

9384

Diag. Cht. No. 1267

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-60(119)B Office No. T-9384

LOCALITY

State Louisiana

General locality Mississippi Sound

Locality Ship Island

19 50

CHIEF OF PARTY

G.E. Morris, Jr., Chief of Field Party

A.I. Wardwell, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE June 27, 1957

9384

DATA RECORD

T -9384

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

Field Office (II): Gulfport, Mississippi

Chief of Party: George E. Morris, Jr.

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Arthur L. Wardwell

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

Copy filed in Division of
Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

MAR 17 1952

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

APR 3 - 1952

Applied to Chart No.

Date:

Date registered (IV): *3-20-57*

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): *MSL*

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): SHIP ISLAND LIGHTHOUSE, 1902

Lat.: 30° 12' 45".146 (1390.1m) Long.: 88° 57' 57".838 (1546.9m)

Adjusted

~~XXXXXXXX~~

Plane Coordinates (IV):

State: *Miss*

Zone: *East*

Y=

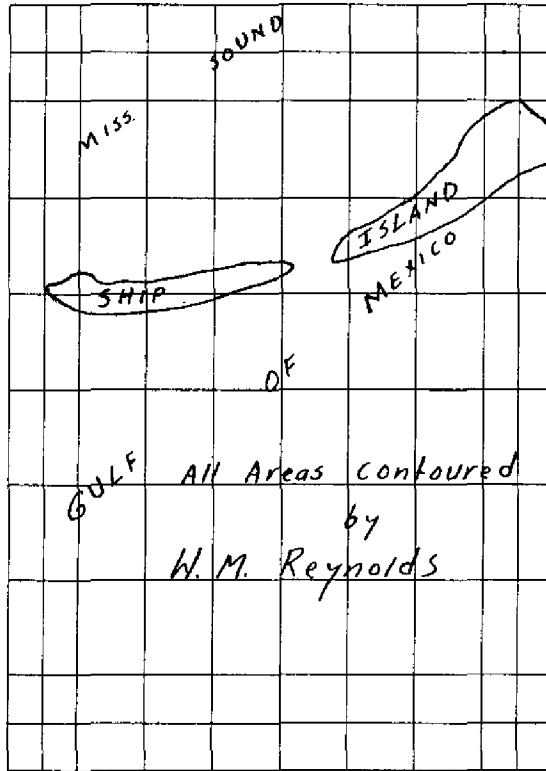
X=

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.

37° 15' 00"

89° 00' 00"



37° 07' 30"

Areas contoured by various personnel
 (Show name within area)
 (II) (III)

88° 52' 30"

DATA RECORD

Field Inspection by (II): **W. M. Reynolds**

Date: **October 1950**

Planetable contouring by (II): **W. M. Reynolds**

Date: **October 1950**

Completion Surveys by (II): *None accomplished*

Date:

Mean High Water Location (III) (State date and method of location):

12 October 1950 Air Photo Compilation

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

Date: **21 Feb. 1951**

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

Date: **26 Feb. 1951**

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

Date: **13 Apr. 1951**

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

Date: **18 Apr. 1951**

Radial Plot by Stereoscopic

~~Control extension~~ by (III): **M. M. Slavney**

Date: **26 July 1951**

Stereoscopic Instrument compilation (III):
Planimetry **Inapplicable**
Contours

Date:

Date:

Manuscript delineated by (III): **R. E. Smith, Jr.**

Date: **15 Oct. 1951**

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

Date: **14 Dec. 1951**

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

Date: **14 Dec. 1951**

Camera (kind or source) (III): **U.S.C. & G.S. Nine-lens Camera, Focal Length 8.24 inches**

Number	Date	PHOTOGRAPHS (III) Time	Scale	Stage of Tide
26038 thru 26043	5-15-50	1546	1:20,000	0.4

Tide (III)

Reference Station: **PENSACOLA**
 Subordinate Station: **SHIP ISLAND PASS**
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.3	-	1.7

Diurnal

Washington Office Review by (IV): *Everett H. Ramsey*

Date: *25 Jan 1955*

Final Drafting by (IV): *J. H. Frazier*

Date: *Nov 9 55*

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **2**
 Shoreline (More than 200 meters to opposite shore) (III): **13**
 Shoreline (Less than 200 meters to opposite shore) (III): **none**
 Control Leveling - Miles (II):
 Number of Triangulation Stations searched for (II): **7** Recovered: **4** Identified: **5**
 Number of BMs searched for (II): **3** Recovered: **1** Identified: **1**
 Number of Recoverable Photo Stations established (III): **4**
 Number of Temporary Photo Hydro Stations established (III): **None**
None

Remarks:

One triangulation station lost but site identified.

Summary to Accompany Topographic Map T-9384

This topographic map is one of eleven similar maps of Part B of Project Ph-60. Part B covers the islands in Mississippi, Chandeleur and Breton Sounds in Louisiana and Mississippi.

Project Ph-60 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.

None of the maps of Part B of Project Ph-60 were field edited. All were compiled at a scale of 1:20,000, using nine-lens photographs taken in 1950. With the addition of hydrographic data, these maps will be forwarded to the Geological Survey for publication as standard 7-1/2-minute topographic maps.

Items registered under each map number will include a descriptive report, ~~cloth-backed~~ copies of the manuscript and the published map.

C R O N R

FIELD INSPECTION REPORT

MAPS T-9384 & T-9385

- 7 -

2. AREAL FIELD INSPECTION

The land area of these quadrangles is composed of Ship Island and the extreme western tip of Horn Island. These islands lie approximately 12 miles offshore of the Mississippi Coast and form part of the southern barrier between the Gulf of Mexico and Mississippi Sound. They are long, low, narrow sand islands with some marsh and clumps of pine trees on the eastern end of Ship Island. Ship Island formerly was one continuous strip of sand but is now in two parts.

The area is uninhabited except for a caretaker at the U. S. Quarantine Station located on the eastern part of Ship Island. Excursion boats bring tourists to the western part of Ship Island during the tourist season where cabins and a restaurant are located for their convenience. These boats ply from Gulfport and Biloxi.

Fort Massachusetts is located on the western part of Ship Island. The fort was designed by Thomas Jefferson and construction begun in the early part of the Civil War by the Confederate States. Union Naval forces captured the fort before completion by the Confederacy and finished construction using Confederate Prisoners of War. Admiral Farragut used it as a base of operations in the capture of New Orleans. The remains of the old fort are very prominent and are visited by many tourists. (see Mississippi State Guide p. 303 for correct history of Fort Massachusetts)

Field inspection is believed to be adequate and complete. Fort Massachusetts

Photography was of a recent date and little difficulty was encountered in photographic interpretation. Photographic tones vary from white, in sand areas, to black, areas of marsh and heavy grass. The exception to the foregoing are the black tones near the Quarantine Station on the eastern end of Ship Island which are clumps of scrub oak.

Field inspection was performed on nine-lens photographs Nos. 26038, 26039, 26041, 26042, and 26045.

3. HORIZONTAL CONTROL

Two fixed aids to navigation in T-9384() were located by third-order methods by the field inspection party. See "Special Report, Location of Fixed Aids to Navigation, Project Ph-60(49)." These stations are: GULFPORT CHANNEL ENTRANCE RANGE FRONT LIGHT 1950, and GULFPORT CHANNEL ENTRANCE RANGE REAR LIGHT 1950.

Two stations established by field personnel of the Mobile District Office of the Corps of Engineers were recovered and identified although the field party had no data concerning them. They are: FORT 1944 and QUAR 1950. Mississippi State Plane Coordinates, East Zone, were furnished by the District Engineer, Mobile District. The method of establishment* and the order of accuracy are unknown.

* Description furnished lists them as triangulation stations. ENK

The following stations were reported lost:

BOATHOUSE EAST GABLE 1935	CLUB 1910
COOK 1910	CRAB 1935
EAST POINT 1935	CUT 1910
SHIP 1910	SHOE 1910
SHIP ISLAND WATER TANK 1910	SHOE 2 1935
SHIP ISLAND WATER TANK 1921	ROUND ISLAND SOUTH SPIT 1935
DOG 1910	ROUND ISLAND SOUTH SPIT LIGHT 1910

To aid in control of the radial plot, an unmonumented traverse was run from RM 1 CRAB 1935 to the west end of Horn Island. Traverse stations 3, 5, 6, and 7 were identified with station 7 opposite the center of photograph No. 26045. A substitute point opposite the center of photograph No. 26046 was identified and located.

Triangulation stations CRAB 1935 and SHOE 2 1935 have been destroyed and RM 1 of each station used for control purposes. SHIP ISLAND WATER TANK 1921 was destroyed during a hurricane in 1947. It is believed that the station was reconstructed with sufficient accuracy from remaining ruins for plot control.

Horizontal control was identified on nine-lens photographs Nos. 26038, 26039, 26045, and 26047.

4. VERTICAL CONTROL

Only one of four tidal bench marks on Ship Island was recovered, the others having been destroyed by the 1947 hurricane. This was SHIP ISLAND TIDAL BENCH MARK 3.

No additional bench marks were established by the field inspection party.

No spirit levels of any kind were run.

5. CONTOURS AND DRAINAGE

All contouring was done directly on nine-lens field photographs of 1:20,000 scale by standard planetable methods.

The greater portion of these islands is shifting sand; the only stabilized section being the extreme eastern end of Ship Island which is covered by pine along the sand ridges of that area. The five foot contour has been drawn in. All elevations above this contour are individual sand dunes rising to a pronounced peak which are too small to show at the scale of the photographs.

To control the contours on the west end of Ship Island, rod readings were taken directly on water level and corrected for height of tide using the predicted tide tables. This same method was used to control the contours on Horn Island. The contours on the eastern end of Ship Island were controlled by a planetable traverse starting and closing on SHIP ISLAND TIDAL BENCH MARK 3.

Drainage is by a few ditches in the marsh areas and that which is usually found on sand islands such as these.

Contouring was done on nine-lens photographs Nos. 26039, 26042, and 26045.

6. WOODLAND COVER

Woodland cover of the area is the growth of pine on the eastern end of Ship Island which was mentioned previously. The scrub oak near the Quarantine Station on Ship Island is composed of clumps only. They are too small to be delineated at this scale.

7. SHORELINE AND ALONGSHORE FEATURES

Reference measurements to the mean high water line were made from identifiable points of detail.

These measurements established the fact that the mean high water line has not changed since the date of photography, except the west end of Ship Island where measurements were made to fix its location. The beach is steep along the entire shoreline and for mapping and charting purposes the mean low water line and the mean high water line are the same.* The beach rises abruptly from the Gulf of Mexico to an elevation ranging up to four feet and then levels out until it reaches the sand dunes. The beach along Mississippi Sound rises abruptly in much the same manner but reaches a greater elevation before leveling out because of the tendency of the shifting sand to accumulate along this beach.

* Charts show considerable foreshore areas. ENR

All piers are adequately covered by the photographs.

There is a part of two charted submarine cables in T-9384(). One of them extends across Mississippi Sound from Gulfport to Ship Island; the other is across a part of the Gulf of Mexico from Ship Island to Chandeleur Island. The cable extending from Gulfport across Mississippi Sound to Ship Island furnishes telephone connection to Ship Island Lighthouse and is still in place. The Ship Island end of this cable is not marked in any way. The cable extending from Ship Island to Chandeleur Island has been removed. This information was supplied by the Chief Petty Officer in Charge of the Coast Guard Light Attending Station at Gulfport. Charts 876, 1267, and 1270 are affected.

Fort Massachusetts on the north shore of Ship Island near the western end is very prominent. Vessels inbound from the Gulf of Mexico usually sight this feature just after sighting Ship Island Light.

8. OFFSHORE FEATURES

There are no offshore features.

9. LANDMARKS AND AIDS

Fort Massachusetts is recommended for charting as a landmark.

Gulfport Channel Entrance Range Front and Rear Lights were located by third-order triangulation methods by the field inspection party. See "Special Report, Location of Fixed Aids to Navigation, Project Ph-60(49)." Ship Island West Point Daybeacon and Gulfport Channel Outer Range Front Light were identified on the field photographs as recoverable topographic stations and Form 524 submitted. Gulfport Outer Range Rear Light and Ship Island Light were located by triangulation in 1946 and 1902, respectively.

As the azimuth of Gulfport Channel Range^{*} and Gulfport Channel Outer Range is the same, the positions of Gulfport Channel Range Rear Light and Gulfport Channel Outer Range Rear Light will determine the azimuth of both. The azimuth of Gulfport Channel Entrance Range can be determined from the positions of Gulfport Channel Entrance Range Front and Rear Lights.

** On T-9381, ETR in conjunction with T-9382, etc.*
10. BOUNDARIES, MONUMENTS, AND LINES

See "Special Report, Boundaries, Project Ph-60(49)." *Filed under project data, Div. of Photogrammetry.*

One monument on the east boundary of the U. S. Quarantine Station was recovered and identified. No other monuments on this boundary were recoverable, having been destroyed or no description available. *See §67*

11. OTHER CONTROL

ETR
~~EAST BOUNDARY MONUMENT, QUARANTINE STATION; SHIP ISLAND WEST POINT DAYBEACON; and GULFPORT CHANNEL OUTER RANGE FRONT LIGHT~~ were established as recoverable topographic stations.

12. OTHER INTERIOR FEATURES

There are no interior features worthy of note except for the small isolated marsh areas.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-60(49)." *Filed in Geographic Names Section, Div. of Charts.*

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Location of Fixed Aids to Navigation, Project Ph-60(49)", to be forwarded at a later date.

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

Field Data, Location of Fixed Aids to Navigation, to be forwarded at a later date.

Mississippi State Plane Coordinates, East Zone, of U. S. Engineer Stations FORT 1944 and QUAR 1950.

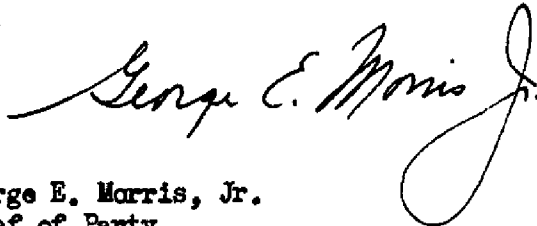
Data, Quadrangle T-9384(), forwarded to the Washington Office 3 November 1950 on letter of transmittal 60-1.

Data, Quadrangle T-9385(), forwarded to the Washington Office 3 November 1950 on letter of transmittal 60-2.

Submitted
30 October 1950

William M. Reynolds
William M. Reynolds
Cartographer (Photo)

Approved
3 November 1950



George E. Morris, Jr.
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

This report is filed as part of the Descriptive Report
for T-9383 and covers maps T-9383 thru T-9393.

MAP T. 2384

PROJECT NO. PH-60B(49)

SCALE OF MAP 1:20,000

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 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)	
SHIP ISLAND WATER TANK, 1921	G.P. Pg. 246	N.A. 1927	30	13 43.055			1,325.7	(521.8)	Destroyed.
			88	53 45.286			1,210.9	(393.5)	
SHIP ISLAND LIGHTHOUSE, 1902	G3394 Pg 61	"	30	12 45.146			1,390.1	(457.4)	
			88	57 57.838			1,546.9	(57.8)	
GULFPORT CHANNEL OUTER RANGE REAR LIGHT, 1946	GT 2 G66759 Pg 234	"	30	12 28.847			888.3	(959.3)	
			88	57 45.218			1,209.4	(395.4)	
SHIP ISLAND WATER TANK RM 1, 1921	Comp.	"	30	13 43.377			1,335.7	(511.9)	
			88	53 44.480			1,189.4	(415.0)	
GULFPORT CHANNEL ENTRANCE RANGE REAR LIGHT, 1950	Field Comp.	"	30	14 32.78			1,009.4	(838.2)	
			88	58 57.92			1,548.6	(55.6)	
GULFPORT CHANNEL ENTRANCE RANGE FRONT LIGHT, 1950	"	"	30	14 03.40			104.7	(1,742.8)	
			88	59 01.35			36.1	(1,568.2)	
QUAR, 1950 (USE)	Letter from field	"	203,817.87		3,817.87	(6,182.13)			
			479,698.87		9,698.87	(301.13)			
FORT, 1944 (USE)	Photo- stat	"	198,317.16		8,317.16	(1,682.84)			
			456,190.18		6,190.18	(3,809.82)			

1 FT. = .3048006 METER
COMPUTED BY I. I. Saperstein

DATE 11 April 1951

CHECKED BY R. J. Pate

DATE 12 April 1951

M. 2388-12

2

COMPILATION REPORT T-9384PHOTOGRAMMETRIC PLOT REPORT

Submitted with T-9383.

31. DELINEATION.

Compiled by graphic method. No unusual method of compilation was employed. The field inspection was adequate.

32. CONTROL.

A sufficient number of well placed secondary control points were established by the radial plot.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

No difficulty was encountered in compiling the contours.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate. For low-water line information, refer to Item 7.

36. OFFSHORE DETAILS.

Reference Item 8.

37. LANDMARKS AND AIDS.

Reference Item 9.

38. CONTROL FOR FUTURE SURVEYS.

Four (4) recoverable topographic stations are being submitted on Form 524 with this report. These have been listed under Item 49.

39. JUNCTIONS.

No contemporary survey on the north.
Survey T-9386 on the south, in agreement.
Survey T-9385 on the west, in agreement.
Survey T-9383 on the east, in agreement.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

See §66

41. PUBLIC LAND LINES.

No section corners were recovered, therefore it was not possible to locate section lines from General Land Office plats.

See §67

46. COMPARISON WITH EXISTING MAPS.

None.

See §62 & §63

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison has been made with USC&GS Nautical Chart No. 1267, scale 1:80,000, published March 1947 (6th Edition) and corrected to March 1951. They are in fair agreement.

See §65

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

Rexford E. Smith Jr.

Rexford E. Smith Jr.,
Carto. Photo. Aid

APPROVED AND FORWARDED:

Arthur L. Wardwell
Arthur L. Wardwell, Chief of Party

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9384

- 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 xxx 8. Bench marks J.G.
- 9. Plotting of sextant fixes xxx 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 xxx 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 xxx 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 xxx 30. Other cultural features J.G.

BOUNDARIES

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

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
 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:

Review Report
Topographic Map T-9384
25 January 1955

62. Comparison with Registered Topographic Surveys:

Misc 2	1:20,000	1845
T-244	1:20,000	1848
T-407	1:10,000	1853
T-2616	1:20,000	1902
T-7013	1:40,000	1946
T-3701	1:40,000	1916-17

The two ~~latter~~ ^{of the} surveys do not show the shoreline of Ship Island. Differences in shoreline of several hundred meters are indicated between T-9384 and T-244 and T-407. For the area it encompasses, T-9384 is to supersede these prior surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

None.

64. Comparison with Contemporary Hydrographic Surveys:

None.

65. Comparison with Nautical Charts:

876 1:40,000 1952, corrected to 52-1/7

Numerous differences in shoreline exist. At lat. $30^{\circ} 13.8'$, long. $88^{\circ} 53.9'$, T-9384 shows pier, chart shows piling. Chart shows a road or fill at lat. $30^{\circ} 13.9'$, long. $88^{\circ} 53.6'$, which was not field inspected on T-9384 or shows on the photographs. The dolphin and piles, at lat. $30^{\circ} 14.3'$ long. $88^{\circ} 54.0'$ on the chart, were not field inspected in conjunction with T-9384. The field inspection did not locate the low-water line and most foreshore areas on the chart are included in the shallow areas on T-9384. The chart and T-9384 differ in shoreline structures at lat. $30^{\circ} 12.8'$, long. $88^{\circ} 58.0'$.

66. Adequacy of Results and Future Surveys:

This map meets the National Standards of Map Accuracy and complies with project instructions. See Item 67 below.

67. Boundaries and Land Lines:

Ship Island was sectionalized by the General Land Office but was ~~reserved~~ reserved for military purposes by Presidential Order in 1847. Because of the enormity of shoreline changes (see Item 62 above), it is not feasible to attempt to position the original survey. Apparently there are no private holdings on the island.

The field party located topographic station "East" and described it as the east boundary marker for the U. S. Quarantine Station. The boundary was not located or described by the field party. The existence of such a boundary is ambiguous with information referred to above.

Reviewed by:

Everett H. Ramey
Everett H. Ramey

APPROVED:

Lester C. Lande
Chief, Review Section
Photogrammetry Division

May Skidmore
Chief, Nautical Chart Branch
Div. of Charts

Bill Peterson
Chief, Photogrammetry Division

W. B. Russell
Chief, Coastal Surveys Division

27 June '57

BRM

49. NOTES FOR THE HYDROGRAPHER.

The following topographic stations may be useful to the hydrographer:

EAST, 1950

FORT MASSACHUSETTS, 1950 (landmark)

GULFPORT CHANNEL OUTER RANGE FRONT LT., 1950

SHIP ISLAND, WEST POINT DAYBEACON, 1950

TIDE COMPUTATION

PROJECT NO. Ph-60(50) T. 9384

Time and date of exposure 1546 5-15-50

Reference station PENSACOLA

Mean range

Date of field inspection 10-12-50

Subordinate station SHIP ISLAND PASS

Ratio of ranges 1.3

	Time		Height feet	Height x Ratio of ranges	Time	
	h.	m.			h.	m.
High tide	9	11	1.3	1.7	9	11
Low tide	20	11	-0.1	-0.1	-0	35
Duration of rise or fall	11 00		1.8		8 36	

	Time		Height feet	Height x Ratio of ranges	Time	
	h.	m.			h.	m.
High tide at Ref. Sta.			1.3	1.7	9	11
Time difference			-0.1	-0.1	-0	35
Corrected time at Subordinate station				1.8	8	36

	Time		Height feet	Height x Ratio of ranges	Time	
	h.	m.			h.	m.
Low tide at Ref. Sta.					20	11
Time difference					-0	35
Corrected time at Subordinate station					19	36

	h. m.		Height feet	Height x Ratio of ranges	Time		Photo. No.
	h.	m.			h.	m.	
Time <u>HH:MM</u> L. T.	19	36					
Required time	15	46	-0.1		Feature bares		26038 thru
Interval	3	50	0.5		Stage of tide above MLW		26043
			0.4		Feature above MLW		
Time H. T. or L. T.					Feature bares		
Required time					Stage of tide above MLW		
Interval					Feature above MLW		
Time H. T. or L. T.					Feature bares		
Required time					Stage of tide above MLW		
Interval					Feature above MLW		
Time H. T. or L. T.					Feature bares		
Required time					Stage of tide above MLW		
Interval					Feature above MLW		
Time H. T. or L. T.					Feature bares		
Required time					Stage of tide above MLW		
Interval					Feature above MLW		
Time H. T. or L. T.					Feature bares		
Required time					Stage of tide above MLW		
Interval					Feature above MLW		

48. GEOGRAPHIC NAME LIST.

- EAST CHANNEL
- GULF OF MEXICO
Gulfport Channel
- HARRISON COUNTY
- *LOGGERHEAD SHOAL
- MISSISSIPPI
- MISSISSIPPI SOUND
Northwest
N. W. BLUFF
- SHIP ISLAND
- SHIP ISLAND CHANNEL
- SHIP ISLAND FLATS
- SHIP ISLAND HARBOR
- SHIP ISLAND PASS
- SUPERVISORS DISTRICT 1
- THE LAGOON
- *WALKER SHOAL
- WEST POINT

Fort Massachusetts
(lights, etc) (historical site)

U.S. Quarantine
Station

Names underlined
in red are approved.
8-21-62
L. Heck

* Feature not shown on map manuscript because it could not be properly identified on the photographs.

These names are approved, if they are to be applied.

PHOTOGRAMMETRIC REVIEW SECTION
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY

Form 567
 April 1945

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED STRIKE OUT ONE
 TO BE DELETED Tampa Photogrammetric Office, Tampa, Fla., 15 October 1951

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

The positions given have been checked after listing by

Herford B. Smith, Jr.

Arthur L. Cardwell Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE #	LONGITUDE #		DATUM						
		D.M. METERS		D.P. METERS									
MISSISSIPPI													
LIGHT	GULFPORT CHANNEL ENTRANCE RANGE FRONT (Red square slatted structure on piles)			30 14	08 59	01.35	1927	Triang. T-9304	1950				873 1267
LIGHT	GULFPORT CHANNEL ENTRANCE RANGE REAR (Black square slatted structure on piles)			30 14	08 50	57.92 1546.6	"	"	"				" "
LIGHT	GULFPORT CHANNEL OUTER RANGE FRONT (Black square structure on piles, slatted on range face)			30 12	00 57	44.66 1375	"	Red. Plot R-9304	"				" "
LIGHT	GULFPORT CHANNEL OUTER RANGE REAR (Skeleton tower, black slatted day-mark on range face)			30 12	00 57	28.817 880.3	"	Triang.	1946				" "
BEACON	SHIP ISLAND MESSPOUNT (Red triangle structure on piles)			30 12	00 50	40.38 1080	"	Red. Plot R-9304	1950				" "
LIGHT	SHIP ISLAND (White square pyramidal tower)			30 12	00 57	57.030 1540.9	"	Triang.	1902				" "

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

* TABULATE SECONDS AND METERS

NON-FLOATING AID(S) OR LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DELETED }

Tampa Photogrammetric Office, Tampa, Fla. 15 October 19 51

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 Leiford E. Smith, Jr.

Arthur L. Farwell Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*	LONGITUDE*		DATUM						
				° ' "	° ' "	D. P. METERS	D. P. METERS						
MISSISSIPPI	OLD FORT	MASSACHUSETTS Landmark is center of structure		30 12 1349	08 50 525	19.63	19.63	N.A. 1927	Had. Pilot T-930A	1950			876 1267

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

Partially applied before Review to Chart 876, Jan. 1954
~~1954~~