

9381

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

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-60(49)A Office No. T-9381

LOCALITY

State Mississippi

General locality Mississippi Sound

Locality South Gulfport

19 50-54

CHIEF OF PARTY

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

LIBRARY & ARCHIVES

DATE May 12, 1958

B-1870-1 (1)

9381

DATA RECORD

T-9381

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: 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): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): ~~1950~~ 9 1950 reported to Nautical Chart Branch (IV):

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

Reference Station (III): GULFPORT, 1930 ✓

Lat.: 30° 21' 39".424 (1214.0m) Long.: 89° 06' 34".130 (911.4m) ✓

Adjusted
~~XXXXXXXXXX~~

Plane Coordinates (IV):

State:

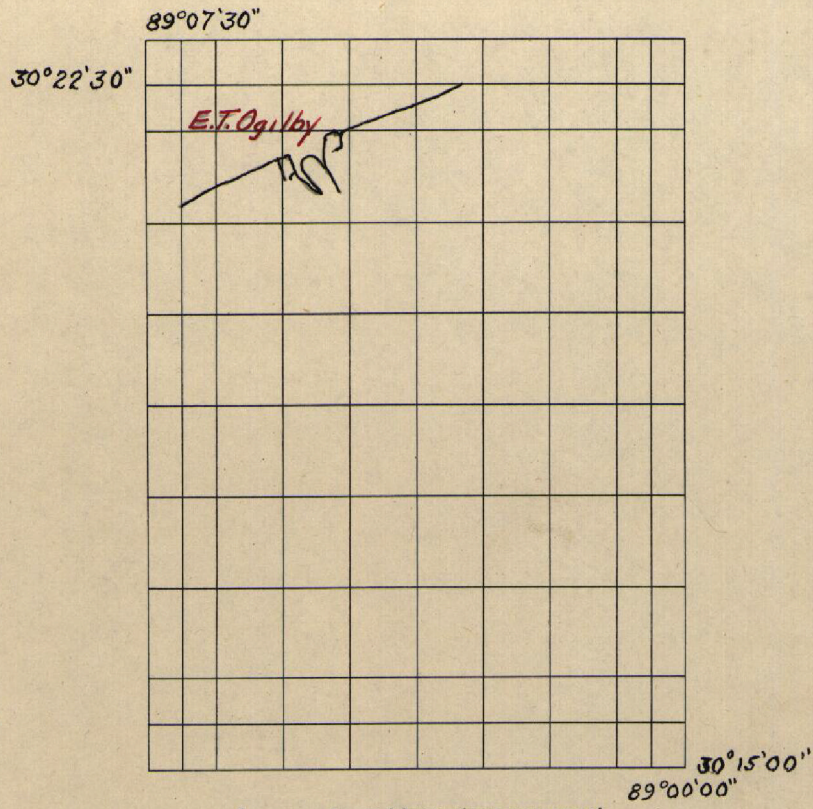
Zone:

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)

Camera (kind or source) (III): USC&GS Nine-lens, 8 $\frac{1}{4}$ " focal length

Number	Date	PHOTOGRAPHS (III)		Scale	Stage of Tide
		Time			
26013	15 May 1950	1500		1:10,000	✓ 0.7
26014	"	"		"	"
26015	"	1501		"	"
26143	16 May 1950	0949		"	✓ 1.96
35156-57	21 FEB 1952	0917		1:15,000	

Tide (III)
TABLE & PREDICTED TIDES
 Reference Station: PENSACOLA
 Subordinate Station: BILOXI, BILOXI BAY
 Subordinate Station:

DURHAM

Ratio of Ranges	Mean Range	Spring Range
1.4		1.8

Washington Office Review by (IV): *A. K. Heywood*

Date: *28 JUNE 1957*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

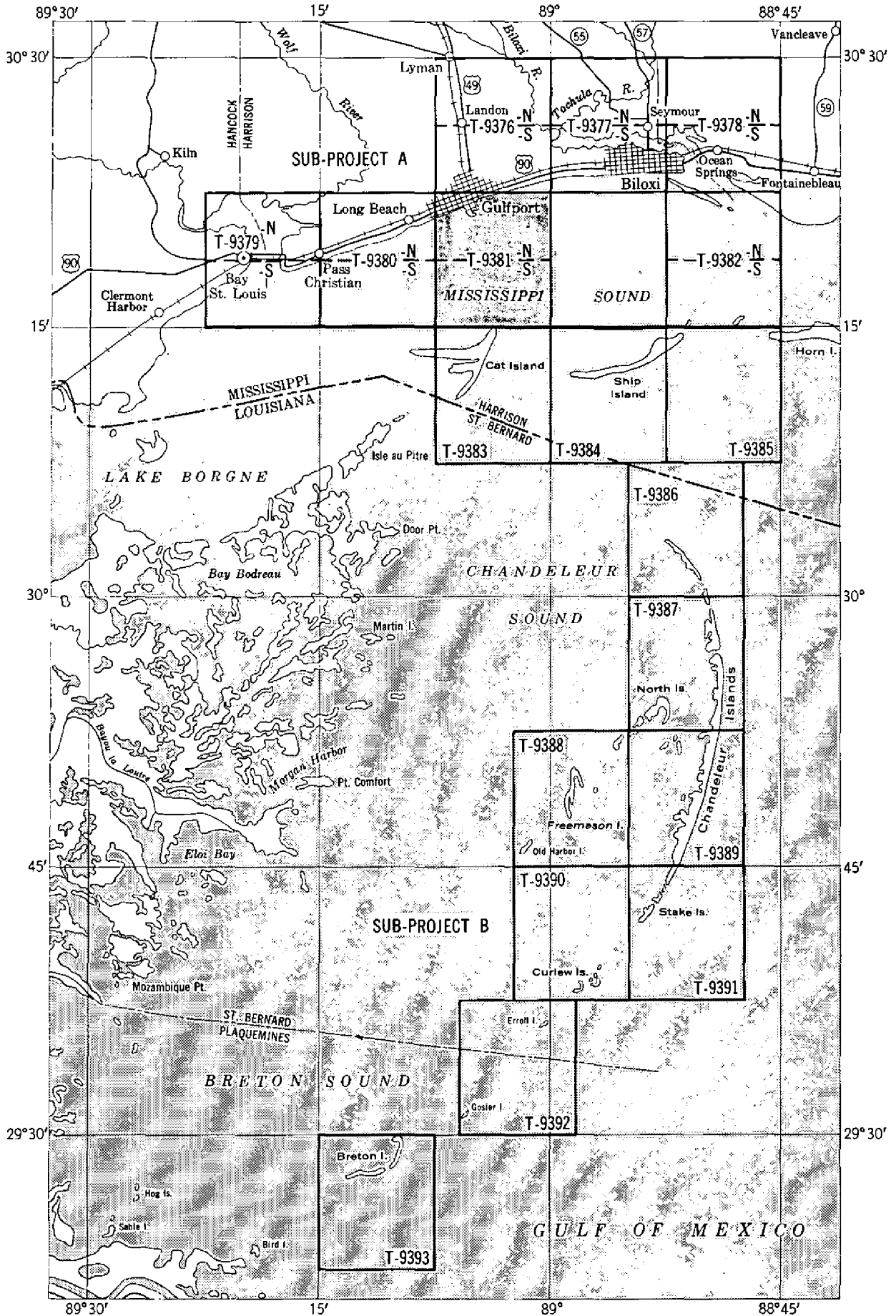
Land Area (Sq. Statute Miles) (III): **3**
 Shoreline (More than 200 meters to opposite shore) (III): **10**
 Shoreline (Less than 200 meters to opposite shore) (III): **0**
 Control Leveling - Miles (II): **7.7**
 Number of Triangulation Stations searched for (II): **29** Recovered: **16** Identified: **11**
 Number of BMs searched for (II): **8** Recovered: **5** Identified: **5**
 Number of Recoverable Photo Stations established (III): **5**
 Number of Temporary Photo Hydro Stations established (III): **0**

Remarks:

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



2. AREAL FIELD INSPECTION

The major portion of the area embraced by this map is water which is a part of Mississippi Sound. The land portion in the northwest part of the map is the southern section of the city of Gulfport.

Gulfport is a secondary seaport and resort city. Its chief industries are fishing, lumbering, some manufacturing and, of course, the tourist business. Although the fishing industry is restricted almost entirely to shrimp and oysters it has a greater importance economically because of the number of people it furnishes a source of livelihood. The tourist business is probably next in importance. Manufacturing is limited to naval stores, drugs, and some textile products.

The Port of Gulfport consists of a turning basin for ocean going cargo vessels, a pier on each side of the basin and the necessary storage facilities. The chief import is bauxite with the chief exports being naval stores, lumber and cotton.

A new commercial small craft harbor now under construction completes the facilities of the Port of Gulfport. This harbor will furnish berthing and other facilities for the fishing fleet and other commercial small craft.

In addition to water transport, the area is served by two railroads, two major highways and a good network of secondary roads. The Illinois Central Railroad furnishes railway freight facilities to the north. The Louisville and Nashville Railroad furnishes passenger as well as freight facilities to the east and west. U. S. Highway #90 is the major unit of the highway system along the Gulf coast. It affords means of highway travel to the east and west. U. S. Highway #49 connects U. S. Highway #90 and the area with the interior.

Gulfport is not on a major airline. However, one airline has flights scheduled as part of its feeder system.

The area south of U. S. Highway #90 was being filled by hydraulic dredge at the time of field inspection. Because of its stage of completion and possible changes to be made later, the field editor should inspect the entire length of the newly built beach for extension of present piers and construction of new ones.

At the time of field inspection dredging was still in progress inside the new commercial small craft harbor and the area to the north and east of this harbor was being filled. No plans were available for the final location of the channel connecting this harbor to the Gulfport Ship Channel and no plans were available for the type of aids to be used in marking this channel. The field editor will have to inspect this area and locate any aids established.

Local information disclosed that the Mississippi Power Company Stack is to be razed in the near future and a radio tower will be built on the present base of the stack. If such is the case the field editor should determine the height of this tower and if satisfactory for a landmark he should prepare and submit Form 567.

Interior field inspection was done on photographs 26013 through 26015.

3. HORIZONTAL CONTROL

Establishment of supplemental control for compilation control was not necessary because of recovery and identification of sufficient existing control. Location of fixed aids to navigation resulted in eight new third-order triangulation stations. They are:

GULFPORT CHANNEL LIGHT	52	1951
"	"	" 56 "
"	"	" 60 "
"	"	" 64 "
"	"	" 68 "
GULFPORT RANGE FRONT LIGHT	1951	
"	"	REAR LIGHT 1951
MARKHAM	1951	

Of these the last three were identified. The remaining five could not be identified because of lack of photograph coverage. If GULFPORT CHANNEL LIGHT 56 1951 can be identified on any photograph it should be used with caution as the light was destroyed and rebuilt between date of photography for the project and date of location.

Triangulation station GULFPORT, GREAT SOUTHERN LAND CO. TANK 1930 was razed after photography and identification.

Information available at the time of field inspection disclosed that station GULFPORT, MISSISSIPPI POWER CO. STACK 1910 is to be razed in the very near future. (See Item 2)

The following stations were reported lost:

GULFPORT CHANNEL LIGHT	NO 2	1910
"	"	" 4 "
"	"	" 6 "
"	"	" 8 "
"	"	" 10 "
"	"	BEACON NO 2 1943
"	"	" 4 "
"	"	" 6 "
"	"	" 8 "
"	"	" 10 "

GULFPORT, GROCERY CO. TANK 1930
GULFPORT, GREAT SOUTHERN LAND CO. TANK 1930
GULFPORT CHANNEL RANGE REAR LIGHT 1946
GULFPORT, MISSISSIPPI POWER CO. STACK 1910
WHARF 2 ECC 1930

Four stations in a traverse along the seawall, a part of beach erosion control surveys made by the Mobile District Engineer, connected to U.S.C. & G.S. triangulation were recovered and identified. They are B44, B54, B56, and B59. Coordinates of these stations on Mississippi State Plane Coordinate System, East Zone (Transverse Mercator) as furnished by the District Engineer, Mobile District, Corps of Engineers, were furnished the photogrammetric office by the field party.

Horizontal control was identified on photographs 26013 through 26015.

4. VERTICAL CONTROL

The following are first-order bench marks recovered: GULFPORT; RM 1 GULFPORT; RM 2 GULFPORT; R 17; and S 17.

Fourth-order levels were run to furnish additional control for plane-table contouring. Fly level points established were 81-61 through 81-15.

5. CONTOURS AND DRAINAGE

Contouring was done by planetable methods directly on 1:10,000 scale photographs.

Drainage is minor and is adequately explained on the photographs.

Contouring was done on photographs 26013 through 26015.

6. WOODLAND COVER

Except for one small area, woodland cover is insignificant, consisting almost entirely of shade trees in the residential districts which are mainly pecans and live oaks. A relatively small area in low ground along the northern limits of the map worthy of mapping is pine, scattered cypress and gum.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line was inspected and delineated prior to the start of a hydraulic fill sand beach offshore the seawall. Following completion of the new sand beach the mean high water line and the mean low water line were located by planetable methods directly on the photographs. The elevation of both mean high water and mean low water were reduced to mean sea level using values of tidal bench marks at Bay St. Louis which are connected to the first-order level line "Biloxi, Mississippi to New Orleans, Louisiana."

The bulkheads and breakwaters surrounding the new commercial craft harbor were located directly on the photographs by planetable methods. A blueprint of the harbor furnished by the Port Commission, Port of Gulfport, was furnished as supplemental data.

See Item 2.

Shoreline inspection was done on photographs 26013 through 26015.

8. OFFSHORE FEATURES

A sunken dredge just to the east of the entrance to Gulfport Yacht Basin was located and its elevation determined by planetable.

All other offshore features are adequately covered by the photographs.

9. LANDMARKS AND AIDS

A landmark now charted on charts 876, 877, 1267 and 1268 as STACK is the previously mentioned Mississippi Power Company Stack which is to be torn down. A radio tower is to be built on the foundation of the present stack. Deletion of the stack as a landmark will be recommended by the field party when the stack is actually razed. Construction of the radio tower will be some time later, consequently the field editor will have to determine its height and submit Form 567 recommending it to be charted.

All other landmark data is adequately covered by Forms 567.

The following fixed aids to navigation were located by third-order triangulation methods:

* GULFPORT CHANNEL LIGHT	52
* " " " "	56
" " " "	60
* " " " "	64
" " " "	68

GULFPORT RANGE FRONT LIGHT
GULFPORT RANGE REAR LIGHT

* DESTROYED SEE 567 FORM
A-12

The following fixed aids to navigation were identified for location by photogrammetric methods:

GULFPORT HARBOR BREAKWATER LIGHT
GULFPORT YACHT BASIN CHANNEL LIGHT 4

Rough planetable location of GULFPORT YACHT BASIN CHANNEL LIGHT 2 indicated construction of this aid in a new position, subsequent to date of photography and contrary to information furnished by the Dockmaster. Theodolite cuts were taken on this aid from points of identifiable detail. See Form 251a and Form 24A.

All other data for fixed aids to navigation is covered by Forms 567.

10. BOUNDARIES, MONUMENTS AND LINES

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

One section corner was recovered and identified. Local inquiry and search failed to disclose any other existing marked section corners.

11. OTHER CONTROL

Because of the plethora of existing control no other control of any type was established.

12. OTHER INTERIOR FEATURES

A newly constructed section of U. S. Highway #90 along the south side of the City of Gulfport was located by planetable on photograph 26014. This section is four lane concrete, Class I, divided highway. The parkways between the two pairs of lanes are too narrow to be compiled to scale.

Two blueprints showing location and number of tracks and sidings of the Illinois Central Railroad in the area are part of the supplemental data. Points common to these prints and to the photographs were identified on both the prints and photographs to facilitate compilation.

Other railroad lines, spurs, and sidings are covered by field inspection notes on the photographs.

All other interior features adequately covered by the photographs.

13. GEOGRAPHIC NAMES

In File - 854
See "Special Report, Geographic Names, Project Ph-60(49)."

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

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

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

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

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

Blueprints showing Illinois Central Railroad trackage forwarded with letter of transmittal 60-24.

Mississippi State Plane Coordinates, East Zone, Transverse Mercator, U. S. Engineer Traverse, Henderson Point to Biloxi, forwarded with letter of transmittal 60-24.

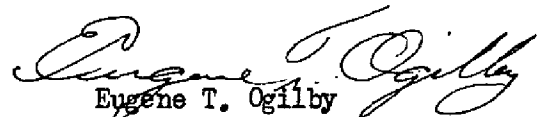
Blueprint of commercial small craft harbor, Gulfport, forwarded with letter of transmittal 60-24.

Forms 24A, 251a, and 470 forwarded with letter of transmittal 60-24.

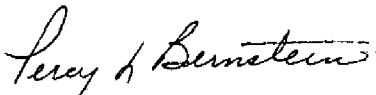
Letter of transmittal 60-18, Data, Location of Fixed Aids to Navigation, forwarded to the Washington Office, Division of Geodesy, 15 June 1951.

Letter of transmittal 60-24, Data, Quadrangle T-9381(), forwarded to the Washington Office 27 ~~November~~^{December} 1951.

Submitted
17 October 1951


Eugene T. Ogilby
Cartographic Survey Aid

Approved and forwarded
~~November~~ 1951
26 December 1951



Percy L. Bernstein
Chief of Party

COMPILATION REPORT T-9381PHOTOGRAMMETRIC PLOT REPORT.

This report was submitted with T-9379.

31. DELINEATION.

The graphic method was used.

The photographs were of reasonably good scale. Photograph 26014 has the best scale.

32. CONTROL.

Sufficient secondary control was established and its distribution and placement was such that no difficulty was encountered in the establishment of additional control for delineation.

Triangulation Station GREAT TANK, 1930, is shown in red on the map manuscript. It was recovered in 1950 and was used in the radial plot. A subsequent recovery note (Form 526) states that the tank was razed in August 1951.

33. SUPPLEMENTAL DATA.

None.

The blue print of the small craft harbor, mentioned under Items 7 and 14, was not received in the Tampa Compilation Office.

34. CONTOURS AND DRAINAGE.

The drainage was sparse and has been delineated according to field inspection notes and photographic interpretation.

The contours were complete except for the five foot contour which apparently was ignored by the field inspector.

35. SHORELINE AND ALONGSHORE DETAILS.

All shoreline detail has been delineated according to field notes.

36. OFFSHORE DETAILS.

Two groups of piling at approximate Latitude $30^{\circ} 21'5$, ^{(?) position?} Longitude $89^{\circ} 04.5$ located on the field print were not identifiable on the office photographs. They have been delineated directly from the field print to which detail points were transferred. It is believed that the positions of these piling are well within the limits of allowable error since the scale of the field print was good and all of the piling mapped fell within the center chamber of the nine-lens photograph used by the field inspector. The field editor, however, has been asked to check during completion survey.

37. LANDMARKS AND AIDS.

Applied to map manuscript in accordance with field inspector's recommendation.

Reference is made to Item 9 of field inspector's report.

38. CONTROL FOR FUTURE SURVEYS.

Five (5) topographic stations are being submitted on Form 524. Four (4) of these have been listed and included under Item 49. The fifth one is a section corner and of no use to the hydrographer. See Item 11 with reference to agreement in number of stations listed.

39. JUNCTIONS.

A satisfactory junction has been secured with T-9376 on the northern limits and T-9380 on the western limits. Mississippi Sound lies to the south and west.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement required.

46. COMPARISON WITH EXISTING MAPS.

Comparison has been made with USC&GS Manuscript CS 367 () and CS 368 (). Radical shoreline change due to a filled beach has occurred since their compilation. No other outstanding differences were noted.

Shoreline change

47. COMPARISON WITH NAUTICAL CHARTS.

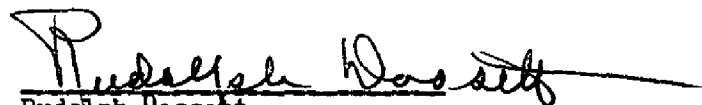
Comparison has been made with Nautical Charts 1268, published September 1940, corrected to August 13, 1951, scale 1:80,000; and Nautical Chart No. 876, published January 1949, corrected to September 25, 1950, scale 1:40,000. The maps listed in Paragraph 46 appear to be the sources of most of the topography and the same differences exist.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.


None.

ITEMS TO BE CARRIED FORWARD.

None.


Rudolph Dossett
Carto. Photo. Aid

APPROVED AND FORWARDED:


J. E. Waugh, Chief of Party

50.

PHOTOGRAMMETRIC OFFICE REVIEW

T. 9381

- 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.H.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 _____
- 40. Jesse A. Giles Jesse A. Giles 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.

 Complier Supervisor

43. Remarks:

48. GEOGRAPHIC NAME LIST.

EAST BEACH BLVD.
GASTON POINT
GULFPORT

HARRISON COUNTY

LOUISVILLE AND NASHVILLE

MISSISSIPPI
MISSISSIPPI SOUND

SUPERVISORS DISTRICT NO. 2

U.S. 49

U.S. 90

Harrison County

Pass Christian Road

Joseph T. Jones
Memorial Park

Bert Jones Yacht
Harbor

Small Craft Harbor

~~Gulfport Yacht Harbor~~

Gulfport Highschool

Gulfport Channel

Gulfport Harbor

GULFPORT WEST SIDE CITY PARK
WEST BEACH BLVD.

Names approved 4-20-53
L. Heck

RACCOON SPIT

RACCOON SWASH

SPADE FISH SHOAL

49. NOTES FOR THE HYDROGRAPHER.

Following is a list of topographic stations useful to the hydrographer.

COPS, 1950 (Landmark)

~~POOR, 1951~~ (Gulfport Yacht Basin Channel Lt. 4)

~~MAKE, 1951~~ (" " " " " " 2)

GULFPORT HARBOR BREAKWATER LT., 1951

TO BE CHARTED
~~TO BE CHARTED~~

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Tampa Photogrammetric Office, Tampa, Fla. 29 Jan. 1951

I recommend that the following objects which have ~~been~~ 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

R. Bossert

J. E. Waugh

Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE*		LONGITUDE*								DATUM
				D. M. METERS	° /	D. P. METERS	° /							
BLDG.	MISSISSIPPI	Hancock Bank (CCK, 1951)		30 22	05.40	89 05	35.76	N.A. 1927	1951	X		876-877 1267-126		
R. TR.		Miss. Highway Patrol, Steel, (COP, 1951) ht=300 (322)		30 22	19.16	89 06	37.53	"	"	X		877 ✓ 1269		
SIGN		Marham Hotel neon sign (MARHAM, 1951) ht=133 (153)		30 22	03.90	89 05	25.93	"	"	X		876-877 1267-126		
TANK		Steel, Water (GULFPORT, WEST PIER, WATER TANK, U.S. NAVY, 1943) ht=19 (157)		30 21	29.98	89 05	13.21	"	"	X		"		
* TANK		Great Southern, Water, Steel (GULFPORT, GREAT SOUTHERN LAND CO. TANK, 1930)		30 21	55.228	89 05	39.171	"	"	X		"		
* STACK		Gulfport, Elec. Tower Co. Stack, 1910-1930		30 21	1700.6		1046.0	"	"	X		"		
		BRICK, ht=78 (196)		30 21	51.392		49.615	"	"	X		876, 877 1267, 126		
		* A radio tower is to be built on the site of this stack and will be located by the field editor.			1582.5		131.1	"	"	X				
		* DESTROYED (SEE APP. 567)												

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.

TIDE COMPUTATION

PROJECT NO. Ph. 60A(49) T-9381

Time and date of exposure 1500, May 15, 1950 Reference station Pensacola, Florida Mean range 1.4
 Date of field inspection September 1951 Subordinate station Biloxi, Biloxi Bay Ratio of ranges 1.4

	Time
	h. m.
High tide	9 11
Low tide	20 11
Duration of rise or fall	11 00

	Height	Height x Ratio
	feet	of ranges
High tide	1.3	1.82
Low tide	-0.1	-0.14
Range of tide		1.96

	Time
	h. m.
High tide at Ref. Sta.	9 11
Time difference	-0 25
Corrected time at Subordinate station	8 46

	Time
	h. m.
Low tide at Ref. Sta.	20 11
Time difference	-0 25
Corrected time at Subordinate station	19 46

Time //// /// L T	h. m.	Ht. //// /// L T	feet	feet	Photo. No.
Required time	19 46	Tabular correction	-0.14	Feature bares	
Interval	4 46	Stage of tide above MLW	40.7	Stage of tide above MLW	
Time H. T. or L. T.		Ht. H. T. or L. T.		Feature bares	
Required time		Tabular correction		Stage of tide above MLW	
Interval		Stage of tide above MLW		Feature above MLW	
Time H. T. or L. T.		Ht. H. T. or L. T.		Feature bares	
Required time		Tabular correction		Stage of tide above MLW	
Interval		Stage of tide above MLW		Feature above MLW	
Time H. T. or L. T.		Ht. H. T. or L. T.		Feature bares	
Required time		Tabular correction		Stage of tide above MLW	
Interval		Stage of tide above MLW		Feature above MLW	
Time H. T. or L. T.		Ht. H. T. or L. T.		Feature bares	
Required time		Tabular correction		Stage of tide above MLW	
Interval		Stage of tide above MLW		Feature above MLW	

Computed by R. Dossati Checked by R.R. Wagner

TIDE COMPUTATION

PROJECT NO. Ph-60A(49)-T-9381

Time and date of exposure 0919, May 16, 1950 Reference station Rensacola Mean range 1.4
 Date of field inspection September 1951 Subordinate station Biloxi, Biloxi Bay Ratio of ranges 1.4

Time	h.	m.
High tide	9	36
Low tide	20	55
Duration of rise or fall	11	19

Height	feet	Height x Ratio of ranges
High tide	1.4	1.96
Low tide	-0.2	-0.28
Range of tide		2.24

Time	h.	m.
High tide at Ref. Sta.	9	36
Time difference		-0 25
Corrected time at Subordinate station	9	11

Time	h.	m.
Low tide at Ref. Sta.	20	55
Time difference		0 25
Corrected time at Subordinate station	20	30

Time H. T. or L. T. Required time Interval	9 11 49 38	h. m.	Ht. H. T. or L. T. Tabular correction Stage of tide above MLW	1.96 0.00 1.96	feet	Feature bares Stage of tide above MLW	feet	Photo. No.
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW			Feature bares Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW			Feature bares Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW			Feature bares Stage of tide above MLW		

Computed by R. Dossett

Checked by R.R. Wagner

FIELD EDIT REPORT T-9381

51. METHODS.

All streets were ridden out to check for new ones and verify public buildings. New or omitted features were located by direct identification, by measuring from identifiable images or inter-sections, or standard planetable methods.

Assistance of the Gulfport City Engineer and local private engineers was sought for information relative to section and other boundary lines.

Field-edit information will be found on the Field Edit Sheet (East and West sections), Discrepancy Print, Section Line Discrepancy Print, 1:10,000 scale field photographs 26013 and 26014, and 1:15,000 scale photograph 35157.

Violet ink was used for additions and corrections; green for deletions. No legend is shown.

52. ADEQUACY OF COMPILATION.

Numerous changes have occurred, particularly along the waterfront, which will require considerable revision. After application of field-edit information the compilation will be adequate.

53. MAP ACCURACY.

No horizontal or vertical accuracy test was specified.

The 5 and 10-foot contours were completed along the beach and seawall. In other places they were checked visually as to shape and relief expression and appear to be adequate. See further discussion under Item 56.

54. RECOMMENDATIONS.

None offered.

55. EXAMINATION OF PROOF COPY.

Mr. H. D. Shaw, Civil Engineer, Salloum Building, Gulfport,

Mississippi, has agreed to examine a proof copy of the map. Mr. Shaw's firm is one of the leading engineering agencies in the area and it is believed that he is well qualified to make the examination.

Geographic names. -- The name U. S. NAVAL TRAINING CENTER has been applied to an area in the northwest corner of the Field Edit Sheet. It is not known if the name was purposely omitted from the map manuscript or not. It is the opinion of the Field Editor that it should be shown.

A discrepancy in the name and spelling of a land grant claimant was noted. The question was whether the name was CLAND Ladner, CLAUD Ladner or CLAUDE Ladner. The name CLAND was not found in any records at the Harrison County Courthouse, Gulfport, Mississippi.

Volume 5, American State Papers relating to Public Lands, showing a list of actual settlers, spells the name "CLAUD". Other early documents spell it with a final "E". It was also noted that spelling was both ways within the same document.

The name in current usage is spelled CLAUDE Ladner and is recommended.

No other discrepancies were noted in charted names.

56. THE WATERFRONT AND LAND LINES.

The waterfront beach has been pumped in. It is understood that the original fill was to be 300 feet from the seawall. However, no place was found where the mean high-water line was more than 275 feet from said seawall, the range being from 200 to around 275 in this quadrangle. Workmen on the beach say the 300 foot point was never reached unless the bottom fill is counted and that is under water except at very low tides. They further state that the mean high-water line has changed very little since the filling was completed and settled. Numerous measurements were made from the seawall to the mean high-water line and so noted on the Field Edit Sheet. From these the mean high-water line was drawn.

The 5-foot contour has been placed at the base of the seawall in view of the following: The pumped-in sand blows and piles against the seawall and at intervals is bulldozed or spread out again and is considered too unstable to carry a contour. Several places were checked near the high-water line (at the crest of the beach) and the maximum of 4.9 feet found. It is believed that 5 feet or a few tenths over might be found in places, especially soon after

the smoothing out of the beach has been accomplished, but it is felt that the fixed 5-foot contour should be at the base of the seawall.

Offshore something like 1200 feet there is a line of piling paralleling the beach which were set by the County to mark the danger of deep water which is 50 or 100 feet seaward. These piling are not aids to navigation but are near the dredged channel (fill for beach) and were cut-in by planetable.

It is not clear why the Field Inspection Party did not recover the corners of the U. S. Naval Training Center. Actually only one corner falls in this quadrangle. It has been recovered and identified - as well as one other in T-9380 - to help tie down the north line of the CLAUDE LADNER Claim. Further investigation of the Naval Training Center boundary has been left until edit of quadrangles T-9380 and T-9376 in which most of it lies.

A survey of the east line of the CLAUDE LADNER Claim has recently been completed by H. D. Shaw and Associates, Civil Engineers. Three of the marked points were identified and it is believed this line is now accurately fixed.

Respectfully submitted,

7 September 1954

William H. Shearouse

William H. Shearouse
Cartographer

APPROVED & FORWARDED

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

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 coronar positive of the map manuscript.

REVIEW REPORT T-9381
TOPOGRAPHIC MAP
3 July 1957

76/rab

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-9381 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-9381. 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	(8/6/52)
Chart 877	1:40,000	1951	(4/1/57)

The MHWL is subject to change due to a "Pumped In" beach. Sand is hydraulically dredged offshore to obtain fill material. Dredging operations formed a channel seaward of a new line of pile. This channel has not been compiled. Refer to paragraphs 1 & 2 of a letter to CMDR Bernstein from the Acting Director bound with this report.

A thorough check during review revealed no hydrographic survey available for the small craft harbor at Gulfport as noted in paragraphs 3, 4, & 5 of the letter mentioned above.

A new line of pile exists about 400 yds offshore marking the danger line for swimming.


66. Adequacy of Results and Future Surveys

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

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

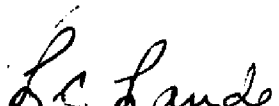
Refer to item 66 paragraph 3 of Review Report T-9376.

Reviewed by:




A. K. Heywood

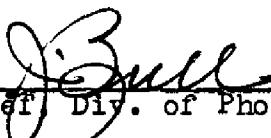
Approved:




Chief, Review Branch
Div. of Photogrammetry



Chief, Nautical Chart Branch
Div. of Charts



Chief, Div. of Photogrammetry



Chief, Div. of Coastal Surveys

19 October 1951

To: Commander Percy L. Bernstein
U. S. Coast and Geodetic Survey
P. O. Box 858
Gulfport, Mississippi

Subject: Hydrography—Projects Ph-60 and Ph 68

References: (a) Your letter dated 20 September 1951
(b) Letter dated 17 September 1951 from The District Engineer,
Mobile District

1. Your letter furnishes information regarding the channel formed as a result of dredging operations for obtaining fill material on the sand beaches between Henderson Point and Miami, Mississippi. According to this information, the channel varies in width from about 10 to 200 feet and in depth from about 5 to 15 feet. The channel, moreover, is not straight and is not necessarily continuous.
2. Since this channel will not be maintained by any organization, its permanence is doubtful. No hydrographic survey of this channel shall be undertaken by your party.
3. The small-craft harbor now being constructed at Gulfport, Mississippi, will be charted when it is completed. You will please contact the organization responsible for the construction of the small-craft harbor to ascertain whether, under their contract, after-dredging surveys will be made. If such surveys are to be made, you will please make arrangements for copies of the surveys to be furnished this Bureau.
4. In the event that no after-dredging surveys are to be made by local interests and the dredging is completed before your party moves from this area, you will please make a hydrographic survey of the small-craft harbor and the connecting channel.
5. Because of the limited area in the harbor and channel the most suitable equipment for hydrography will be a small launch or skiff, and a hand lead. Positions may be obtained by the use of ranges and a tag line or by other means as described in Chapters 3341-3345 of the Hydrographic Manual. The Survey shall be made on a scale of 1:5,000, or larger.
6. You will please acknowledge the receipt of this letter.

Acting Director.

cc. Supervisor, Southern District
Division of Photogrammetry
Division of Charts (80 and 83)

