7013 a-b

Graphic Control

Form 594

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Graphic Triangulation

Field No. "S" & "T" Office No. 7013365

LOCALITY
State Mississippi
General Locality Mississippi Sound
Locality Cat Island & Ship Island

194 6
CHIEF OF PARTY
Ross A. Gilmore

LIBRARY & ARCHIVES
DATE July 3, 194 6
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. ........................................
Field No. ...........................................
Scale ............................................

State ............................................. General locality Mississippi Sound

Specific locality ................................. Cat Island

Dates: Survey began 12Feb46 Completed 18 March 1946

Photography, Supplemented by ground surveys to

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

Instructions dated 7Dec45; 28Dec45; 5Jan46; 31Jan46.

Vessel Party or Shore Party Chief of party Edmund L. Jones

Field work by E.H. Taylor Office work by E.H. Taylor & Frank I. Lesslie

Final inking by I. I. Saperstein

Ground elevations ................................ M. H. W.
Treetop elevations in feet above or

Contours
Approximate contours by Planetable Multiplex Interval ......................... ft.
Form lines ..................................

Remarks ................................................................

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Party } ........................................

Field work by ........................................ Office work by ........................................

Final inking by ........................................

Ground elevations } in feet above ........................................ M. H. W.
Treetop elevations } or ........................................

Contours ........................................, Approximate contours ........................................ Form lines ........................................
by Planetable | Multiplex | Interval ........................................ ft.

Remarks ........................................

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

DATE: W A 1927      DATE OF FIELD WORK: 12Feb46 - 13Mar46

PURPOSE: To locate existing aids to navigation and make major topographic revisions of the shoreline and adjacent detail.

METHODS: The following permanent fixed aids to navigation were located with 3rd order accuracy.

Gulfport Channel Outer Range Rear Light. This aid was first located by a three-point fix on triangulations stations Biloxi Lighthouse, 1855 Ship Island water tank, 1921 and Chandeleur Lighthouse, 1910 with a check angle to Ship Island Lighthouse, 1902. The agreement between the computed and observed check azimuth was not satisfactory.

The aid was then located by a short unclosed traverse from Ship Island Lighthouse, 1902 with a check angle to Ship Island Water tank, 1921 at the unclosed end. The agreement between the computed and the observed check angle was not what was desired. However, the agreement between the geographic positions as located by the two methods was satisfactory.

It is recommended that the positions obtained from the traverse be accepted.

The taping was horizontal with a 100 foot field standardized tape. A tension of 12 kilograms was used. Temperature was taken on each full tape length.

The observation for the three-point fix is recorded in Vol. 8, pages 23-30. The observations for the traverse are recorded in Vol.10, pages 38 - 49. The taping for the traverse is recorded in TRAVERSE MEASUREMENTS, Project Ph-1(45) Vol. 1 pages 1-2.

Gulfport Range Rear Light, which is on the side of the triangulation station Gulfport Grocery Co., tank, 1930, was located by an angle and distance from that station. The observations are recorded in Vol. 4, page 39.

The positions of all fixed aids to navigation formerly located by triangulation were verified by planarable cuts before using as control on these sheets.

All existing non-permanent fixed aids to navigation were located on these sheets by three or more planarable cuts.

All existing floating aids to navigation were located on these sheets by three-point sextant fixes with check angles.
There were no aerial photographs for the area covered by these sheets, except Gulfport harbor which was field inspected on photograph 45-C-2879. There are no planimetric maps for the area covered by these sheets. A visual check was made on Chart 1267 for major topographic changes.

Where the shoreline was field inspected and shown on the photographs it has been made with an accuracy of 0.5 millimeter of true position.

HORIZONTAL CONTROL: Triangulation stations not needed in the course of work on this project have not been plotted on the sheets in accordance with the instructions.

The following recovery notes are submitted for the stations recovered during the field work:

Ship Island, water tank, 1921
Ship Island Lighthouse, 1902
Gulfport, Mississippi Power Co., Stack, 1910
Chandeleur Lighthouse, 1910
Gulfport, West Pier, water tank (U.S. Navy), 1943
Gulfport, Great Southern Land Co., tank, 1930
U.S. Hospital No. 74, Stack, 1930
Gulfport, Channel Beacon No. 6, 1943
Gulfport, Channel Beacon No. 8, 1943
Gulfport, Channel Beacon No. 10, 1943
Biloxi, Channel Beacon No. 2, 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
Edgewater Gulf Hotel, dome, flagpole, 1930
Biloxi Lighthouse, 1955

The following recovery cards are submitted for triangulation stations which were determined as being lost.

Gulfport, Channel Beacon 2, 1943
Gulfport, Channel Beacon 4, 1943

LANDMARKS: A complete landmark inspection was made for the area covered by these sheets.

The position of all landmarks are shown on the sheets.

Landmarks have been reported on form 567 by areas in accordance with instructions, and are submitted in Special Report, Project Ph-1(45), New Orleans, La. - Biloxi, Miss. Area.

GEOGRAPHIC NAMES: No systematic investigation of geographic names was required. New Names and discrepancies with existing charted names obtained during the course of field work has been made the subject of a special report and submitted by areas. These sheets are covered in Special Report, Project Ph-1(45), New Orleans, La. - Biloxi, Miss. area.
BRIDGES: There are no bridges on this sheet.

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), New Orleans, La. - Biloxi, Miss. Area.

DISCREPANCIES: AIDS TO NAVIGATION: Discrepancies, noted in the field, with the published descriptions of aids to navigation in the Light List or on Nautical Charts in the area covered were reported by letter to the Director in accordance with instructions. A copy of this report is attached in back.

The following aids to navigation formerly located by triangulation and within the area covered by these sheets have been rebuilt since the date of location:

- Gulfport Channel Light 2 (Gulfport Channel Beacon No. 2, 1935)
- Gulfport Channel Light 4 (Gulfport Channel Beacon No. 4, 1935)

MAJOR TOPOGRAPHIC CHANGES: The only major topographic change, significant on a 1:40,000 scale chart, noted in the field, is a dock approximately 400 meters west of Ship Island Lighthouse. It was located by sextant angles and plotted on the sheet. These angles are recorded in Vol. 2, Page 38.

MAGNETIC MERIDIAN: There is no magnetic meridian drawn on these sheets because there was local attraction at all stations occupied.

Respectfully submitted

[Signature]
E.H. Taylor
Engr. Aid.

Approved and Forwarded:

[Signature]
Ross A. Gilmore
Chief of Party.

Special Report filed in Nautical Charts, letter 224 (1946)
<table>
<thead>
<tr>
<th>AID TO NAVIGATION</th>
<th>LOCALITY</th>
<th>LIGHT LIST CHART NO.</th>
<th>CHECKED LAT. LONG.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISSISSIPPI SOUND</td>
<td>Gulfport Range Front</td>
<td>1267</td>
<td>26Feb46 30-21.4 EHT 89-05.3</td>
<td>In existence, charted, yellow slats on blackpole (listed as black pole)</td>
</tr>
<tr>
<td>FLW &quot;1&quot;</td>
<td>-</td>
<td>1267</td>
<td>27Feb46 30-16.7 EHT 89-04.5</td>
<td>Non-existent, not listed, charted.</td>
</tr>
<tr>
<td>WEST BANK</td>
<td>C5</td>
<td>1267</td>
<td>28Feb46 30-13.5 EHT 89-01.6</td>
<td>Non-existent, not listed, charted.</td>
</tr>
<tr>
<td>C3</td>
<td>-</td>
<td>1267</td>
<td>28Feb46 30-12.3 EHT 89-02.2</td>
<td></td>
</tr>
<tr>
<td>(FLW) Bell 26, C25, N28, FLW29, N30, N32.</td>
<td>-</td>
<td>1267</td>
<td>15Feb46 30-11.3 EHT 88-59.0</td>
<td>In existence, charted, not listed in either Light List to 30-12.4 EHT 88-59.0</td>
</tr>
<tr>
<td>C27</td>
<td>-</td>
<td>1267</td>
<td>15Feb46 30-11.5 EHT 88-59.0</td>
<td>Non-existent, not listed, charted.</td>
</tr>
<tr>
<td>SHIP ISLAND PASS</td>
<td>Buoys 3, 4, 6, 8.</td>
<td>787</td>
<td>15Feb46 30-12.0 EHT 88-59.0</td>
<td>Non-existent, listed, not charted.</td>
</tr>
<tr>
<td>SHIP ISLAND BAR</td>
<td>CHANNEL: Buoys (FLW) whistle 1, N2, C3, N4, C5, N6, (FLW) 7, N8, C9, N10, C11, N12, (FLW) 12, N14, C15, N16, C17, N18, (FLW) 19, N20, C21, N22, C23, N24.</td>
<td>-</td>
<td>15Feb46 30-08.0 EHT 88-56.5</td>
<td>In existence, charted, not listed. The numbers on a few of the buoys have been obliterated. The greater part do agree with the chart.</td>
</tr>
<tr>
<td>WEST BANK</td>
<td>Can (no number)</td>
<td>-</td>
<td>28Feb46 30-13.0 EHT 86-03.1</td>
<td>In existence, not listed, not charted</td>
</tr>
<tr>
<td>MISSISSIPPI SOUND</td>
<td>Ship Island Pass Lighted Bell</td>
<td>470</td>
<td>28Feb46 30-11.4 EHT 88-59.3</td>
<td>Non-existent, not charted, listed. Not to be confused with Gulfport Channel Lt Buoy 2 (3617) and Gulfport Channel Buoy 3 (3620), which are Ship Island Light Pt. Lt., respective and are in place.</td>
</tr>
<tr>
<td>Bucy 2</td>
<td>-</td>
<td>470</td>
<td>28Feb46 30-11.4 EHT 88-59.3</td>
<td></td>
</tr>
<tr>
<td>Ship Island Pass Lighted Buoy 5</td>
<td>-</td>
<td>504</td>
<td>15Feb46 30-11.6 EHT 88-59.3</td>
<td></td>
</tr>
</tbody>
</table>

* 1945 Light List "Atlantic & Gulf Coast".

Copy chkd by T.M.T.
## NAUTICAL CHARTS BRANCH

### SURVEY NO. T7013

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/18/46</td>
<td>1267</td>
<td>Richardson</td>
<td>Before After Verification and Review Partially</td>
</tr>
<tr>
<td>2/18/47</td>
<td>1268</td>
<td>Richardson</td>
<td>Before After Verification and Review Initially</td>
</tr>
<tr>
<td>10/17/47</td>
<td>872</td>
<td>Lemo - was 11/1/48</td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

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.