

Original

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Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	SHORELINE (Photogrammetric)
Field No.	Office No. T-11806
LOCALITY	
State	Mississippi
General locality	Mississippi Sound
Locality	Ocean Springs
19 66 - 1967	
CHIEF OF PARTY	
J. Bull, Director, Atlantic Marine Center	
LIBRARY & ARCHIVES	
DATE	

USCOMM-DC 5087

11806

## DESCRIPTIVE REPORT - DATA RECORD

T \_ 11806

PROJECT NO. (II): <b>PH-6625</b>		
FIELD OFFICE (II): <b>Atlantic Marine Center</b>		CHIEF OF PARTY <b>J. Bull, CAPT</b>
PHOTOGRAMMETRIC OFFICE (III): <b>Atlantic Marine Center</b>		OFFICER-IN-CHARGE <b>J. Bull, CAPT</b>
INSTRUCTIONS DATED (II) (III): <i>Field: Dec. 1965</i> <i>Field Suppl. #1; March 11, 1966</i> <i>Office April 27, 1966</i> <i>Field Photo Hydro &amp; Edit: Sept. 27, 1967</i> <i>Aerotriangulation: March 1, 1966</i>		
METHOD OF COMPILATION (III): <b>Wild B-8</b>		
MANUSCRIPT SCALE (III): <b>1:10,000</b>	STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III): <i>6,000</i> <b>1:30,000 pantographed to 1:10,000</b>	
DATE RECEIVED IN WASHINGTON OFFICE (IV):	DATE REPORTED TO NAUTICAL CHART BRANCH (IV):	
APPLIED TO CHART NO.	DATE:	DATE REGISTERED (IV):
GEOGRAPHIC DATUM (III): <b>N. A. 1927</b>		VERTICAL DATUM (III): <b>MHW</b> <del>MEAN LOW WATER</del> 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): <b>FORT 2 1935 ✓</b>		
LAT.: <b>30° 25' 27".296(839.4m) ✓</b>	LONG.: <b>88° 51' 12".918(344.8m) ✓</b>	<input checked="" type="checkbox"/> ADJUSTED <input type="checkbox"/> UNADJUSTED
PLANE COORDINATES (IV): <b>= 275,501.60 ft. ✓    x = 493,615.74 ft. ✓</b>		STATE <b>Mississippi ✓</b>
		ZONE <b>East ✓</b>
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.		



## DESCRIPTIVE REPORT - DATA RECORD

FIELD INSPECTION BY (II): <b>None</b>		DATE:
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): <b>Air Photo Compilation</b> <b>Date of Photography - January 27, 1966</b>		
PROJECTION AND GRIDS RULED BY (IV): <b>A. E. Roundtree</b>		DATE <b>5/2/66</b>
PROJECTION AND GRIDS CHECKED BY (IV): <b>R. Glaser</b>		DATE <b>5/3/66</b>
CONTROL PLOTTED BY (III): <b>J. Place</b>		DATE <b>7/5/66</b>
CONTROL CHECKED BY (III): <b>L. Graves</b>		DATE <b>7/5/66</b>
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): <b>P. Hawkins (WSC)</b>		DATE <b>April, 1966</b> <b>no date</b>
STEREOSCOPIC INSTRUMENT COMPILATION (III): <b>Wild B-8</b>	PLANIMETRY <b>K. Boyle &amp; A. Shands</b>	DATE <b>8/29/66</b>
	CONTOURS <b>Inapplicable</b>	DATE
MANUSCRIPT DELINEATED BY (III): <b>A. Shands</b>		DATE <b>8/31/66</b>
SCRIBING BY (III): <b>B. Wilson</b>		DATE <b>7/27/67</b>
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): <b>B. Wilson (Field Edit App'l.)</b> <b>R.E. Smith (Scribing)</b> <b>C. Bishop (Compilation)</b>		DATE <b>7/18/67</b> <b>9/8/67</b> <b>9/12/66</b>
REMARKS: <b>Field edit by W.R. Cameron in Feb. 1967</b> <b>&amp; limited field edit in Nov. 1968 - refer to page</b> <b>24, item (a) of this report</b>		



DESCRIPTIVE REPORT - DATA RECORD

CAMERA (KIND OR SOURCE) (III):

"S" Camera

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	* STAGE OF TIDE
66-S-1853 thru 1855	Jan. 27, 1966	09:20	1:30,000	0.0 MLW
66-S-1924 thru 1927	"	10:05	"	" "

\* Predicted

TIDE (III)

Diurnal

	RATIO OF RANGES	<del>XXXX</del> RANGE	SPRING RANGE
REFERENCE STATION: Pensacola, Florida		1.3	
ORDINATE STATION: Biloxi, Biloxi Bay, Miss.		1.8	
SUBORDINATE STATION:			

Atlantic Marine Center  
WASHINGTON OFFICE REVIEW BY (IV):

*M. M. Slawney*

DATE: *Oct. 1966*

PROOF EDIT BY (IV):

DATE:

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):

*\*\* 6*

RECOVERED:

*5*

IDENTIFIED:

*2*

NUMBER OF BM(S) SEARCHED FOR (II):

*—*

RECOVERED:

IDENTIFIED

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):

*—*

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):

*—*

REMARKS:

*\*\* Ocean Springs Mun. W.T. 1943 was identified by the field editor as a landmark, no form 52c was submitted*



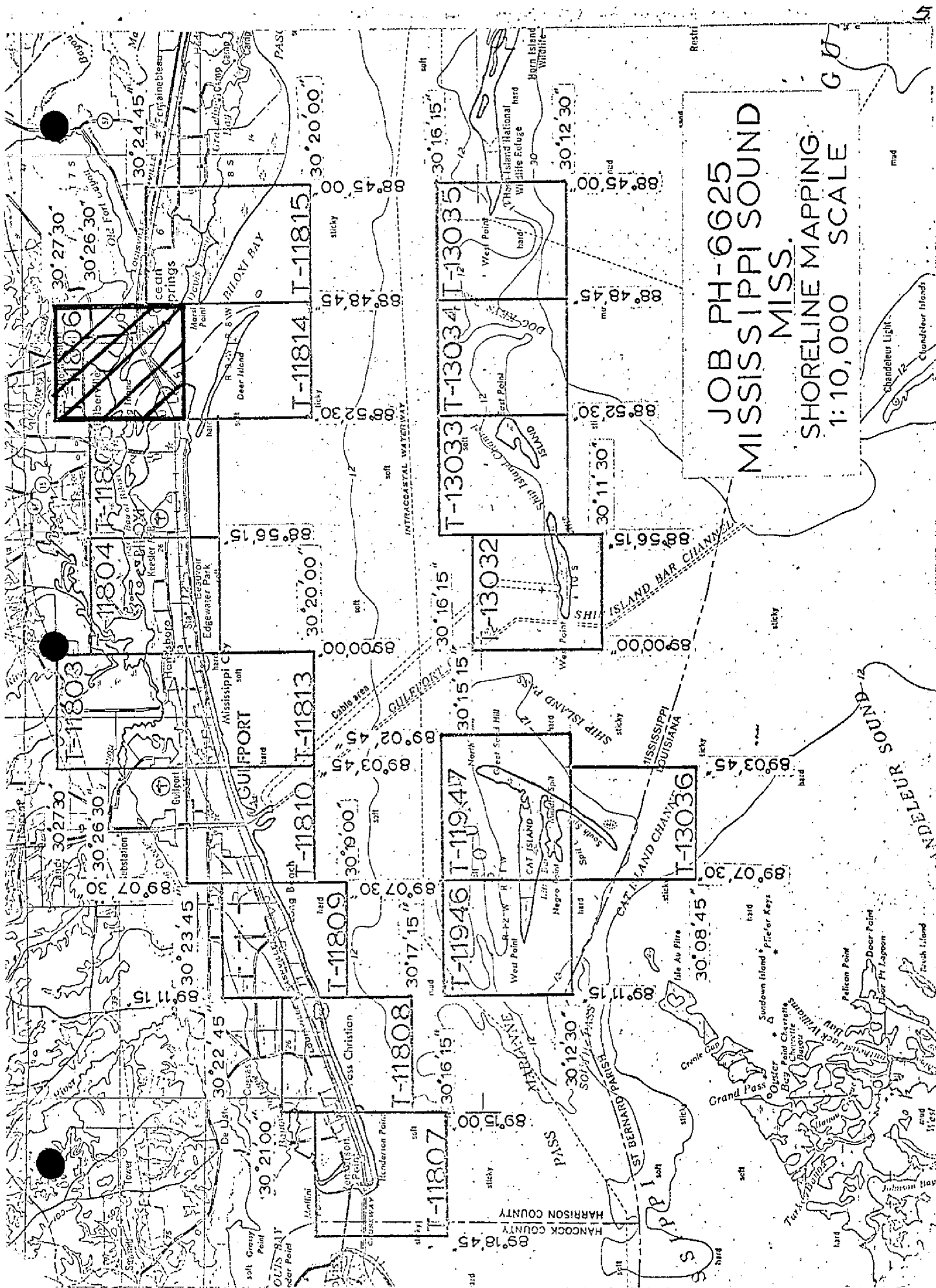
COMPILATION RECORD

COMPLETION DATE

REMARKS

Compilation complete pending field edit	Sept. 1966	Superseded
Field Edit Applied Compilation complete	June, 1967	<i>Superseded</i>
<i>Final Review</i>	<i>Oct. 1968</i>	





JOB PH-6625  
MISSISSIPPI SOUND  
MISS.  
SHORELINE MAPPING  
1:10,000 SCALE



SUMMARY TO ACCOMPANY  
DESCRIPTIVE REPORT T-11806

Shoreline manuscript T-11806 is one of eighteen 1:10,000 scale maps that comprise Ph-6625. These maps are for Mississippi Sound, from Bay St. Louis through Gulfport and Biloxi to Belle Fontaine Point; and the offshore area of Cat Island through Ship Island and includes the west end of Horn Island. The sketch on page 5 of this report shows the position of T-11806 in Ph-6625.

This is a stereo-instrument job in advance of hydrographic surveys of the area. The only field work preceding compilation was that pertaining to control identification, and pre-marking of control stations before photography. The stereoplanigraph bridge was run in the Washington Office with 1:30,000 scale panchromatic photography taken January 27, 1966 with the "S" camera. Compilation was primarily by Kelsh Plotter with the same photographs used for bridging. Ratio prints at 1:10,000 scale were processed and furnished for hydro support.

Additional photographic coverage along the shoreline was provided with 1:15,000 scale panchromatic "S" photographs, of January 27, 1966, enlarged to 1:10,000 for hydro support; these were fixed graphically and the centers are on the map. Color photographs at 1:20,000 scale of January 27, 1966 were provided for use in the offshore areas, particularly in the ship channels. The centers of these photographs are not on the map.

The map was field edited in Feb. 1967. Field edit was done on an ozalid, a cronaflex, and on various photographs. The map was scribed and stuck-up after applying the field edit.

Final review was done at the Atlantic Marine Center during Oct. 1968.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude and longitude. The smooth manuscript is on cronaflex for registry and record after final review.



**FIELD INSPECTION REPORT**

There was no field inspection prior to compilation.

8

PHOTOGRAMMETRIC PLOT REPORT  
Job PH-6625  
Mississippi Sound, Mississippi

Part I

21. Area Covered

Part I includes the mainland shore areas and the close, off-shore islands of Mississippi Sound. T-sheets 11803 through 11810 and 11813 through 11815 are included in this report.

22. Method

Three strips of photography were bridged on the stereoplanigraph and adjusted by IBM 1620 methods. All strips were joined by common control stations and/or tie points. All tie points between strips were averaged.

Strip #1 consisted of photographs 66-S-1849 through 1856. This strip was adjusted using five control stations with one additional station as a check.

Strip #2 consisted of photographs 66-S-1809 through 1827. This strip was adjusted using six control stations with fourteen additional stations as checks.

Strip #3 consisted of photographs 66-S-1830 through 1842. This strip was adjusted on four stations with six additional stations as checks.

23. Adequacy of Control

Control was adequate and complied with project instructions. The following stations could not be held during bridging operations.

#1. Bridge, 1935 (S.S.A.) This premarked station was observed in all strips but could not be held in the adjustment of bridges #2 and #3 by 15 to 20 feet. The station held within six feet in Strip #1, but this error was still large for a premarked station. No reasons could be determined for this error. It is possible the target could have been disturbed before photography since the station was in an area easily accessible to the public.



9.

#2. Several office identified control stations were on the limits of standard map accuracy; however, due to the number of stations holding well within the limits, these stations were disregarded as having errors in office identification.

24. Supplemental Data

Local GS Quads were used for basic leveling during bridging operations.

25. Photography

Photography was adequate as to coverage, quality and definition.

Submitted by:

*Paul Hawkins*  
Paul Hawkins

Approved by:

*John D. Perrow Jr.*  
John D. Perrow, Jr.

10.

NOTES TO COMPILER  
Job PH-6625  
Mississippi Sound, Mississippi

Part I

Attempts to extend Bridge #3 to include plate 66-S-1843 met with repeated, poor results due to the small land area available for clearing the stereomodel. This area must be compiled by graphic methods. Ratio prints (scale 1:10,000) for this area as well as the entire project will be provided to the Compilation Office.

Part II of this project will follow as soon as control is provided for the area.







MAP T. 11806

PROJECT NO.

PH-6625

SCALE OF MAP 1:10,000

SCALE FACTOR

None...

[illegible]

1 FT = 3048006 METERS

COMPUTED BY: A. C. Rauck, Jr.

DATE August 23, 1966

CHECKED BY: **A. Shands**

DATE: \_\_\_\_\_

August 23, 1966

COMM-DC-57843



COMPILATION REPORT  
T-11806

~~For use only by the Bureau of Naval Ordnance~~

31. DELINEATION

The Wild B-8 was used. There was no field inspection. Photography was satisfactory.

32. CONTROL

See Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

None.

34. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage was delineated from office interpretation of the photographs.

35. SHORELINE AND ALONGSHORE DETAILS

Shallow limits, shoals, and low water lines were delineated from office interpretation of the photographs.

36. OFFSHORE DETAILS

No statement.

37. LANDMARKS AND AIDS

Appropriate copies of Form 567 for Landmarks and Aids to Navigation were forwarded to the Washington Office under date July, 1967.

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junctions are in agreement with T-11805 to the west, T-11815 to the east, and T-11814 to the south. There is no contemporary survey to the north.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

A comparison has been made with U.S.G.S. Quadrangle OCEAN SPRINGS, MISS., scale 1:24,000, dated 1954.

47. COMPARISON WITH NAUTICAL CHARTS

A comparison has been made with Chart No. 1267, scale 1:80,000, 11th Edition, dated January 31, 1966 and with Chart No. 876-SC, scale 1:40,000, 1st Edition, dated February 26, 1966.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

*R. E. Smith*

R. E. Smith  
Cartographer

Approved and forwarded:

*For* *M. Stark*

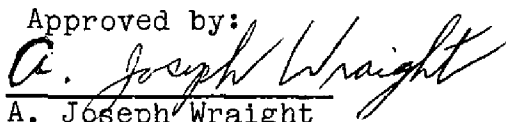
J. Bull, CAPT, USESSA  
Director, Atlantic Marine Center

May 22, 1968

48. GEOGRAPHIC NAMES  
FINAL NAME SHEET  
PH-6625 (Mississippi Sound, Miss.)  
T-11806

Back Bay of Biloxi  
Bayou Poito  
Big Island  
Biloxi  
Biloxi Bay  
Fort Point  
Gulf Hills  
Langley Point  
Louisville and Nashville (RR)

Ocean Springs  
Old Fort Bayou  
Point Ascot  
Point Caddie  
Plummer Point  
  
Saint Martin Bayou  
Weeks Bayou

Approved by:  
  
A. Joseph Wraight  
Chief Geographer

Prepared by:  
  
Frank W. Pickett  
Cartographic Technician



T-11806

49. NOTES FOR THE HYDROGRAPHER

None, other than those noted on the FIELD EDIT OZALID.

If a shallow area or shoal area is found not to exist, please delete from ozalid.

## PHOTOGRAMMETRIC OFFICE REVIEW

T-19363 11806

1. PROJECTION AND GRIDS CHB	2. TITLE CHB	3. MANUSCRIPT NUMBERS CHB	4. MANUSCRIPT SIZE CHB
CONTROL STATIONS			
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY CHB	6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) XX		7. PHOTO HYDRO STATIONS XX
8. BENCH MARKS XX	9. PLOTTING OF SEXTANT FIXES XX	10. PHOTOGRAMMETRIC PLOT REPORT Bridge (W.O.)	11. DETAIL POINTS Kelsh
ALONGSHORE AREAS (Nautical Chart Data)			
12. SHORELINE CHB	13. LOW-WATER LINE CHB	14. ROCKS, SHOALS, ETC. CHB	15. BRIDGES CHB
16. AIDS TO NAVIGATION CHB	17. LANDMARKS CHB	18. OTHER ALONGSHORE PHYSICAL FEATURES CHB	19. OTHER ALONGSHORE CULTURAL FEATURES CHB
PHYSICAL FEATURES			
20. WATER FEATURES CHB	21. NATURAL GROUND COVER CHB		22. PLANETABLE CONTOURS XX
23. STEREOSCOPIC INSTRUMENT CONTOURS XX	24. CONTOURS IN GENERAL XX	25. SPOT ELEVATIONS XX	26. OTHER PHYSICAL FEATURES CHB
CULTURAL FEATURES			
27. ROADS CHB	28. BUILDINGS CHB	29. RAILROADS CHB	30. OTHER CULTURAL FEATURES CHB
BOUNDARIES			
31. BOUNDARY LINES XX		32. PUBLIC LAND LINES XX	
MISCELLANEOUS			
33. GEOGRAPHIC NAMES CHB	34. JUNCTIONS CHB		35. LEGIBILITY OF THE MANUSCRIPT CHB
36. DISCREPANCY OVERLAY XX	37. DESCRIPTIVE REPORT RES	38. FIELD INSPECTION PHOTOGRAPHS XX	39. FORMS CHB
40. REVIEWER CHB Charles H. Bishop		SUPERVISOR, REVIEW SECTION OR UNIT ACR Albert C. Ranch Jr.	
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 RRW Richard R. White		SUPERVISOR ACR Albert C. Ranch Jr.	
43. REMARKS Field Edit applied from cronaflex copy of manuscript, Field Edit Ozalid, and Field Photographs Nos: 66-S-1853, 66-S-1855, and 66-S-1939.			

17.

FIELD EDIT REPORT

SHEET T-11806

JOB PH-6625

FEBRUARY 1967

Respectfully submitted,

*William R. Cameron*

William R. Cameron

ENS, USESSA

Chief, Photo Party 61



## 51 Methods

All field edit was done in accordance with project instructions and field instructions. Certain shoreline and offshore features were located by planetable and radial-plot methods and are shown on a cronaflex copy of the manuscript.

An inspection of alongshore features such as marsh areas, piers, pier ruins, etc. was made. Additions and corrections are shown on the field ratio prints.

All landmarks and fixed aids to navigation were located or verified and a Form 567 was submitted.

All field edit notes were made in violet ink on the field ratio prints. Each correction or group of corrections was cross-referenced by appropriate photograph numbers on the field edit ozalid. This ozalid is an index and inventory of all corrections to be applied to the map manuscript.

## 52 Adequacy of Compilation

Compilation of the manuscript was adequate and complete considering there was no field inspection of the area prior to compilation.

## 54 Recommendations

None.

## 56 Additional Information

Field edit information concerning this manuscript appears on the following field ratio prints:

66S-1853  
66S-1855  
66S-1939.

The piles marking the channel into and through Old Fort Bayou and the piles marking the limits of shallow water along the sand beach in Ocean Springs were located by planetable cuts and are shown on a cronaflex copy of this manuscript. The wrecks in the vicinity of Back Bay of Biloxi Lt. 9 were searched for and found. Their locations are shown on a cronaflex copy of manuscript T-11805 as are the locations of several piles in that area.

A dredge and fill operation near Point Caddie has caused considerable shoreline changes in that area. The shoreline as of 24 February 1967 is delineated on a cronaflex copy

56 Additional Information (cont.)

of the manuscript and an ozalid of the plan of proposed construction is enclosed as a part of this report. As-built drawings have been requested by the Chief, New Orleans Field Office. Additional construction is planned in the near future at the time of this report.

The delineation of the shoreline on this sheet was inspected and several changes were noted on the field ratio prints. If no measurements or corrections are shown the compilation is correct.

Buildings that have been compiled but should not be charted are cross-hatched in green ink.

The note to verify the shallows on the field edit ozalid is not applicable.

U.S. DEPARTMENT OF COMMERCE  
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION  
COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
UNREVIEWED  
TO BE CHARTED  
STRIKE OUT TWO

Atlantic Marine Center July 3, 1967

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

The positions given have been checked after listing by

R.R. White

J. Bull, RADN, USESSA

Director, A.M.C. Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF EXAMINATION	VERIFICATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				0 1	0 1	0 1	0 1							
MISSISSIPPI														
MISSISSIPPI SOUND														
BACK BAY OF BILOXI														
BILOXI CHANNEL														
OCEAN SPRINGS BOAT HARBOR CHANNEL														
LIGHT 14														
DAY- BEACON 2														

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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





REVIEW REPORT T-11806  
SHORELINE  
OCT. 1968

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid Comparison Print (pages 26 through 31), which shows the differences noted in Items 62, 64 and 65, is included with the original copy of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Registered Survey T-9378 S/2; 1:10,000; Field Edit 1954.

T-9378 S/2 differences with this map are on the Comparison Print in blue.

(1) The following differences are from construction:

(a) The new highway bridge across the head of Biloxi Bay.

(b) Shoreline changes in the vicinities of:  
latitude  $30^{\circ} 24.5'$ , longitude  $88^{\circ} 52.2'$  (page 29)  
"  $30^{\circ} 24.1'$ , "  $88^{\circ} 51.6'$  (page 29)  
"  $30^{\circ} 23.75'$ , "  $88^{\circ} 51.5'$  (page 29)  
"  $30^{\circ} 24.6'$ , "  $88^{\circ} 50.5'$  (page 30)

(2) The T-9378 position for the wreck near  $30^{\circ} 24.62'$ ,  $88^{\circ} 52.4'$  (page 29) is about 100 meters northwest by west of the T-11806 position. It is not visible on the photographs, but was located by field editor by sextant fix with a check angle.

(3) Black Bay of Biloxi Light 2,  $30^{\circ} 24.68'$ ,  $88^{\circ} 51.1'$ , (page 30) is new since 1954.

(4) The shoreline of Biloxi Bay southeast from Plummer Point (pages 30 and 31) to the map limits shows some changes.

(5) The position of Ocean Springs Boat Harbor Channel Light 4 (page 31) is about 8 meters east of the 1954 position.

(6) The heights of the two landmarks are slightly different from those in 1954; stack at latitude  $30^{\circ} 23.8$ , longitude  $88^{\circ} 51.64$  (page 29) is 96 (99) against 93 (95), and the Water Tank at latitude  $30^{\circ} 24.64$ , longitude  $88^{\circ} 49.62$  (page 31), is 135 (160) against 135 (155) in 1954.

(7) T-11806 shows two wrecks close to the shore at latitude  $30^{\circ} 24.33$ , longitude  $88^{\circ} 49.88$  (page 31), and numerous piling, spoil islands, etc. that are not on the 1954 survey; all of which are noted on the Comparison Print.

This map supersedes the previous registered survey for nautical chart construction.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

OCEAN SPRINGS, MISS. quadrangle; U.S.G.S.; 1:24,000; Field Check 1954.

The quadrangle is a reduction of Registered Survey T-9378, and the same differences apply, see Item 62.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

BOAT SHEET H-8922 (HFP 742 10-2-66); 1:10,000; 1966.

The boat sheet differences with this map are shown on the Comparison Print in green.

(1) The field editor called for several shoreline changes from the Incomplete Compilation that was furnished the hydrographer, they are:



(a) The shoreline change at Point Caddie, near latitude  $30^{\circ} 24'$ , longitude  $88^{\circ} 51.6'$  (page 29) is from the field editor due to construction since photography. An "Overlay to Accompany Boat Sheet (HFP 742 10-2-66) H-8922" shows some differences with T-11806. The Comparison Print reflects the Overlay where it applies. The photo hydro support party checked this area in Nov. 1968 at the request of the final reviewer. \* See below

(b) The field editor also changed the delineation of the shoreline at Fort Point, near  $30^{\circ} 25.4'$ ,  $88^{\circ} 51.2'$  (page 27), from that furnished the hydrographer on the INCOMPLETE MANUSCRIPT of T-11806. This also explains the minor shoreline differences from Langley Point to Bayou Poito.

(c) The islands on the boat sheet that lie inside the shoal area near  $30^{\circ} 24.9'$ ,  $88^{\circ} 52'$  (page 29), were noted as not being above mean high water by the field editor, and they are not on the final compilation of T-11806.

(2) The boat sheet position for the wreck near latitude  $30^{\circ} 24.63'$ , longitude  $88^{\circ} 52.4'$  (page 29) is about 3 meters off the position on T-11806.

(3) The piles near latitude  $30^{\circ} 24.1'$ , longitude  $88^{\circ} 49.5'$  (page 31), lining the entrance to the boat harbor were from the field edit; they are not visible on the photographs. The boat sheet positions for these piles are close to T-11806 for 3 of the piles, but one is about 35 meters southwest of the T-11806 position.

#### 65. COMPARISON WITH NAUTICAL CHARTS:

CHART 876 SC; 1:40,000; January 1968, revised to Notice to Mariners #41 of Oct. 14, 1967.

The chart differences with T-11806 are shown on the Comparison Print in red.

\* The final manuscript reflects the 1968 field check Dyp



(1) The chart position for the wreck near  $30^{\circ} 24.62'$ ,  $88^{\circ} 52.4'$  (page 29) is about 100 meters northwest by west of the T-11806 position; see paragraph (2) in Item 62.

(2) Construction accounts for the shoreline changes near Point Caddie (page 29), on the eastern shore of Biloxi. The north shore of Biloxi has apparently also been changed somewhat by construction.

(3) The chart shows 2 boathouses, or buildings or? (two small black squares), on the east side of Biloxi Bay, near  $30^{\circ} 24.27'$ ,  $88^{\circ} 49.8'$  (page 31), which are not on T-11806. They are not on the photographs, and were not noted by the field editor.

The Comparison Print notes a number of piles and piling in Biloxi Bay and Back Bay of Biloxi that are not on the chart.

#### 66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This survey complies with the job instructions, Bureau requirements, and the National Standards for Map Accuracy. No accuracy tests were run in the field.

Approved by:

Submitted by:

For *RC Stark*  
Howard S. Cole, CAPT USESSA  
Director, Atlantic Marine Center

*M. M. Slavney*  
M. M. Slavney

Approved by:

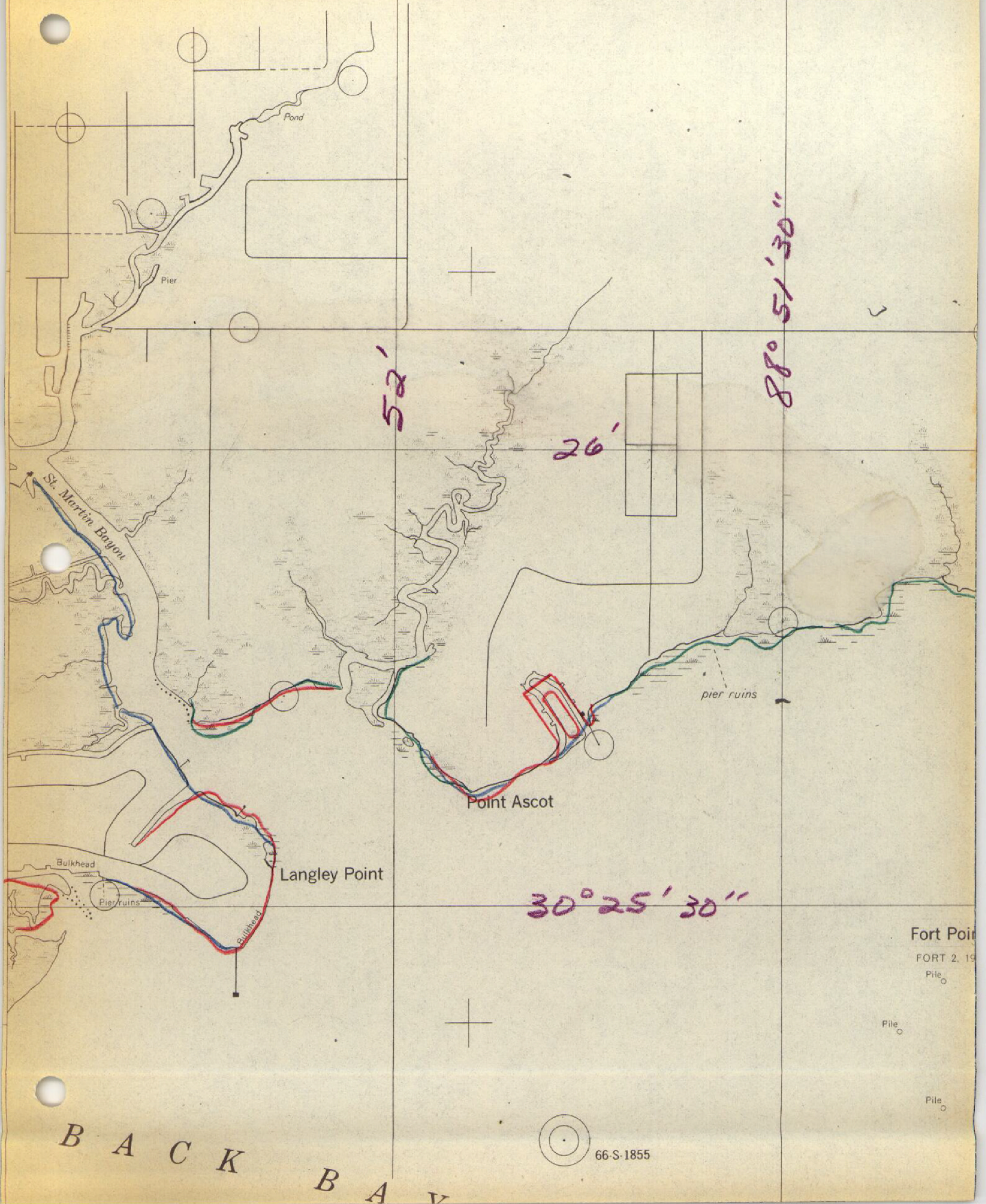
*Charles L. Hearn*  
Chief, Photogrammetric Branch

*R. H. Houtstar*  
Chief, Photogrammetry Division

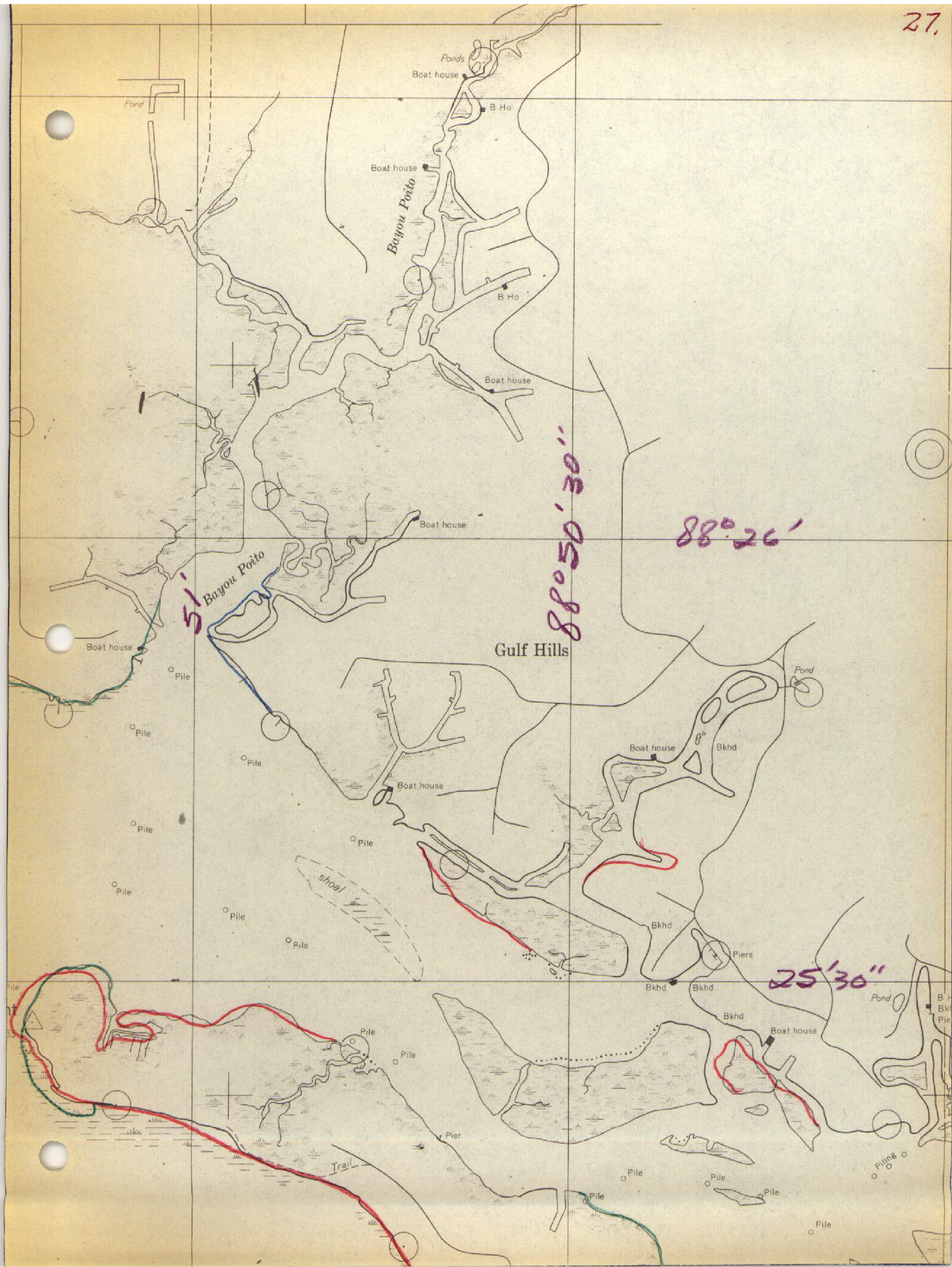
Chief, Nautical Chart Division

NOTES TO REVIEWER  
T-11806  
BOAT SHEET H-8922 (HFP 742 10-2-66)

Please note Items 62, 64, and 65 of this Descriptive Report.









66-S-1808

88° 49' 30"

88° 26'

49'

25' 30"





O F B I L O X I

88° 25'

Big Island

shoal

shoal

Wreck  
(5') on T-9378

88° 52'

A = Not on 876 S.C.

51' 30"

Not on 9378

Marine Ry  
Piling  
shoal  
Marine railway  
T-4 Piles

66-S-1927

24' 30"

RAILROAD BR

A = Not on T-9378

BILOXI

66-S-1926

Area under construction

24'

66-S-1939

93(95)

Piles on T-9378

Point Caddie

Marine railways

STACK 1967  
steel ht = 96 (99)

Pier end in ruins

Pile

Pile

Overhd cable along  
Piling

Under constr

Pier ruins





