of Good Hope Church

PASS CHRISTIAN

RAILROAD AVE. (in De lisle)

Randolph H.S. (in Pass Christian)

RES
ST. CLAIR CHURCH
ST. JOSEPH ACADEMY

Trinity Memorial Church (" " ")

ST. LOUIS BAY A
ST. ROSE DE LIME CHURCH
ST. ROSE DE LIME SCHOOL
ST. STANISLAUS SCHOOL

SOUTH BEACH BLVD

and Athletic Field

U. S. MERCHANT MARINE SCHOOL
U. S. 90

St. Augustine Seminary

VALENCIA C. JONES SCHOOL

R. W. Taylor school

Valena

St. Joseph chapel

on manuscript

48. GEOGRAPHIC NAME LIST (CONTINUED)

WATTS BAYOU
WAVELAND
WHITFIELD BEND
WOLF RIVER

YOUNG BAYOU

Names approved 4-20-53
 L. Heck.

LAND GRANTS.

ASMOND, CHAS.

CARLO, MADAM
 CARVER, ELIHU

(Also shown as CHARLO)

DARRIGADE, PETER
 DIMITRY, ALEX

(Also shown as DERRIGADE)

GRELOT, BATH

JOURDEN, NOEL

LEPASUR, MELILLO

(Also shown as SESSASTER and LAPASIR)

NICAISE, M & G

FELLERIN, BATH

SARDOSS, JOHN B
 SAUCIER, PHILIP
 SHIELD, THEO.

49. NOTES FOR THE HYDROGRAPHER.

The following topographic stations may be useful to the hydrographer:

AIRY - 1950
AMOR - 1950
ARCH - 1950
ARID - 1950

BALL - 1950
BANK - 1950
BASE - 1950

CAPE - 1950
CELL - 1950
CLIP - 1950

BSL 21 (USE 1941) - 1950
BSL 22 (USE 1941) - 1950

TIDE COMPUTATION

PROJECT NO. PH-60(49)T- 9379

Time and date of exposure 10:05 16 May '50 Reference station Pensacola, Florida Mean range
 Date of field inspection 24 July 1951 Subordinate station BAY ST. LOUIS, MISSISSIPPI Ratio of ranges 1.02

	Time		Height feet	Height x Ratio of ranges	Time	
	h.	m.			h.	m.
High tide	09	36	1.4	1.7	09	36
Low tide	20	11	-0.1	-0.1	01	10
Duration of rise or fall	10 35		1.8		10 46	

	h. m.		feet	Photo. No.
	h.	m.		
Time H. T. or L. T. Required time Interval	10	46	1.7 0.0 1.7	
Time H. T. or L. T. Required time Interval				
Time H. T. or L. T. Required time Interval				
Time H. T. or L. T. Required time Interval				
Time H. T. or L. T. Required time Interval				

Field Edit Report
Quad. T-9379

51. Methods. All roads were ridden out to check their classification and to visually check the planimetry and contours. The shoreline and offshore features were inspected from a boat; from a road parallel to and near the shoreline and by walking the shoreline.

Standard plane-table methods were used to locate additional offshore features, new roads and buildings, grant and section line corners, to determine the clearance of overhead cables or wires; to determine the height of a radio mast; to test the accuracy of the contours and to contour areas adjoining the new highway.

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

Field edit information is shown on the following: Eight Field Edit Sheets numbered 1 to 8 inclusive, three Discrepancy Prints, two Section and Grant Line Discrepancy Prints, one Geographic Names Print, and one ratio print each of photographs Nos. 55W-1777, 1778, 1779, 1794 and 1795.

Violet ink was used for all corrections and additions on both the field edit sheets and the photographs. Green ink was used for all deletions. A legend appears on each Field Edit Sheet.

52. Map Accuracy.^{*} It is evident that insufficient care was exercised in the delineation of pertinent detail on the north half of the sheet. This is not true of the south half.

Much time was spent on features such as buildings and roads, where the vegetation is heavy, due to the feature being obscured or partly obscured and not indicated during field inspection.

* SEE ITEM 66 REVIEW REPORT

AREA

53. Map Accuracy. No horizontal accuracy tests were made as such, However, while locating offshore features, by graphic triangulation, on the north half of the sheet it was noted that some well defined points of detail which are within 1000 feet of horizontal control points, are in error 1.2 mm while others in nearby areas are in error less than one fourth that amount. This again indicates that more care should have been exercised during the compilation.

A number of points were located from triangulation stations, and are shown on Field Edit Sheet No. 4 along with labels and explanatory notes.

Offshore features were located and checked in the same manner on the south half of the sheet and no point that was checked was in error more than 0.3mm.

This work was done on a double weight matte print of the sheet on which no scale factor could be detected by dividers and metric scale bar.

Contours were tested in several well scattered areas. A total of 18 points were tested 100% of which were in error less than one half the contour interval.

54. Recommendations. It is recommended that double weight matte prints be furnished the field editor for all sheets that contain well developed areas, especially where graphic triangulation might be necessary.

54. Examination of the Proof Copy. Mr. E. S. Drake, a local surveyor of note for approximately 50 years in this area has agreed to examine a proof copy of the map. Mr. Drake's address is Bay St. Louis, Miss.

It was noted, by Mr. Drake, that the names of some of the owners of the old land grants, as copied from the G. L. O. Plats, were misspelled, which, as he pointed out was no doubt due to the characteristic of the writing on the old plats. These were corrected.

Bayou Arcadian (Acadian) is located in the Northeastern part of the sheet. According to Mr. S. H. Dedeaux, a local surveyor and a lifetime resident of DeLisle the name of this Bayou should be spelled ARCADIAN and is pronounced as spelled. This was confirmed by several people in Pass Christian and Biloxi.

10. Boundaries Monuments and Lines. With the assistance of Mr. E. S. Drake, the surveyor mentioned in item 54, one additional section corner and several grant line corners were recovered and located. These corners are generally not monumented, but marked by fence lines, property lines etc. Mr. Drake gave generously of his time, without which these corners could not have been recovered.

Respectfully submitted,

14 August 1956

George E. Varnadoe
George E. Varnadoe
Photo. Engr.

Review Report T-9379

Topographic Map

August 6, 1957

61. General Statement

See Summary Report

62. Comparison with Registered Topographic Surveys

*7015a	1:40,000	1946
*7015b	1:20,000	1946
325	1:10,000	1851
3663	1:40,000	1917-18
370	1:20,000	1852

Manuscript T-9379 supercedes all the above surveys as source material for charts.

63. Comparison with Maps of Other Agencies

Bay St. Louis 1914

This map is obsolete. Considerable urban development and road network has been undertaken since the compilation of this map. One of the compilation sources is C&GS chart 190. This chart was last printed in 1919.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

Chart 877 1:40,000 1951 4/1/57

Refer to item 65 Review Report for T-9380, paragraph 1.

66. Adequacy of Results and Future Surveys

Under item 52 of the Field Edit Report mention is made of the horizontal accuracy of the north half of this manuscript. In pursuit of this a careful review was made.

The original compilation was by tilted nine-lens photographs of poor scale as reported in item 31 of the Compilation Report. These photographs were taken in May 1950.

In October 1955 new single-lens photography was flown covering this area. Changes in culture was sufficient to warrant a revision of the original compilation using the later photography. This was accomplished prior to Field Edit.

The Field Editor was furnished with copies of both compilations, the original on double weight matte prints, the later revision on single weight. It was necessary for him to use the older double weight print for detail located by graphic triangulation.

Subsequent to the application of Field Edit data review was made of pertinent detail and it was found to be adequate.

It should be further noted that about April of 1954, Mr. Elgan Jenkins executed a scheme of triangulation covering four originally established topographic stations. These topographic stations were located by nine-lens radial plot in the original compilation. When these were included in the triangulation scheme the greatest error was eight meters.

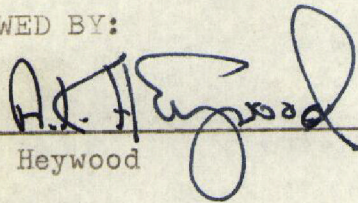
Accuracy of the contours was checked in two separate areas. Refer to Field Edit Report item 53 the last paragraph.

This map complies with all instructions and with the National Standards of Map Accuracy.

It is of adequate accuracy for use as a base for hydrographic surveys. 68 land grants.

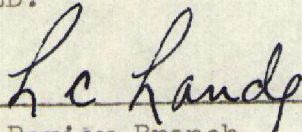
In most cases little information for the accurate delineation of all land grants could be secured by the Field Editor. Most of the land grant lines are unreliable and are so marked.

REVIEWED BY:

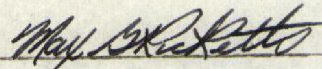


A. K. Heywood

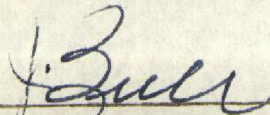
APPROVED:



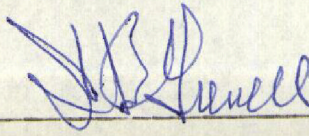
Chief, Review Branch
Photogrammetry Division



Chief, Nautical Chart Branch
Charts Division



Chief, Photogrammetry Division



Chief, Coastal Surveys Division

