Form 904
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey  SHORELINE (Photogrammetric)
Field No.  Office No.  T-11805

LOCALITY
State  Mississippi
General locality  Mississippi Sound
Locality  Biloxi

1966 - 1967

CHIEF OF PARTY
J. Bull, Director, Atlantic Marine Center

LIBRARY & ARCHIVES

DATE

USCGen DC 5067
DEScriptive report - data record
T - 11805

PROJECT NO. (III):
PH-6625

FIELD OFFICE (II):

CHIEF OF PARTY

PHOTOGRAMMETRIC OFFICE (III):
Atlantic Marine Center

OFFICER-IN-CHARGE
J. Bull, Director
Atlantic Marine Center

INSTRUCTIONS DATED (II) (III):
DEC. 1965 (FIELD) & MAR. 11, 1966 (FIELD SUPPL. 24)
April 27, 1966 (OFFICE)
SEPT. 17, 1967 (PHOTO HYDRO SUPPORT)
March 1, 1968 (Aero triangulation)

METHOD OF COMPILATION (III):
Kelsh

Mauscript Scale (III):
1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:6,000 pantographed to 1:10,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):

N. A. 1927

VERTICAL DATUM (III):
MHW

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):
Hilo, 1955

LAT. 30°23' 37.328 N (110.9 lm) 80° 54' 01.474 W (119.7 lm)

LONG.

ADJUSTED  UNADJUSTED

STATE Mississippi

ZONE East

PLANE COORDINATES (IV):

= 261,401.97 FT.  x = 470,588.68 FT.

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.
# DESCRPTIVE REPORT - DATA RECORD

**FIELD INSPECTION BY (III):**

none

**DATE:**

**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**

Air Photo Compilation

Date of Photos January 27, 1966

**DATE:**

**PROJECTION AND GRIDS RULED BY (IV):**

A. E. Roundtree

**DATE:** May 1966

**PROJECTION AND GRIDS CHECKED BY (IV):**

R. Glaser

**DATE:** May 1966

**CONTROL PLOTTED BY (III):**

J. Place

**DATE:** August 1966

**CONTROL CHECKED BY (III):**

L. Graves

**DATE:** August 1966

**RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III):**

P. Hawkins (WSC)

**DATE:** April 1966

**STEREOSCOPIC INSTRUMENT COMPILATION (III):**

**PLANIMETRY**

K. Boyle

**DATE:** August 1966

**CONTOURS**

Inapplicable

**DATE:**

**MANUSCRIPT DELINEATED BY (III):**

K. Boyle

**DATE:** August 1966

**SCRIBING BY (III):**

F. Margiotta

**DATE:** August 1967

**PHOTOGRAHMETRIC OFFICE REVIEW BY (III):**

R. E. Smith (Compilation)

**DATE:** Sept. 1966

R. E. Smith (Compilation)

**DATE:** Aug., 1967

**REMARKS:**

Field edit by W. L. Cameron, Feb. 1967
## Descriptive Report - Data Record

### Camera (Kind or Source) (iii):
- "S" camera

### Photographs (iii)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>66-S-1909 thru 1913</td>
<td>Jan. 27, 1966</td>
<td>0958</td>
<td>1:15,000</td>
<td>0.0 M.L.W.</td>
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<tr>
<td>66-S-1928 thru 1932</td>
<td>&quot;</td>
<td>1008</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>66-S-1936 thru 1938</td>
<td>&quot;</td>
<td>1015</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>66-S-1810 thru 1812</td>
<td>&quot;</td>
<td>0850</td>
<td>1:30,000</td>
<td>0.2 above</td>
</tr>
</tbody>
</table>

### Predicted Tide (iii)
- Diurnal

### Reference Station:
- Pensacola, Fla.

### Subordinate Station:
- Biloxi, Biloxi Bay, Miss.

### Ratio of Ranges

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Proof Edit by (iv):
- Atlantic Marine Center
- DATE: June 1968

### Number of Triangulation Stations Searched For (iii):
- 12

### Number of Recoverable Photo Stations Established (iii):
- -

### Remarks:
- -

### Signed:
- M.W. [Signature]

### US Coast and Geodetic Survey:
- USCGS-181c (3-66)
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alongshore area for Hydro</td>
<td>Aug. 1966</td>
<td>Superseded</td>
</tr>
<tr>
<td>Field Edit applied</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compilation complete</td>
<td>July 1967</td>
<td></td>
</tr>
<tr>
<td>Final Review</td>
<td>June, 1968</td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-11805

Shoreline manuscript T-11805 is one of the 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-11805 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 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 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 September 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 June 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.
PHOTOGRAFMETRIC 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.
#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:

[Signature]

Paul Hawkins

Approved by:

[Signature]

John D. Perrow, Jr.
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.
KEY TO NUMBERED STATIONS

1. Davis Gulfport Fertilizer Tank, 1930
2. Phillips Milk of Magnesia Tank, 1938
3. Wolcott Campbell Cotton Mill Tank, 1930
4. Veterans Home Tank, 1935

JOB PH-6625
MISSISSIPPI SOUND
MISS.
SHORELINE MAPPING
1:10,000 SCALE
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BILOXI, 1930</td>
<td>C.F. Pg. 27</td>
<td>30° 23' 45.728&quot;</td>
<td>1108.1 (1139.5)</td>
</tr>
<tr>
<td></td>
<td>N.A. 1927</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>88° 56' 00.172&quot;</td>
<td>14.6 (1597.1)</td>
</tr>
<tr>
<td>KEESLER, 1943</td>
<td>&quot; Pg. 102</td>
<td>30° 24' 07.490&quot;</td>
<td>230.6 (1617.0)</td>
</tr>
<tr>
<td></td>
<td>&quot;</td>
<td>88° 55' 02.863&quot;</td>
<td>76.1 (1525.2)</td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 193</td>
<td>30° 24' 26.722&quot;</td>
<td>822.9 (1024.7)</td>
</tr>
<tr>
<td>FIELD, BLOCK 19,</td>
<td>&quot;</td>
<td>88° 55' 00.511&quot;</td>
<td>13.6 (1587.9)</td>
</tr>
<tr>
<td>TANK, 1943</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 193</td>
<td>30° 24' 39.605&quot;</td>
<td>1219.6 (628.0)</td>
</tr>
<tr>
<td>FIELD, BLOCK 6,</td>
<td>&quot;</td>
<td>88° 51' 15.031&quot;</td>
<td>1202.0 (399.5)</td>
</tr>
<tr>
<td>TANK, 1943</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 193</td>
<td>30° 24' 13.571&quot;</td>
<td>1179.7 (1128.7)</td>
</tr>
<tr>
<td>FIELD, BLOCK 33,</td>
<td>&quot;</td>
<td>88° 54' 44.604&quot;</td>
<td>1192.7 (108.8)</td>
</tr>
<tr>
<td>TANK, 1943</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 104</td>
<td>30° 24' 32.109&quot;</td>
<td>998.0 (819.5)</td>
</tr>
<tr>
<td>FIELD, BLOCK 68,</td>
<td>&quot;</td>
<td>88° 51' 15.811&quot;</td>
<td>122.1 (1179.4)</td>
</tr>
<tr>
<td>TANK, 1958</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 103</td>
<td>30° 24' 00.991&quot;</td>
<td>30.5 (1817.1)</td>
</tr>
<tr>
<td>FIELD, BLOCK 73,</td>
<td>&quot;</td>
<td>88° 55' 32.614&quot;</td>
<td>871.5 (730.1)</td>
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<tr>
<td>TANK, 1958</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 103</td>
<td>30° 24' 26.208&quot;</td>
<td>807.0 (1040.6)</td>
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<tr>
<td>FIELD, CONTROL</td>
<td>&quot;</td>
<td>88° 55' 23.921&quot;</td>
<td>638.5 (963.0)</td>
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<tr>
<td>TOWER, 1958</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILOXI, KEESLER</td>
<td>&quot; Pg. 103</td>
<td>30° 24' 27.522&quot;</td>
<td>817.7 (299.2)</td>
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<tr>
<td>FIELD WEATHER</td>
<td>&quot;</td>
<td>88° 55' 14.327&quot;</td>
<td>982.4 (1219.1)</td>
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<tr>
<td>TOWER, 1958</td>
<td>&quot;</td>
<td></td>
<td></td>
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<tr>
<td>BILOXI, CHANNEL</td>
<td>&quot; Pg. 70</td>
<td>30° 23' 19.176&quot;</td>
<td>191.1 (1250.3)</td>
</tr>
<tr>
<td>BEACON NO. 10</td>
<td>&quot;</td>
<td>88° 53' 57.105&quot;</td>
<td>1521.5 (717.3)</td>
</tr>
<tr>
<td></td>
<td>&quot; Destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PILOXI CHANNEL</td>
<td>&quot; Pg. 324</td>
<td>30° 23' 12.210&quot;</td>
<td>591.5 (1250.1)</td>
</tr>
<tr>
<td>LIGHT NO. 10</td>
<td>&quot; Destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1951</td>
<td>&quot;</td>
<td>88° 53' 57.127&quot;</td>
<td>1525.1 (75.7)</td>
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<tr>
<td>BILOXI Lighthouse</td>
<td>&quot; Pg. 61</td>
<td>30° 23' 30.189&quot;</td>
<td>1206.7 (64.0)</td>
</tr>
<tr>
<td></td>
<td>&quot;</td>
<td>88° 54' 04.216&quot;</td>
<td>112.5 (1182.2)</td>
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1 FT. = 0.080006 METER

COMPUTED BY: A. C. Rauck, Jr. DATE August 18, 1966 CHECKED BY: C. H. Bishop DATE 8/18/66
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $y$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>BILOXI RADIO STATION WLOX, MAST, 1958</td>
<td>G.P. Pg. 104</td>
<td>30° 23' 33.026&quot;</td>
<td>1017.0</td>
<td>1017.0</td>
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<tr>
<td>BILOXI, KEESELER FIELD HOSPITAL PENTHOUSE, 1958</td>
<td>&quot; Pg. 103</td>
<td>88° 53' 37.145&quot;</td>
<td>999.9</td>
<td>999.9</td>
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<tr>
<td>BILOXI, CHANNEL LIGHT 8, 1951</td>
<td>&quot; Pg. 325</td>
<td>30° 23' 11.576&quot;</td>
<td>356.1</td>
<td>356.1</td>
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<td>BILOXI, CHANNEL LIGHT 6, 1951</td>
<td>&quot; Pg. 325</td>
<td>88° 52' 03.204&quot;</td>
<td>24.2</td>
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<tr>
<td>CAN. 1910</td>
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<td>30° 23' 03.836&quot;</td>
<td>116.1</td>
<td>116.2</td>
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<tr>
<td>BILOXI BAY, HIGH CENTER LIGHT, 1935</td>
<td>&quot; Pg. 71</td>
<td>88° 53' 28.906&quot;</td>
<td>771.5</td>
<td>771.5</td>
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<tr>
<td>BILXI, 1935</td>
<td>&quot; Pg. 336 (Miss.)</td>
<td>30° 23' 37.328&quot;</td>
<td>1149.4</td>
<td>1149.4</td>
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<td>BARN, 1910</td>
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<td>88° 52' 16.566&quot;</td>
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<tr>
<td>HOLLIMAN, 1935</td>
<td>&quot; Pg. 65</td>
<td>30° 25' 26.363&quot;</td>
<td>811.8</td>
<td>811.8</td>
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<tr>
<td>BILOXI, TRAV. PT. NO. 2</td>
<td>T.R.M. Readout Strip 3</td>
<td>88° 56' 07.286&quot;</td>
<td>194.5</td>
<td>194.5</td>
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<tr>
<td>BILOXI, HUENA VISTA HOTEL TANK 1930</td>
<td>&quot; Pg. 1.2</td>
<td>30° 23' 12.168&quot;</td>
<td>1296.5</td>
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<tr>
<td>BILOXI, HOTEL BILOXI TANK, 1913</td>
<td>&quot; Pg. 193</td>
<td>88° 52' 19.415&quot;</td>
<td>1492.5</td>
<td>1492.5</td>
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<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR Y COORDINATE</td>
<td>LONGITUDE OR X COORDINATE</td>
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</tr>
<tr>
<td>BILEX CHANNOAL BEACON NO.16,1935</td>
<td>G.P. Pg. 70</td>
<td>1927</td>
<td>23°22'23.38&quot;N</td>
<td>88°16'58.42&quot;W</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

Not shown, see Item 1f of Descriptive Report
for T-11805.
COMPILATION REPORT
T-11805

Photogrammetric Plot Report submitted with T-11803.

31. **DELINEATION**

The Kelsh plotter was used. There was no field inspection. Photography was satisfactory.

32. **CONTROL**

See Photogrammetric Plot Report.

33. **SUPPLEMENTAL DATA**

None.

34. **CONTOURS & DRAINAGE**

Contours are inapplicable. Drainage was delineated from office interpretation of the photographs.

35. **SHORELINE & ALONGSHORE DETAILS**

Shallow and shoal limits were delineated from office interpretation of the photographs. No low water line was shown.

36. **OFFSHORE DETAILS**

No statement.

37. **LANDMARKS & AIDS**

Appropriate copies of Form 567 for Landmarks & Aids to Navigation were forwarded to the Washington Office under date **July 1, 1967**.

38. **CONTROL FOR FUTURE SURVEYS**

None.
39. **JUNCTIONS**

Junctions are in agreement with T-11804 to the east, 11806 and 11811 to the west. Mississippi Sound is to the south. There is no contemporary survey to the north.

4.0. **HORIZONTAL & VERTICAL ACCURACY**

No statement.

4.6. **COMPARISON WITH EXISTING MAPS**

A comparison has been made with USGS Quadrangle Biloxi, Mississippi, scale 1:24,000 dated 1954.

4.7. **COMPARISON WITH NAUTICAL CHARTS**

A comparison has been made with USCG Charts No. 876-3C, scale 1:40,000 revised February 26, 1966 and 1267, scale 1:80,000 revised January 31, 1966.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**

None.

**ITEMS TO BE CARRIED FORWARD**

None.

Approved & forwarded:

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

Karl Boyle
Cartographic Technician
GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-6625 (Mississippi Sound, Miss.)
T-11805

Auguste Bayou
Avery Point
Back Bay of Biloxi
Big Island
Biglin Bayou
Biloxi
Damphman Point
Deer Island
D'Iberville
Goat Island

Keegan Bayou
Keesler Air Force Base
Little Island
Magnolia Bend
Mississippi Sound
O'Neal Point
Parkhurst Point
Ravine Canne
Rhodes Point
Saint Martin Bayou
Shipyard Point

Approved by:
A. Joseph Wright
Chief Geographer

Prepared by:
Frank W. Pickett
Cartographic Technician
49. NOTES FOR THE HYDROGRAPHER

Shallow and shoal areas shown on this sheet were determined by office interpretation of the aerial photographs and are shown as an aid to the Hydrographer. If a shallow or shoal area that is shown does not exist, this fact should be noted on the field edit ozalid.

Investigate non-floating aids and landmarks for charts and submit Form 567.

Refer to notes on field edit ozalid.
## Nonfloating Aids or Landmarks for Charts

Atlantic Marine Center  | July 20, 1967

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

The positions given have been checked after listing by R. E. Smith, Chief of Party.

### Mississippi

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Position</th>
<th>Method of Location and Survey No.</th>
<th>Date of Survey</th>
<th>Chart No.</th>
<th>Category No.</th>
<th>Charts Affected</th>
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</thead>
<tbody>
<tr>
<td>Mississipi</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Biloxi Sound</td>
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<td></td>
</tr>
<tr>
<td>Biloxi Channel</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Light 1</td>
<td>(Biloxi Light Station 1855)</td>
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<td></td>
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<tr>
<td>Light 2</td>
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This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-12, 2-39, 5-26, 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.
## MISSISSIPPI

### MISSISSIPPI SOUND

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF SURVEY</th>
<th>CHARTS AFFECTED</th>
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## MISSISSIPPI LANDMARKS FOR CHARTS

**Date:** July 20, 1967

Atlantic Marine Center

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

The positions given have been checked after listing by R. E. Smith.

- **Elvis Channel**
- **Elvis Hotel Elvis Tank 1943 (destroyed)**
- **Elvis Kessler Field Control Tower 1958**

<table>
<thead>
<tr>
<th>CHARTING</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDES</th>
<th>LONGITUDES</th>
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<td>TANK</td>
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*USCOMM-DC 26485*
PHOTOGRAMMETRIC OFFICE REVIEW

1. PROJECTION AND GRIDS | 2. TITLE | 3. MANUSCRIPT NUMBERS | 4. MANUSCRIPT SIZE
---|---|---|---
RES | RES | RES | RES

CONTROL STATIONS
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY | 6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) | 7. PHOTO HYDRO STATIONS | XX
RES | XX | XX

8. BENCH MARKS | 9. PLOTTING OF SEXTANT FIXES | 10. PHOTOGRAMMETRIC PLOT REPORT | 11. DETAIL POINTS
XX | XX | Bridge W. O. | XX

ALONGSHORE AREAS (Nautical Chart Date)
12. SHORELINE | 13. LOW-WATER LINE | 14. ROCKS, SHOALS, ETC. | 15. BRIDGES
RES | XX | RES | RES

16. AIDS TO NAVIGATION | 17. LANDMARKS | 18. OTHER ALONGSHORE PHYSICAL FEATURES | 19. OTHER ALONGSHORE CULTURAL FEATURES
RES | RES | RES | RES

PHYSICAL FEATURES
20. WATER FEATURES | 21. NATURAL GROUND COVER | 22. PLANETABLE CONTOURS | XX
RES | RES |

23. STEREOSCOPIC INSTRUMENT CONTOURS | 24. CONTOURS IN GENERAL | 25. SPOT ELEVATIONS | 26. OTHER PHYSICAL FEATURES
XX | XX | XX | XX

CULTURAL FEATURES
27. ROADS | 28. BUILDINGS | 29. RAILROADS | 30. OTHER CULTURAL FEATURES
RES | RES | XX | RES

BOUNDARIES
31. BOUNDARY LINES | 32. PUBLIC LAND LINES
XX | XX

MISCELLANEOUS
33. GEOGRAPHIC NAMES | 34. JUNCTIONS | 35. LEGIBILITY OF THE MANUSCRIPT
RES | RES | RES

36. DISCREPANCY OVERLAY | 37. DESCRIPTIVE REPORT | 38. FIELD INSPECTION PHOTOGRAPHS | 39. FORMS
XX | RES | RES | RES

40. REVIEWER | SUPERVISOR, REVIEW SECTION OR UNIT
RES | Albert C. Rauh 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 | SUPERVISOR
R. E. S. | Albert C. Rauh Jr.

43. REMARKS
Field Edit applied from cronaflex positive, Field Edit ozalid, and Field Photos Nos: 66-S-1811, 66-S-1909, 66-S-1911, and 66-S-1912.
FIELD EDIT REPORT

SHEET T-11805

JOB PH-6625

FEBRUARY 1967

Respectfully submitted,

William R. Cameron

William R. Cameron
ENS, USESSA
Chief, Photo Party 61
51 Methods

All field edit work was done in accordance with project instructions and photo instructions. Certain shoreline and offshore features were located by planetable and radial-plot methods and are shown on a cronaflex positive 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:

663-1811
663-1909
663-1911
663-1912.

The piles along the sand beach facing Mississippi Sound mark the extent of a man-made beach and are a warning to swimmers of deep water. The location of each pile was verified by planetable cuts. Additions, corrections, and deletions are shown on a cronaflex copy of this manuscript.

Three submerged cables and one submerged pipeline were found and their shore ends were located. It was assumed that the cables and pipeline lay in a straight line between the shore ends.
Additional Information (cont.)

The sand beach facing Mississippi Sound is man-made. The shoreline is subject to frequent change due to maintenance of the beach. The shoreline delineated on the manuscript is representative of the MHML and should be charted as shown.

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

The two wrecks in the vicinity of Back Bay of Biloxi Lt. 9 were searched for and both were found. Their positions are shown on a cronaflex positive of this manuscript. The two wrecks reported south of Goat Island were searched for but were not found.

The note to verify shallow areas on the field edit ozalid is not applicable.
61. **GENERAL STATEMENT:**

See Summary on page 6 of this Descriptive Report.

Item 31 (Delineation) states "the Kelsh Plotter was used"; but Biloxi Channel Daybeacon 7, and Lights 6, 8, and 10, as well as most of the "piling" in Mississippi Sound were located graphically from ratio prints of photographs 66-S-1909 through 1913, which had been fixed graphically. The positions of these lights and most of the piling were corroborated by the field editor's plan-table cuts. The largest discrepancy, and the only serious one on T-11805, was one of about 18 meters on a pile at latitude 30° 23.37', longitude 88° 55.52'; but the field cronaflex for T-11805 (in the border) showed cuts to the same pile which closely checked the photo cuts. Consequently the photographic position was re-checked and is used.

Biloxi Channel Light 16, 1967 is the photogrammetric position of this aid, which is about 5 meters south of the position of triangulation station Biloxi Channel Beacon No. 16, 1935. Neither the 1966 or 1967 Light List indicate the aid has been moved or rebuilt since it was erected in 1933, so its position was checked by setting up stereo model 66-S-1839-1840. The field editor also shows two cuts through it on the cronaflex field edit positive.

An ozalid Comparison Print (pages 26 through 33), which shows the differences noted in Items 62 through 65, is included with the original copy of this report.

62. **COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:**

Registered Survey T-9377 south half; 1:10,000; Field Edited in Sept. 1954.

Differences with the T-9377² are shown in blue on the Comparison Print.

(a) T-9377 shows three wrecks near latitude 30° 24.8', longitude 88° 54.05' that are not on T-11805. T-9377 was apparently the source for the two wrecks on Chart 876 S.C. (See Item 65, Para.A) and for which the field editor made an unsuccessful search, please see Item 64.

(b) T-9377 shows a wreck about 13 meters offshore, near latitude 30° 24.8', longitude 88° 53.78', which is not on T-11805. It could not be seen on the photographs and was not noted by the field editor.
(c) The wreck near latitude 30° 24.57', Longitude 88° 52.52', is the same height and about 10 meters east of its position on T-11805.

(d) The high water line in Mississippi Sound shows differences to 35 meters; this beach is made made, see Item 56 of the Field Edit Report!

(e) The heights and elevations of the landmarks (tanks and towers) differ by as much as five feet with the values on T-9377.

(f) Only one runway is shown at Keesler Air Force Base on T-11805, the second runway on T-9377 is closed according to the indications on the photographs. In addition to the "X's" on the closed runway, there are also automobiles parked on it.

(g) Biloxi Channel Lights 8 and 10 are now about 70 meters NNE of the T-9377 positions.

Some changes in shoreline, piers, piling, etc. are also indicated on the Comparison Print.

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

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

USGS quad. BILOXI, MISS.; 1:24,000; Field check 1954

This quadrangle is a reduction of Registered Survey T-9377, see Item 62, and the same differences apply.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

- BOAT SHEET H-8922 (HFP 742-10-2-66); 1:10,000; 1966
- BOAT SHEET H-8923 (HFP 742-10-3-66); 1:10,000; 1966

Notes pertaining to the boat sheets are on the Comparison Print in green.

(a) The hydrographer's report for H-8922 stated that the two wrecks, para. (a) Item 62, were scoured over, and the area examined at low tide; and that he recommended "deletion" of the wrecks from the chart.

There are minor shoreline differences; the boat sheet shoreline was from the INCOMPLETE MANUSCRIPT, which has since been field edited and completed.

65. COMPARISON WITH NAUTICAL CHARTS:


Chart differences with T-11805 are on the Comparison Print in red.
(a) The chart shows two wrecks south of Goat Island (page 29) that are not on T-11805. The field editor did not find them, see the 3rd para. on page 21, and they are not visible on the photographs. The hydrographer's report for H-8922 calls for their deletion, see Para.(a) of Item 64.

(b) BACK BAY OF BILOXI LIGHT 9 is about 45 meters north of its chart position.

(c) Buildings on T-11805 that are not on the chart were checked by the field editor for charting value.

(d) The chart shows a building at latitude 30° 25.77', longitude 88° 54.35' (page 29) that is concealed from Back Bay of Biloxi by dense tall trees.

(e) The chart shows a landmark that is also an aeronautical aid, latitude 30° 24.44', longitude 88° 55.01' (page 29). The Instrument Approach Procedure Chart for Keesler Air Force Base, dated April 1967, indicates it as an aeronautical aid at that time. It was not submitted as such by the field editor and a Form 567 was not submitted.

(f) The shoreline of Mississippi Sound is shown on the chart at about the position of the "Seawall" on T-11805, which is as much as 70 meters inshore of the M.H.W.L. of the Sound. Although the beach is man made, see field edit report (first para. on page 24), it would seem to be desirable to have it shown on the chart.

(g) The Comparison Print shows other shoreline changes, piers, added and deleted, piling added and/or changed, etc. from the chart.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

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

Approved by: J. Bull, RADM, USESSA
Director, Atlantic Marine Center

Approved by: Chief, Photogrammetric Branch

Chief, Photogrammetry Division

Chief, Nautical Chart Division

Submitted by: M. M. Slavney
NOTES TO VERIFIER
T-11805, Job PH-6625
BOAT SHEETS H-8922 and H-8923

Please note Items 62, 64, and 65 and the Comparison Print (pages 28 through 33) of the Descriptive Report.
NOTE: The beach facing Mississippi Sound is man-made and maintained and its shoreline is subject to frequent change.