**U.S. DEPARTMENT OF COMMERCE**

**COAST AND GEODETIC SURVEY**

**DESCRIPTIVE REPORT**

**Type of Survey** SHORELINE (Photogrammetric)

**Field No.** __________ Office No. T-11807

**LOCALITY**

State: Mississippi

General locality: Mississippi Sound

Locality: Henderson Point

1966-67

**CHIEF OF PARTY**

J. Bull, Director, Atlantic Marine Center

**LIBRARY & ARCHIVES**

DATE ____________
**DESCRIPTIVE REPORT - DATA RECORD**

**PROJECT NO. (II):**
PH-6625

**FIELD OFFICE (II):**

**CHIEF OF PARTY**

**PHOTOGRAMMETRIC OFFICE (III):**
Atlantic Marine Center

**OFFICER-IN-CHARGE**
J. Bull, CAPT

**INSTRUCTIONS DATED (II) (III):**
Field: Dec. 1965
Field: Suppl. 21, March 11, 1966
April 27, 1966 (Office)
Field - Photo Hydro: Edit; Sept 27, 1967
Aerotriangulation: March 1966

**METHOD OF COMPILATION (III):**
Kelsh

**MANUSCRIPT 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

**REFERENCE STATION (III):**
PASS CHRISTIAN WEST BASE, 1931

**LAT.:** 30° 18' 34.156" (1051.8m)
**LONG.:** 89° 16' 31.010" (828.6m)

**ADJUSTED**

**STATE:** Mississippi

**ZONE:** East

**PLANE COORDINATES (IV):**

x = 234,039.84 ft.

**VERTICAL DATUM (III):**
MEW

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

**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 (III):**

None

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

Air Photo Compilation

Date of Photography  January 27, 1966

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

- A. E. Roundtree  May 6, 1966

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

- R. Glaser  May 6, 1966

**CONTROL PLOTTED BY (III):**

- J. Place  July 1966

**CONTROL CHECKED BY (III):**

- L. Graves  July 1966

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

- P. Hawkins (WSC)  April 1966

**STEREOSCOPIC INSTRUMENT COMPILATION (III):**

<table>
<thead>
<tr>
<th>PLANIMETRY</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>K. Boyle</td>
<td>September 16, 1966</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>CONTOURS</th>
<th>DATE</th>
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</thead>
<tbody>
<tr>
<td>Inapplicable</td>
<td></td>
</tr>
</tbody>
</table>

**MANUSCRIPT DELINEATED BY (III):**

- K. Boyle  September 27, 1966

**SCRIBING BY (III):**

- F. P. Margiotta  February 16, 1966

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

- R. E. Smith (Field Ed. & App.)

  ii ii (Scribing)

  DATE Jan 30, 1966  May 9, 1966

  September 30, 1966

**REMARKS:**

Field Edit by W.R. Cameron in November 1967
**DESCRIP'TIVE REPORT - DATA RECORD**

**CAMERA (KIND OR SOURCE) (III):**  
"S" Camera

<table>
<thead>
<tr>
<th>PHOTOGRAPHS (III)</th>
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<th></th>
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<tbody>
<tr>
<td>NUMBER</td>
<td>DATE</td>
<td>TIME</td>
<td>SCALE</td>
<td>STAGE OF TIDE</td>
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<tr>
<td>66-S-1865</td>
<td>Jan. 27,66</td>
<td>09.40</td>
<td>1:15,000</td>
<td>0.1 above MLW</td>
<td></td>
</tr>
<tr>
<td>66-S-1866</td>
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<td>09.40</td>
<td>1:15,000</td>
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<tr>
<td>66-S-1867</td>
<td>&quot;</td>
<td>09.40</td>
<td>1:15,000</td>
<td>0.1 above MLW</td>
<td></td>
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<tr>
<td>66-S-1826</td>
<td>&quot;</td>
<td>08.57</td>
<td>1:30,000</td>
<td>0.2 above MLW</td>
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<tr>
<td>66-S-1827</td>
<td>&quot;</td>
<td>08.57</td>
<td>1:30,000</td>
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<td></td>
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<tr>
<td>66-S-1872</td>
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<td>1:15,000</td>
<td>0.1 above MLW</td>
<td></td>
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<tr>
<td>66-S-1873</td>
<td>&quot;</td>
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<td>1:15,000</td>
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<tr>
<td>66-S-1874</td>
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<td>1:15,000</td>
<td>0.1 above MLW</td>
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</table>

**TIDE (III) | Diurnal**

| REFERENCE STATION: | Pensacola, Florida |
| ORDINATE STATION: | Bay, St. Louis, Mississippi |

**RATIO OF RANGES | MORN. RANGE | SPRING RANGE**

| | 1.3 |

**PROOF EDIT BY (IV):**  
M. W. Slavney

**DATE:**  
Nov. 1968

**NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):**  
5

**RECOVERED:**  
3

**IDENTIFIED:**  
1

**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:**
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<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alongshore Area for hydro</td>
<td>Sept. 1966</td>
<td>Superseded</td>
</tr>
<tr>
<td>Field Edit applied</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compilation complete</td>
<td>Jan. 1968</td>
<td>Superseded</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Review</td>
<td>Nov. 1968</td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-11807

Shoreline manuscript T-11807 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-11807 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 November 1967. Field edit was done on an ozalid and a cronaflex, and a set of "as built" drawings of the railroad bridge across the mouth of Bay St. Louis is furnished as a part of the edit data. The map was scribed and stuck-up after applying the field edit.

Final review was done at the Atlantic Marine Center during Sept. 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.
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 stereoplani-graph 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.
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

Approved by:

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.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $y$-COORDINATE</th>
<th>LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pass Christian West Base, 1931</td>
<td>G.P. pg. 28</td>
<td>N.A. 1927</td>
<td>30°18' 34.156&quot;</td>
<td>89°16' 31.010&quot;</td>
<td>1051.8 (795.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass Christian Inn by the Sea Tank, 1931</td>
<td>G.P. pg. 45</td>
<td>&quot;</td>
<td>30°18' 31.189&quot;</td>
<td>89°17' 36.294&quot;</td>
<td>960.4 (887.2)</td>
<td></td>
<td>RECOMMENDED BY FIELD EDITOR</td>
<td></td>
</tr>
<tr>
<td>Pass Christian Mississippi Highway Dep. Radio</td>
<td>G.P. pg. 402</td>
<td>&quot;</td>
<td>30°19' 47.368&quot;</td>
<td>89°15' 44.079&quot;</td>
<td>1458.6 (389.0)</td>
<td></td>
<td>DELETED IS A LANDMARK</td>
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<tr>
<td>Station WWN 435, Mast, 1958</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass Christian Light No. 4, 1951</td>
<td>G.P. pg. 328</td>
<td>&quot;</td>
<td>30°18' 08.514&quot;</td>
<td>89°15' 16.764&quot;</td>
<td>262.2 (1585.4)</td>
<td></td>
<td>DESTROYED</td>
<td></td>
</tr>
<tr>
<td>Pass Christian Light No. 1, 1951</td>
<td>G.P. pg. 327</td>
<td>&quot;</td>
<td>30°18' 25.860&quot;</td>
<td>89°15' 00.916&quot;</td>
<td>796.3 (1051.3)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
31. **DELINEATION**

The Kelsh plotter was used. The overhead cables and towers (poles) alongside the two bridges were located graphically. The piles shown in Mississippi Sound were also located graphically with only two cuts. Their position has been asked to be verified by the Field Editor.

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 and the 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 Landmark and Aids to Navigation were forwarded to the Washington office under date **January 24, 1968**.
38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junction is in agreement with T-11807 to the east. There is no contemporary surveys to the north or west. Mississippi Sound is to the south.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

A comparison has been made with U. S. G. S. Quadrangle BAY ST. LOUIS, MISS., scale 1:24,000 dated 1956.

47. COMPARISON WITH NAUTICAL CHARTS

A comparison has been made 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
Cartographer

Approved and forwarded:

J. Bull, CAPT, USESSA
Director, Atlantic Marine Center
May 22, 1968

48: GEOPGRAPHIC NAMES
FINAL NAME SHEET
PH-6625 (Mississippi Sound, Miss.)
T-11807

Bay Saint Louis Bridge
Henderson Point (Point)
Henderson Point (town)
Louisville and Nashville (RR)
Mallini Bayou
Mallini Point
Mississippi Sound
Pass Christian
Saint Louis Bay
Young Bayou
49. **NOTES FOR THE HYDROGRAPHER**

Shallow areas shown were from office interpretation of the photographs and are shown as an aid for the hydrographer. Their existence and extent should be verified.

The poles supporting the overhead cable along the north side of the railroad bridge were displaced so that they could be shown. These **should not** be used as hydro signals.

Refer to notes on the field edit ozalid.
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Projection and Grids</td>
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<tr>
<td>2.</td>
<td>Title</td>
</tr>
<tr>
<td>3.</td>
<td>Manuscript Numbers</td>
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<tr>
<td>4.</td>
<td>Manuscript Size</td>
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<tr>
<td>5.</td>
<td>Control Stations</td>
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<tr>
<td>6.</td>
<td>Recoverable Horizontal Stations of Third-Order or Higher Accuracy (Topographic Stations)</td>
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<tr>
<td>7.</td>
<td>Photo Hydro Stations</td>
</tr>
<tr>
<td>8.</td>
<td>Bench Marks</td>
</tr>
<tr>
<td>9.</td>
<td>Plotting of Sextant Fixes</td>
</tr>
<tr>
<td>10.</td>
<td>Photogrammetric Plot Report</td>
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<tr>
<td>11.</td>
<td>Detail Points</td>
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<td>12.</td>
<td>Alongshore Areas (Nautical Chart Data)</td>
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<td>13.</td>
<td>Shoreline</td>
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<td>14.</td>
<td>Low-Water Line</td>
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<tr>
<td>15.</td>
<td>Rocks, Shoals, Etc.</td>
</tr>
<tr>
<td>16.</td>
<td>Bridges</td>
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<td>17.</td>
<td>Aids to Navigation</td>
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<tr>
<td>18.</td>
<td>Landmarks</td>
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<tr>
<td>19.</td>
<td>Other Alongshore Physical Features</td>
</tr>
<tr>
<td>20.</td>
<td>Other Alongshore Cultural Features</td>
</tr>
<tr>
<td>21.</td>
<td>Physical Features</td>
</tr>
<tr>
<td>22.</td>
<td>Water Features</td>
</tr>
<tr>
<td>23.</td>
<td>Natural Ground Cover</td>
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<tr>
<td>24.</td>
<td>Vegetation</td>
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<tr>
<td>25.</td>
<td>Planetable Contours</td>
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<tr>
<td>26.</td>
<td>Stereoscopic Instrument Contours</td>
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<tr>
<td>27.</td>
<td>Contours in General</td>
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<tr>
<td>28.</td>
<td>Spot Elevations</td>
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<td>29.</td>
<td>Other Physical Features</td>
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<td>30.</td>
<td>Cultural Features</td>
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<td>31.</td>
<td>Roads</td>
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<td>Buildings</td>
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<td>33.</td>
<td>Railroads</td>
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<td>34.</td>
<td>Other Cultural Features</td>
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<tr>
<td>35.</td>
<td>Boundaries</td>
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<td>36.</td>
<td>Boundary Lines</td>
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<td>37.</td>
<td>Public Land Lines</td>
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<tr>
<td>41.</td>
<td>Eligibility of the Manuscript</td>
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<tr>
<td>42.</td>
<td>Field Completion Additions and Corrections to the Manuscript</td>
</tr>
<tr>
<td>43.</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

**41. Remarks (See attached sheet):**

Field Edit applied from the Field Edit Cronaflex print, and the Field Edit Ozalid.
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 A. L. Shands

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>MISSISSIPPI SOUND</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>Pass Christian Inn-by-the-Sea</td>
</tr>
<tr>
<td>Tank, 1931, ht. 130 (135)</td>
<td></td>
</tr>
<tr>
<td>SIGNAL NAME</td>
<td>TANK</td>
</tr>
<tr>
<td>LATITUDE</td>
<td>30°18'</td>
</tr>
<tr>
<td>LONGITUDE</td>
<td>96°10'</td>
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<tr>
<td>DATUM</td>
<td>N.A.</td>
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<tr>
<td>METHOD OF LOCATION AND SURVEY NO.</td>
<td>Triang. Verifi.</td>
</tr>
<tr>
<td>DATE OF LOCATION</td>
<td>10/18/67</td>
</tr>
<tr>
<td>CHARTS AFFECTED</td>
<td>1267</td>
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</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-35, 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.
<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>MISSISSIPPI SOUND</td>
<td></td>
</tr>
<tr>
<td>BAYOU PORTAGE CHANNEL</td>
<td></td>
</tr>
<tr>
<td>LIGHT 1</td>
<td>30 19 53.54 89 18 16.77 N.A. Photo. Verifi. x 8768C 1268</td>
</tr>
<tr>
<td>PASS CHRISTIAN CHANNEL</td>
<td></td>
</tr>
<tr>
<td>LIGHT 1</td>
<td>West Entrance Light 1 30 18 262 89 15 16.65 N.A. PLanetable x 8768C 1268</td>
</tr>
<tr>
<td>West Entrance Light 2</td>
<td>30 18 25.860 89 15 08.916 N.A. Triang. Verifi. x 8768C 1268</td>
</tr>
<tr>
<td>LIGHT 2</td>
<td>(Pass Christian Light No.1,1951) 30 18 796.3 89 15 24.5 1927 T-11807 10/17/67 x 1268</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-35, 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**
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be:

- PASS CHRISTIAN
- RADIO (Pass Christian, Miss. Highway
- TOWER Dept. Radio Station KKN 435,

The positions given have been checked after listing by:

- A. L. Shands

Date: January 17, 1968

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-35, 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.

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>PASS CHRISTIAN</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>RADIO (Pass Christian, Miss. Highway</td>
</tr>
<tr>
<td></td>
<td>TOWER Dept. Radio Station KKN 435,</td>
</tr>
<tr>
<td></td>
<td>Mast, 1956)</td>
</tr>
<tr>
<td></td>
<td>The Tower has been removed</td>
</tr>
<tr>
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<td>METHOD OF LOCATION AND SURVEY No.</td>
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<td>DATE OF LOCATION</td>
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<td>CHARTS AFFECTED</td>
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*TABULATE SECONDS AND METERS*
FIELD EDIT REPORT

SHEET T-11807

JOB PH-6625

NOVEMBER 1967

Photo Party 61

William R. Cameron

ENS - USESSA
51 Methods

All field edit work was done in accordance with project instructions and photo instructions. Certain shoreline and offshore features were located by planerable methods.

An inspection of alongshore features such as piers, groins, jetties, etc. was made and all additions and corrections are shown on the Field Edit Cronaflex.

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

All field edit notes concerning this manuscript are shown on the field edit ozalid. This ozalid is an index and inventory of all corrections, additions, and deletions to be applied to the map manuscript.

52 Adequacy of Compilation

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

54 Recommendations

None.

56 Additional Information

The new railroad bridge across St. Louis Bay has been completed and the old bridge has been removed. All power and telephone lines are now on the bridge and are submerged at the swing span. As-built drawings of the bridge are a part of the field edit of this sheet and should be helpful in delineating the actual configuration of the bridge.
61. **GENERAL STATEMENT:**

See Summary on Page 6 of this Descriptive Report.

An osalid Comparison Print (pages 25 through 28), 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:**

T-9379 (North and South halves); 1:10,000; Field Edit. Aug. 1956.

The Comparison Print shows the T-9379 differences in blue.

(a) The old railroad bridge and the cable on towers north of it, at the entrance to Bay St. Louis (page 26) are gone; replaced by a new bridge about 15 meters south, with the communication cables now on the bridge, but submerged at the swing span. The new swing span is about 225 meters west of the swing span of the old bridge, and is directly south of the span opening of the highway bridge to the north.

(b) Some shoreline differences of up to 15 meters are visible on the beach, which is artificially maintained.

(c) Some changes have been made at the entrance to Mallini Bayon, latitude 30° 19.9', longitude 89° 17.2' (page 25).

(d) T-9379 shows "piling" at latitude 30° 18.3', longitude 89° 16.14', a pile at latitude 30° 18.32', longitude 89° 15.72'; and two piles, one 160 meters ENE, and another about 600 meters ENE (page 28). These are not on T-11807, they are not visible on the photographs, and were not noted by the field editor.
(e) The field editor could not find the shore end of the submerged gas line near latitude 30° 18.7′, longitude 89° 17.41′ (page 27) that is on T-9379, consequently it is not on this map.

(f) T-11807 gives height and elevation of the landmark near latitude 30° 18.54′, longitude 89° 17.6 (page 26), as 130(135) whereas T-9379 gives it as 133(137).

T-11807 supersedes the previously registered surveys for nautical chart construction.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:


The quadrangle is a reduction of Registered Survey T-9379, and the same differences apply, see Item 62.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

Boat Sheet H-8970 (HFP 712 10-1-68); 1:10,000; 1968.

The western limits of the boat sheet are near longitude 89° 16.4′, and no contemporary hydrographic survey is available west of H-8970.

The boat sheet differences with T-11807 are on the Comparison Print in green.

(a) A pier, near latitude 30° 18.5′, longitude 89° 15.6′ (page 26) is shown on the boat sheet as being extended about 100 meters further into Mississippi Sound since the field editor showed the old "pier in ruins" as rebuilt in November 1967.

(b) Two submerged cribs are now on T-11807, one near latitude 30° 18.27′, longitude 89° 16.3′ (page 27), the other near latitude 30° 18.43′, longitude 89° 15.8′ (page 28). These were not on the compilation furnished the hydrographer or the field editor, and they were not noted by them, but they are visible on photographs 66-S-1873 and 1874.

(c) A pile near latitude 30° 18.49′, longitude 89° 15.17′ was on the compilation furnished the hydrographer and the field editor; the field editor indicates it is now gone
NOTES TO REVIEWER
T-11807, PH-6625
BOAT SHEET H-8970 (HPF 742 10-1-66)

Please note Items 62, 64, and 65 of Descriptive Report.
and a new pile is positioned about 20 meters to the northwest (page 28). The boat sheet does not show this change.

65. COMPARISON WITH NAUTICAL CHARTS:

CHART 876 SC; 1:10,000; January 1968, revised to Notice to Mariners #41 of October 14, 1967.

The chart differences are on the Comparison print in red.

Registered Survey T-9379 is apparently the source of the planimetry for the chart with the exception Mallini Bayou and the entrance to Mallini Bayou; and the same differences exist, see Item 62.

The chart shows a submerged wreck "PA" near 30° 17.4', 89° 15.6' (page 28) that is not visible on the photographs, and the field editor noted was "not visible at low water".

The buildings near latitude 39° 18.5', longitude 89° 17.6' (page 28) are retained on T-11807 for charting purposes in accordance with the field editors note on the field edit ozalid.

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: M. M. Slavney

M. M. Slavney

For

Chief, Photogrammetric Branch

Chief, Photogrammetry Division

Chief, Nautical Chart Division
NOTE: Objects extending from beach into Mississippi Sound are storm sewer outlets unless otherwise labelled.

On H-8970, from Incomplete Manuscript Jan. 1966 photos, Now gone, a new pile to northwest by field editor.

Apparently added to the pier the field editor indicated had been repaired, but had not noted its extension.

Facing Mississippi Sound is maintained and its subject to frequent change.

Subm wreck PA "Wreck not visible at low water" by field editor

17'30"