

5274

Diag. Cht. No.1267

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric

Field No. _____ Office No. T-5274

LOCALITY

State Mississippi

General locality Mississippi Sound

Locality Biloxi

1943-'47

CHIEF OF PARTY

E.L.Jones & R.A.Gilmore, Chiefs of Party
L.C.Lande, Div. of Photo., Wash., D.C.

LIBRARY & ARCHIVES

DATE _____

8-1870-1 (11)

5274

DATA RECORD

T- 5274

Quadrangle (II):

Project No. (II): Ph-1(45)

Field Office:

Chief of Party:

Lt. Comdr. E. L. Jones

Compilation Office:

Chief of ~~Party~~ *Section*:

Washington, D. C.

L. E. Lunde
Washington office
Capt. K. T. AdamsInstructions dated (II III):
12/7/45Copy filed in *Div. of photogrammetry*
~~Descriptive~~
~~Report No. T~~ (VI)
Project Completion Report

Completed survey received in office:

Reported to Nautical Chart Section: 11/26/46

Reviewed: 10 Feb 49

Applied to chart No.

875

12-12-46

876

Date: 2-16-47

Redrafting Completed:

Registered: 8 Nov. 1949

Published:

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III):

Reference Station (III): Tivoli, 1935 (JM)

Lat.: $30^{\circ}23'38.279''$ (1178.7 m)Long.: $88^{\circ}52'25.205''$ (672.9 m) *Adjusted*
~~Unadjusted~~

State Plane Coordinates (VI): Mississippi East Zone

X = 487,282.81 Feet

Y = 264,493.88 Feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)

	<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
	1647 - 1649				
	2130 - 2134				
1	2576 - 2580	2-8-43	Not	1:10,000	
	2583 - 2587	through	known	(ratio)	
	2906 - 2908	4-3-43			
	3233 - 3237				
2	2880 - 2883	5-17-45		1:10,000	
				(ratio)	
3	3065 - 3069	5-1-45		1:10,000	
	3072 - 3076			(ratio) Control	

Tide from (III): *Biloxi, Biloxi Bay* Ref. Sta.: *Pensacola*

Mean Range: Spring Range: *1.8'*

Camera: (Kind or source) 1-U.S.E. $8\frac{1}{4}$ " f.l. lens
2 & 3-C. & G.S. Camera "C"

Field Inspection by: E. L. Jones date: 1947

Report filed as Chart Letter # *224(1946)* See also # *239(1946)*

Field Edit by: *None* date:

Date of Mean High-Water Line Location (III):

Projection and Grids ruled by (III) T. L. J. date: 5-24-46

" " " checked by: T. L. J. date: 5-24-46

Control plotted by: M. Stevens date: 6-46

Control checked by: H. Rau date: 6-46

Radial Plot by: H. Rau, K. Maki date: 7-24-46

Detailed by: B. T. Hynson date: 11-46

Reviewed in compilation office by: *L. C. Lande* date: *11-19-46*

Elevations on *Map Manuscript*
~~Field Edit Sheet~~
checked by: *None* date:

STATISTICS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore):

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established:

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

SCALE FACTOR.

[illegible]

1 FT. = 3048006 METER
COMPUTED BY:

DATE.

CHECKED BY:

DATE:

M-2388.12

DESCRIPTIVE REPORT TO ACCOMPANY
PLANIMETRIC MAP - VICINITY OF BILOXI, MISS.

PROJECT: Ph-1(45) DATE OF INSTRUCTIONS: 7Dec45; Sup. 1 28Dec45
Sup. 2, 5Jan46; Sup. 3, 31Jan46

DATUM: N A 1927 DATE OF FIELD WORK: 20Feb46-- 22Apr46

- 1 - DESCRIPTION OF THE AREA: The area covered by this map consists of the City of Biloxi, the town of Ocean Springs, Mississippi and the adjacent countryside. The outlying country within the limits of the map is rather thickly settled. The terrain is flat with no hills, and the major part is wooded except where it has been cleared. In the area of Biloxi and Ocean Springs the shoreline is fast land with either sand beaches or concrete seawalls. In the upper reaches of Biloxi Bay and tributaries there is considerable marsh.
- 2 - COMPLETENESS OF FIELD INSPECTION: The field inspection is complete for recovery and identification of control, inspection of shoreline, classification of roads, wooded areas, buildings, bridges and boundaries. Recovery of vertical control was omitted in accordance with the Directors letter to Lieut. Comdr. Ross A. Gilmore, dated 27March46, File: 73-1d. In all other respects it is believed that the field inspection is complete.
- 3 - INTERPRETATION OF PHOTOGRAPHS: The photographs are clear and distinct and the compiler should have little difficulty in interpreting the detail.
- 4 - HORIZONTAL CONTROL: All Horizontal Control Stations shown on the chart index 7 (revised) as essential (circled) were recovered and identified on the photographs, except no station in the vicinity of Rhodes Point (Lat. 30-24.7 Long. 88-52.7) could be recovered. As there appears to be a plethora of control in the area covered by this map not all of the remaining stations were identified.

One Supplemental control station, "BED", was located in the vicinity of Rhodes Point (Lat. 30-24.7 Long. 88-52.7) by planetable cuts on sheet "R" and was identified on the photographs.

The following recovered stations were not identified on the photographs for the reason stated in Paragraph 1. Many of the channel lights located by triangulation can be pricked on the photographs in the compilation office if additional control is needed.

Can, 1910
Bay, 1935
Biloxi Channel Beacon No. 4, 1935
Biloxi Channel Beacon No. 6, 1935

Biloxi Channel Beacon No. 8, 1935
 Biloxi Channel Beacon No. 10, 1935
 Biloxi Channel Beacon No. 16, 1935
 Biloxi Channel Beacon No. 36, 1935
 Biloxi Harbor Beacon No. 42, 1935
 Biloxi Harbor Beacon No. 48, 1935
 Biloxi Bay, U. S. Route 90, Drawspan, Center Light, 1935
 Railroad Bridge, Center Light, 1935
 Biloxi Bay, Highway 57, Drawspan, Center Light, 1935

- 5 - VERTICAL CONTROL: Vertical control was not recovered in accordance with the Directors letter to Lieut. Comdr. Ross A. Gilmore, dated 27 March 46, File: 73-1d.
- 7 - MEAN HIGH WATER LINE: The mean high water line was inspected throughout either by traversing on foot or by a dinghy kept close to the shore.

 Along the northern shore of Mississippi Sound and on the eastern side of Biloxi is a concrete seawall to protect the shoreline from erosion. In a few areas, easily distinguishable on the photographs, there is a sand beach offshore from the seawall.

 The remainder of the shoreline is fast land or marsh that is easily identified from the field inspection notes.

 In the upper reaches of Biloxi Bay and tributaries there is considerable marsh. The edge of this marsh adjacent to the fast land was indicated on photographs 2133-SH-34 and 3236-SH-33 by a dashed blue line as a criterion for the compiler. It was not shown on the remaining photographs as the junction is very distinct.
- 8 - MEAN LOW WATER LINE: The mean low water line was not indicated because the tide range is very small and the height of water is more effected by wind conditions than by the normal tide range.
- 9 - WHARVES AND SHORELINE STRUCTURES: Along the Biloxi waterfront there are numerous wharves, piers and other shoreline structures in various states of repair. These are shown on the photographs. Numerous piers and wharfs have been constructed since the date the Army photographs were taken. These have either been indicated on the single lens photographs taken by this Bureau in May 1945 or have been located on the photographs by planetable methods. In locating objects on the photographs a scale factor was determined and applied to all stadia distances.
- 10 - DETAIL OFFSHORE FROM THE HIGHWATER LINE: No rocks are known to be in the area covered by this map. All other detail has been shown directly on the photographs with appropriate notes.

- 11 - LANDMARKS AND AIDS TO NAVIGATION: These have been located on sheet "R" and are discussed in the report for that sheet.
- 13 - LANDING FIELDS AND AERONAUTICAL AIDS: The Army Air Forces Field, Keesler Field, is located along the western side of this map. An aeronautical aid exists on top of triangulation station Biloxi, Keesler Field, Block 19, Tank, 1943 and has been reported in Special Report, Project Ph-1(45), Biloxi, Miss. - Mobile Bay, Ala. Area.
- 14 - ROAD CLASSIFICATION: Roads were classified in accordance with General Instructions - Classification and Compilation of Roads, dated 30June45.
- 15 - BRIDGES: All bridges have been classified as to type. They are mainly the wooden trestle type with a steel truss draw span. The Horizontal and Vertical clearance has been measured with a steel tape. The vertical clearance has been measured to the waters surface and the time of day and the date noted on the photographs. This value has not been reduced to mean high water, because the height of water is greatly affected by wind conditions. This reduction should be made after the observed tides at a standard tide station are available.

The following discrepancies were noted in the field with the bridge data published in "List of Bridges Over Navigable Waters of the United States, edition of 1941:" *See Review Report*

OCEAN SPRINGS, MISS. - Page 38, at mile 5 - Horizontal clearance, 88 feet instead of 74 feet; Vertical clearance, 4.5 feet at 1345, 20March46; West side passage - East side blocked by snags.

BILOXI, MISS. - Page 38, at mile 6.2 - Vertical clearance, 13.6 feet at 1605, 11March46; North side passage.

OCEAN SPRINGS, MISS. - Page 346, at mile 1.6 - Horizontal clearance, 48 feet instead of 50 feet; Vertical clearance, 5.3 feet at 1520, 6March46; Bridge is center swing type instead of fixed and is hand operated.

- 16 - BUILDINGS AND STRUCTURES: The city of Biloxi and the town of Ocean Springs have been considered congested areas and only the public buildings have been shown. In the outlying districts the buildings recommended for mapping have been circled and an abbreviation symbol shown alongside as to the type of building. Only buildings of substantial construction have been recommended for mapping. Ramshackle and deteriorated structures have been purposely omitted.

The following symbols were used in the area field inspected for the classification of buildings and structures:

- d denotes dwelling
- b denotes barn

- 17 - BOUNDARY MONUMENTS AND LINES: The county line between Jackson and Harrison counties is shown on the photographs. The City limits of Biloxi and Ocean Springs are also shown.

The above lines are not monumented but were taken from official maps. Copies of these were not available for submission with the field data.

- 18 - GEOGRAPHIC NAMES: it was assumed that the instructions for Project Ph-1(45) in that no systematic investigation of Geographic names was required, applied to the area covered by this planimetric map. However, four local persons of long residence were interviewed for disagreement between local usage and names charted on Chart 1267, and for new names. No changes or new names were recommended by those interviewed.

- 19 - PHOTOGRAPHS: The following photographs were available for the field inspection of the area covered by this map:

- 2 - sets of Army photographs, Scale 1:10,000
- 1 - set of C & GS photographs, Scale 1:10,000 covering part of the area.
- 1 - set of C & GS photographs, Scale 1:20,000 covering part of the area.
- 1 - set of C & GS photographs, Scale 1:5,000 covering part of the area.

As the Army photographs were the only ones covering the entire area, they were used as much as possible. However, they were taken in the spring of 1943 and considerable change has taken place in the area since that time. These changes were field inspected on the 1:10,000 scale C & GS photographs wherever possible. In a few instances where these changes were ^{not} covered by the 1:10,000 C & GS photographs and could not be readily located by planetable methods, the 1:20,000 scale prints were used.

There is a small scale difference between the two sets of 1:10,000 photographs.

- 20.- COAST PILOT: Coast Pilot additions and corrections were obtained during the course of the field work and are submitted in Special Report, Project Ph-1(45), Biloxi, Miss. - Mobile Bay, Ala. Area.

Approved and Forwarded: *RS*

Ross A. Gilmore
Ross. A. Gilmore
Chief of Party

Respectfully Submitted

H. S. Murphy
Herschel G. Murphy
Engr. Aid.

26. Control.-

There ^{were} ~~are~~ twenty-two U. S. Coast and Geodetic Survey triangulation stations and three U. S. Coast and Geodetic Survey recoverable topographic stations used as horizontal control for the radial plot.

The stations ^{used for control} that fall within the limits of the map manuscript are as follows:

· Biloxi Channel Beacon No. 4, 1935

· " " " " 6, "

· " " " " 8, "

· " " " " 10, "

· " " " " 16, "

· " " " " 36, "

· " Harbor " " 42, "

· " " " " 48, "

· House, South Gable, 1935

· Biloxi Bay, U. S. Route 90, Drawspan, center light, 1935

· Fort 2, 1935 (SS)

· End, 1935 (SS)

· Lox, 1935 (SS)

· Ocean Springs, Municipal Water Tank, 1943

· Biloxi, Keesler Field, block 35, tank, 1943

· Bridge, 1935 (SS)

· Tivoli, 1935 (RM NO. 2)

· Biloxi, Lighthouse, 1855

· Dickey, 1930 (SS)

· Biloxi, Buena Vista Hotel, tank, 1930

Topographic Stations

Lam (Stack)

Bed ~~(SS)~~ (Stack)

Pop (Stack)

The remaining two U. S. Coast and Geodetic Survey triangulation stations are just beyond the limits of the map manuscript. They are:

Holliman, 1935 (SS)

Biloxi, 1930 (SS)

*G. P. List also shows
"Island House, 1910" under
this name.*

Other triangulation stations were plotted but the stations were not field inspected. They were not used to control the plot. There are remaining a large number of triangulation stations in this area, but they were not plotted for the above reason. } omit

All of the above control was held with the exception of Ocean Springs, Municipal Water Tank, 1943, and House, South Gable, 1935, which were shaded on the photographs.

Fort 2, 1935 (SS) was probably pricked in error on the field inspection photograph. The field location gave an intersection approximately 100 meters north, northeast of the plotted SS position. A new point was ^{located} in the office from station and pricking card descriptions which checked with the radial plot.

Not all of the control in this area was recovered by the field party. In compilation, all stations recovered and unrecovered (monumented stations), which from the descriptions probably exist, have been plotted on the manuscript.

A number of 1910 intersection stations have not been plotted as it is not known which of these still exist. Other 1910 intersection stations were ^{recovered} in the field and without exception they were declared lost, destroyed or not recovered due to inadequate descriptions. It is very doubtful if any of the 1910 stations as referred to in the first sentence of the paragraph exist as their positions were roughly plotted on the manuscript and an office inspection was made of their position on the photographs. None of them could be recovered in the compilation office.

27. Radial Plot.-

The radial line plot for T-5274 was laid with cellulose acetate templets. Twenty-four Army photographs ratioed from a contact scale of 1:20,000 to approximately 1:10,000 covered the entire area of the plot. Ten photographs at a scale of 1:10,000 and four photographs ratioed from a scale of 1:20,000 to 1:10,000 covering the city of Biloxi, flown by the U.S.C.&G.S., were also used in the radial plot.

The radial plot was weakened to a small extent because of a number of the photographs covered water areas. However, the plot was considered good and believed to be within the limits of prescribed accuracy.

28. Detailing.-

Adequate field inspection data were furnished the compilation office for the entire area.

The Army photographs were ratioed to more exactly 1:10,000 scale after the radial plot, to make delineation more accurate.

All roads and buildings in rural areas are shown. Landmark buildings only were shown in urban areas.

Main roads were classified by field inspection and most of the remaining roads were classified on the basis of office inspection of the photographs.

Tree and brush areas were not fully classified. This classification was completed by office inspection and the limits of vegetation were shown in green acid ink.

Bridges were classified on the field inspected photographs but the vertical clearance was not tabulated from MHW. The vertical clearance was measured to the water level and the time and date of the recording was given. For further information consult Chart Letter 239 (1946). *See Review Report*

29. Supplemental Data.-

All information except ^{*floating*} aids to navigation was transferred from graphic control sheet T-7017a, scale 1:10,000, dated 1946, and is shown on the map manuscript in red acid ink.

30. Mean High-Water Line.-

The mean high-water line (firm ground) has been delineated in accordance with the field inspection data and is shown on the map manuscript with a heavy weight black acid ink line.

The ~~outer and~~ inner limits of marsh areas bordering the mean high-water line have been shown with a heavy weight dashed acid ink line.

31. Low-Water and Shoal Lines.-

No mean low-water line has been shown. Shoal lines have been shown where it has been possible to compile them from the photographs.

32. Detail Offshore From High-Water Line.-

Piers, docks, islands, and all other offshore detail have been compiled in accordance with the field inspection data.

34. Landmarks and Aids to Navigation.-

Two aids to navigation were located on the field inspection photographs. They are two dredging ranges now used as channel ranges by small craft. They were located by the radial plot. The positions have been scaled from the map manuscript and have been recorded on Form 567. These structures are temporary.

*See
Review
Report*

35. Hydrographic Control.-

No hydrographic stations were located by the field inspection party.

The following recoverable topographic stations were located on the photographs and were located by the radial plot. The positions were scaled from the map manuscript and recorded on form 524. *Filed in Div. of Photogr. General Files.*

1. N.W. Corner House, Elmer Point
2. West Gable, White House
3. Cupola on Stucco House
4. North Gable House
5. White Chimney, White House

36. Landing Field and Aeronautical Aids.-

Two landing fields appear on the map manuscript. They are the U.S.A.A.F. Keesler Field and a U.S. Coast Guard Air Station. One aeronautical aid is shown on the field inspection photographs. It is recorded on form 567.

37. Horizontal Accuracy.-

The probable error is believed to be not in excess of 0.5 mm which is within the limits of satisfactory accuracy.

38. Comparison with Contemporary Surveys.-

~~No contemporary surveys are available for comparison.~~
See Paragraph 29.

45. Comparison with Nautical Charts.-

Comparison was made with U. S. Coast and Geodetic Survey nautical chart No. 1267, scale 1:80,000, dated June 1, 1946. The shoreline and other detail was in good agreement.

Submitted by:

B. T. Hynson
B. T. Hynson

Approved by:

L. C. Lande
L. C. Lande

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Ellori, Mississippi November, 1946

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

The positions given have been checked after listing by

[illegible]

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.

GEOGRAPHIC NAMES

Survey No. T-5274

GEOGRAPHIC NAMES		Survey No. T-5274									
1	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
		A	B	C	D	E	F	G	H	K	
	Mississippi									USGB	1
	Harrison County										2
	Jackson County										3
	Mississippi Sound										4
	Biloxi Bay										5
	Louisville and Nashville										6
	U.S. No. 90										7
	States Nos. 55 and 57										8
											9
	Marsh Point										10
	Davis Bayou										11
	Ocean Springs										12
	Plummer Point										13
	Fort Point										14
	Old Fort Bayou										15
	^{Bayou} Bay Point										16
	St. Martin Bayou										17
	Seymour										18
	Beach Road										19
	Shipyard Point										20
	Old Field Point										21
	Back Bay of BILOXI										22
	Keesler Field										23
	Elmer Point										24
	Iberville Bridge										25
	Biloxi			(street names shown are O.K.)							26
	Rhodes Point										27

M 234

GEOGRAPHIC NAMES

Survey No. T-5274

2

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrang. Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
Pt. Caddie									1
Barnard Island									2
Deer Island									3
Biloxi Channel									4
U. S. COAST GUARD AIR STATION									5
BILOXI BAY BRIDGE									6
LOUISVILLE AND NASHVILLE RR BRIDGE									7
OLD FORT. BAYOU BRIDGE									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red are
approved. 2/9/49 L. Heck

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-5274

26. Control:

Triangulation stations shown on the map manuscript but not listed in paragraph 26 of the Compilation Report have been listed on form M-2388-12 immediately following the Data Record.

28. Detailing:

All additions and changes made during review have been shown on the map manuscript in red ink. The positions of fixed aids to navigation shown by red circles were transferred from T-7017a prior to review.

During review, waterfront buildings were added in the area of the City of Biloxi. Minor changes were made to the shoreline in this area. From appearance on the photographs, some islands have been classified as marsh.

Corrections to the vertical clearance of bridges have been applied to refer them all to MLW. The clearances were not referred to MHW because the range of tides is not given for the local station or the reference station. Discrepancies with the Bridge List have been reported to the District Engineers Office. Refer to Chart Letters Nos. 224 (1946) and 239 (1946).

34. Landmarks and Aids to Navigation:

The aids to navigation described in the Compilation Report are listed on form 567 and filed as Chart Letter #118 (1949) ^{in the Div. of charts.} See carbon copy following Compilation Report.

43. Comparisons with Previous Surveys:

For the areas in common this survey supersedes, *for charting purposes:*

T-324 (1851) 1:10,000
T-384 (1852) 1:10,000
T-3701 (1916-17) 1:40,000

50. Application to Nautical Charts:

This survey was applied to the charts prior to review. The Division of Charts has been notified of the changes made during review.

*Notification received
7/10/49 W.A. Bruden
(Added to standards)*

Reviewed by:

Under the direction of:

Jack L. Rihn
Jack L. Rihn 10 Feb. 49
Cartographer

S. V. Griffith
S. V. Griffith *K.H.M.*
Chief, Review Section

Approved by:

B. J. Jones 11/49
Technical Asst. to the
Chief, Div. of Photogrammetry

H. C. Edmonston
Chief, Nautical Chart Br.

O. S. Reading
Chief, Div. of Photogrammetry

W. M. Scaife
Chief, Div. of Coastal Surveys *14/49*

NAUTICAL CHARTS BRANCH

SURVEY NO. T-5274

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.