## DESCRIPTIVE REPORT

**Type of Survey** | Topographic
---|---
**Field No.** | Ph-60(49)A
**Office No.** | T-9378

### LOCALITY

**State** | Mississippi
**General locality** | Biloxi Bay
**Locality** | Ocean Springs

1950-54

### CHIEF OF PARTY

P.L. Bernstein, Chief of Field Party
J.E. Waugh, Tampa Photo, Office

### LIBRARY & ARCHIVES

**DATE** | May 15, 1958
DATA RECORD

T-9378

Project No. (II): Ph-60(49)A  Quadrangle Name (IV):

Field Office (II): Gulfport, Mississippi  Chief of Party: P. L. Bernstein

Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III): 8 August 1950  Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): AUG 24 1953  Date reported to Nautical Chart Branch (IV): SEP 2 1953

Applied to Chart No. Date: Date registered (IV): 30 Oct 1953

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): N. A. 1927  Vertical Datum (III): MSL

Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (4) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): DICKEY, 1930

Lat.: 30° 24' 02.730 (64.1 m.)°  Long.: 88° 49' 13.943 (372.2 m.)°  Adjusted

Plane Coordinates (IV):

Y =  X =

State: Mississippi Zone: East

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.

Form T: Page 1  M-2618-12145
DATA RECORD

Field Inspection by (II): W. H. Nelson
W. M. Reynolds
B. F. Lampton, Jr.  
Date: Sept, 1950
Sept, 1951

Planetable contouring by (II): W. H. Nelson
W. M. Reynolds
B. F. Lampton, Jr.  
Date: May 1951
Sept, 1951

Completion Surveys by (II): E. T. Jenkins  
Date: Sept 1954

Mean High Water Location (III) (State date and method of location):  
Air Photo Compilation  
Sept. 1951

Projection and Grids ruled by (IV): T. L. J. (W.O.)  
Date: 18 Feb. 1951

Projection and Grids checked by (IV): H. D. W. (W.O.)  
Date: 27 Feb. 1951

Control plotted by (III): I. I. Saperstein  
Date: 7 Dec. 1951

Control checked by (III): R. J. Pate  
Date: 11 Dec. 1951

Radial Plot by (III): M. M. Slavney  
Date: 19 Mar. 1952

Stereoscopic Instrument compilation (III): Inapplicable
Contours

Manuscript delineated by (III): R. A. Reece  
Date: 13 Feb. 1953

Photogrammetric Office Review by (III): J. A. Giles  
Date: 27 Feb. 1953

Elevations on Manuscript checked by (III): J. A. Giles  
Date: 26 Feb. 1953
Camera (kind or source) (III): USC&GS Nine-lens 6½ in focal length

PHOTOGRAPHS (III)

<table>
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<th>Scale</th>
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<td>1341 - 1343</td>
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<td>26133-26137</td>
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<td>0935 - 0938</td>
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Tide (III)

Reference Station: PENSACOLA, FLORIDA
Subordinate Station: BILOXI, BILOXI BAY

Washington Office Review by (IV): Everett H. Ramsey

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 56
Shoreline (More than 200 meters to opposite shore) (III): 33 stat. mi.
Shoreline (Less than 200 meters to opposite shore) (III): 31 stat. mi.
Control Leveling - Miles (II): 77.0
Number of Triangulation Stations searched for (II): 78 Recovered: 41 Identified: 39
Number of BMs searched for (II): 23 Recovered: 19 Identified: 19
Number of Recoverable Photo Stations established (III): 17
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

Date: 6 Apr 1956
Summary to Accompany Topographic Map T-9378

Topographic map T-9378 is one of seven similar maps of Part B, Project 6060. It covers a portion of Biloxi Bay and adjacent land area with Jackson and Harrison Counties, Mississippi.

Project 6060 is a graphic compilation project. Field work in advance of compilation included the establishment of supplemental control, inspection of shoreline and interior features, the investigation of boundaries, land lines and geographic names, and the delineation of 5-foot contours directly on the photographs by planetable methods.

Map T-9378 was compiled at 1:10000 scale in two parts using nine-lens photographs taken in May 1950. The map was completely field edited in September 1954. With the addition of hydrographic information the map will be published by the Geological Survey as a standard 7-1/2-minute topographic quadrangle.

Items registered under T-9378 will include a descriptive report, a lithographic print of the map manuscript and a color print of the published map.
2. **AREAL FIELD INSPECTION**

The chief geographical features of the quadrangle are a portion of Deer Island in the southwest corner, the entrance to the Back Bay of Biloxi, crossed by highway and railroad bridges, the town of Ocean Springs, and Old Fort Bayou, running from the east into the bay. The eastern section of Biloxi lies in the quadrangle. Along the south edge, there is a marshy point, drained by mosquito control ditches. Deer Island is sandy with a beach on both sides and covered with dense woods in the center. The mainland is not cultivated to any extent except for a number of pecan groves. The uplands are covered with pines except where they have been recently cut. Much of the area is being reforested. The swamps have a dense growth of mixed hardwoods.

Ocean Springs is the site of Fort Maurepas, no longer in existence, which was the earliest settlement in this part of the United States, having been settled by the French in 1699.

Attention of the field editor is called to construction of U.S. Highway 90 in a new location. Clearing had begun at time of completion of field inspection. (Located by field editor.)

The photographs were clear and of good quality and scale.

The field inspection is believed to be complete.

3. **HORIZONTAL CONTROL**

No supplemental control was established in this area.

The following stations of the U.S. Geological Survey were recovered: USC\&GS S DISK 1943, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940, TTET 1940. All but TTET 1940 were identified.

The following U.S.E. stations were recovered and identified: PIER 1939, STATION 14 1939, STATION 15 1939, STATION 15-2 1939, STATION 15-3 1939, STATION 17 1939, STATION 17-1 1939, STATION 19 1939, DAY MARKER 34 1939, DAY MARKER 34 1939 was identified but has been destroyed since identification.

The order of accuracy of U.S.G.S. and U.S.E. stations is unknown to the field party but is believed to be third-order.

The following two stations were recovered but not identified because of their proximity to other stations: TTET 1943(U.S.G.S.), 42 ft. from FONTAINE 1943; HILDA 2 1943, 42 meters from HILDA 1930.
All stations shown on the project layout were searched for. The following stations were not recovered and have been reported as lost on Form 526:

U.S.C. & G.S. stations: BILOXI CHANNEL BEACON NO 42 1935; BILOXI CHANNEL BEACON NO 52 1935; BILOXI STACK 1910; CAD 1910; CHIMNEY ON LARGE HOUSE 1910; EAST CHIMNEY 1910; EASTERN CUPOLA 1910; FIREPLACE CHIMNEY 1910; FORT 1910; GREENHOUSE CHIMNEY 1910; GRINDING MILL STACK, SKYSCRAPER 1910; ICE FACTORY STACK 1910; MARSH 1910; NORTH CHIMNEY 1910; OCEAN SPRINGS HOTEL, NORTHWEST END OF RIDGE PIECE ON ROOF 1910; PLUM 1910; STACK, SECOND LARGEST, 1910; WESTERN CUPOLA 1910; WHITE GABLE 1910.

U.S.G.S. stations: TT17T 1940; TT21T 1940.

U.S.E. stations: DAY MARKER 22 1939; DAY MARKER 24 1939; DAY MARKER 26 1939; DAY MARKER 32 1939; DAY MARKER 38 1939; DAY MARKER 40 1939; DAY MARKER 46 1939; DAY MARKER 50 1939; ANM 1939; OAK 1939; SAND 1939; STATION 14-1 1939; STATION 15-5 1939; STATION 16 1939; STATION 18 1939; STATION 18-B 1939.

Station DAY MARKER 34 1939, U.S.E., was recovered and identified but was later recovered and has been reported as lost.

4. VERTICAL CONTROL

All bench marks within the limits of the quadrangle were searched for and identified. The following first-order bench marks were recovered:
DUKATE; PEM 1826(U.S.E.); MORROW; BM 2 HIGHWAY BRIDGE; BM HIGHWAY BRIDGE; RM 1 HIGHWAY BRIDGE; BRIDGE; RM 1 BRIDGE; RM 2 BRIDGE; G-3; I-3; J-3.

The following third-order U.S.G.S. bench marks were recovered: TT3T; TT15T; TT19T; TT22T; TT23T; TT52T; USG&S & SS DISK; MOUNT CEDAR DISK. (According to field edit, McMillan is USGS BM. Also BM 3970 MUSG located by field editor.) TMR

No bench marks were established by this field party. Seventy-seven miles of fly levels were run to supplement the existing vertical control. All line closures were well within the tolerance specified in the project instructions.

Level points were designated 78-01 through 78-91.

5. CONTOURS AND DRAINAGE

Contouring was done by standard planable methods on the following photographs: 25908 through 25912; 25933; 25934; 26026; 26027; 26109 through 26113; 26133 through 26137.

Some elevations in heavily wooded areas were established by hand level.
6. **WOODLAND COVER**

Woodland cover has been indicated on the field inspection photographs. The higher ground on the mainland is covered with pines, except where these have been cleared, varying from thinly scattered to very dense and from small to mature trees. Most of the pine lands have been reforested and the lumbering companies are practicing "tree farming" with selective cutting to assure a permanent supply of trees.

The lower ground, swamps and stream valleys and lowlands near salt water in the southern portion of the quadrangle, is covered with dense hardwood.

There is considerable cultivation of pecans. The groves are easily recognizable on the photographs. In a few areas pines have been planted in rows. These may be differentiated from pecan groves by the closer spacing of the trees.

7. **SHORELINE AND ALONGSHORE FEATURES**

The MBWL was located on the photographs by visual inspection and measurements from recoverable topographic stations. Wharves, piers, submarine cables, and other shoreline features have been indicated on the photographs. Shoreline inspection was done on the following photographs: 25909 through 25921; 25931 through 25933; 26025 through 26027.

8. **OFFSHORE FEATURES**

Offshore features have been indicated on the photographs. Heights were determined by plotable and reduced to MBWL.

9. **LANDMARKS AND AIDS**

Biloxi Daybeacons 24, 26, 28, 30, 32, and 34 have been removed and replaced by buoys. Attention is called to Form 24a, List of Directions, Station TIVOLI, for May 1951. This contains a direction to Biloxi Channel Lt. 42.

Ocean Spring Boat Harbor Range is privately maintained, This range borders the west side of the entrance channel. Two points on this range were located by sextant fix which are recorded on the back of photograph 25932.

10. **BOUNDARIES, MONUMENTS, AND LINES**

Thirty section corners were recovered and reported on Form 524. The following is a list of the recovered corners: In T6S R8W - the NW corners of Sections 25, 27, 34, 35; In T6S R9W - the NW corners of Sections 25 and 35; In T7S R8W - the NW corners of Sections 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 17, 19, 25, 26, 28, 30, 33, 34, 35; In T7S R9W - The NE corners of Sections 1, 12, and 25, and the NW corners of Sections 13 and 14.

One fractional sectional corner (NE corner of SE/4 of SE/4 of Section 16, T7S R9W) was identified to assist in the delineation of land lines but not reported on Form 524.
Attention is called to three places along the range line between RSW and RSW. It is believed that the E-W section lines bounding sections 1 and 6 are offset at the range line as two corners were found at each crossing.

At the NW corner of Section 24, T5S R9W, two monuments were found, either of which could be the section corner. It is suggested that the one more easily held in delineation be retained and the other discarded.

In some areas where few section corners were recovered, fence lines and other detail visible on the photographs have been identified as being synonymous with section lines.

11. OTHER CONTROL

The following recoverable topographic stations have been established, identified on the photographs and reported on Form 524: ANNA; ARGO; BAIT; ERAN; CONK; CORN; all established in 1950. This list does not include stations reported on Form 567 or section corners, which are listed in Item 10.

12. OTHER INTERIOR FEATURES

A new private airport has been established since photography. It has been located by planetable.

All other features are believed to be sufficiently explained in the field inspection notes.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-60(49)", submitted to Washington Office 24 May 1951.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Transmittal Letter No. 60-17, 4 June 1951, to Washington Office, Location of Aids to Navigation.

"Special Report, Geographic Names, Project Ph-60(49)", forwarded to Washington Office 24 May 1951.

Geographic Positions, Fixed Aids to Navigation, forwarded to Tampa Office 1 June 1951.

Transmittal Letter No. 60-21, 4 September 1951, "Special Report, Boundaries, Project Ph-60(49)."
70 - For Signature
73 - For Recording

Vault - For Registering

9378
Form 567 to be submitted at a later date.

Transmittal Letter No. 60-22, Data, Quadrangle T-9378, forwarded to the Washington Office October 1951.

Submitted
10 October 1951

B. Frank Lampton, Jr.
Cartographic Survey Aid

Approved and forwarded
25 October 1951

Percy L. Bernstein
Chief of Party
LIST OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES
1 JULY 1941 EDITION AND SUPPLEMENT

<table>
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<th>Page</th>
<th>Location</th>
<th>Use</th>
<th>Type</th>
<th>Spans</th>
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<th>Center</th>
<th>Right</th>
<th>Horizontal Clearance</th>
<th>Vertical Cl. Above MHW.</th>
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<td>38</td>
<td>Biloxi, Miss.</td>
<td>Highway</td>
<td>Swing</td>
<td>2</td>
<td>120*</td>
<td>-</td>
<td>120*</td>
<td>119.2</td>
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<td>119.2</td>
<td>14.1**</td>
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<td>-</td>
<td>74.4*</td>
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<td></td>
<td>51.5</td>
<td>7.1</td>
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</table>

* Measurements listed in 1 July 1941 Edition of Bridge Book.

** 12' - Field edit.
Airway Beacon A8 1935 should be added to the list of lost triangulation stations.

The airway beacon which shows on the photographs in this vicinity is not in the same position as the 1935 location. Information in 1952 from the CAA District Office discloses that the above beacon and the emergency landing field was discontinued in 1951 and all structures removed.

Percy L. Bernstein
Commander, U.S.C. & G.S.
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT

This report covers the photogrammetric plot for maps T-9376 through T-9382 and is filed as part of the Descriptive Report for T-9379.
<table>
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<th>DATUM</th>
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<th>LONGITUDE OR $\lambda$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-80 DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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<td>1927</td>
<td>30 23</td>
<td>31.946</td>
<td>983.7 (863.9)</td>
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<td>1,137.8 (709.8)</td>
<td>86.5 (1,516.3)</td>
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<td>30 23</td>
<td>36.950</td>
<td>1,333.0 (511.6)</td>
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<td>32.808</td>
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<td>715.1 (856.7)</td>
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<td>STATION 19, 1939 {USE}</td>
<td>Quad 56</td>
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<td>G.P's Pg 192</td>
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<td>30 23</td>
<td>43.227</td>
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<td>Pascagoula Quad 566</td>
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<td>33.20</td>
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<td>BAY, 1935</td>
<td>G 3391 Pg 64</td>
<td>n</td>
<td>30 23</td>
<td>09.371</td>
<td>670.0 (1,177.6)</td>
<td>1,320.4 (281.1)</td>
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<td>BILoxi BAY, U.S. ROUTE 90, DRAWSPAN CENTER LIGHT, 1935 Pg 71</td>
<td>n</td>
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<td>30 24</td>
<td>21.757</td>
<td>916.7 (930.9)</td>
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<td>RAILROAD BRIDGE CENTER LIGHT, 1935</td>
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<td>325.5 (1,522.1)</td>
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<td>BILoxI CHANNEL BEACON NO. 36, 1935 Pg 70</td>
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<td>10.569</td>
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1 FT. = 304.8006 MM METER

COMPUTED BY: T.J. Saperstein

DATE: 14 Nov. 1951

CHECKED BY: R. J. Pate

DATE: 16 Nov. 1951
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<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>
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<td>Mcclellan, 1943</td>
<td>G.P.'s Pg 182</td>
<td>N. A. 1927</td>
<td>30</td>
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<td>18.640</td>
<td>574.0 (1,273.6)</td>
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<td>Latimer Fire</td>
<td>&quot;</td>
<td>Pg 12</td>
<td>315</td>
<td>561.05</td>
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<td>491</td>
<td>833.94</td>
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<td>315</td>
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<td>28</td>
<td>08.219</td>
<td>30.495</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT 22T, 1940</td>
<td>Pascagoula Quad 5h2</td>
<td>&quot;</td>
<td>30</td>
<td>26</td>
<td>34.18</td>
<td>1,052.5 (795.1)</td>
<td>1,492.1 (108.9)</td>
<td></td>
</tr>
<tr>
<td>TT 18T, 1940</td>
<td>Vancleave Quad 50B</td>
<td>&quot;</td>
<td>30</td>
<td>30</td>
<td>06.30</td>
<td>191.0 (1,653.6)</td>
<td>1,364.3 (235.7)</td>
<td></td>
</tr>
<tr>
<td>Pier, 1939 (US)</td>
<td>Biloxi Bay Quad 13</td>
<td>&quot;</td>
<td>30</td>
<td>22</td>
<td>59.065</td>
<td>1,818.8 (28.8)</td>
<td>1,538.1 (63.6)</td>
<td></td>
</tr>
<tr>
<td>Station 14 (US)</td>
<td>&quot;</td>
<td>Quad 14</td>
<td>30</td>
<td>23</td>
<td>33.199</td>
<td>1,022.3 (825.3)</td>
<td>553.7 (1,018.0)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER

COMPUTED BY: I. I. Saperstein  DATE: 14 Nov. 1951  CHECKED BY: R. J. Pate  DATE: 16 Nov. 1951
### Map T-9378 N & S

<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</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>
</tr>
</thead>
<tbody>
<tr>
<td>BILOXI HARBOR</td>
<td>G3394 pg 70</td>
<td>30 23</td>
<td>51.066</td>
<td>1,572.5 (275.1)</td>
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<tr>
<td>BEACON NO. 68, 1935</td>
<td></td>
<td>88 50</td>
<td>15.836</td>
<td>422.7 (1,179.0)</td>
</tr>
<tr>
<td>HOUSE, SOUTH GABLE, 1935</td>
<td></td>
<td>30 23</td>
<td>22.669</td>
<td>698.0 (1,149.5)</td>
</tr>
<tr>
<td>ISLAND HOUSE, 1910</td>
<td></td>
<td>88 48</td>
<td>32.529</td>
<td>868.1 (733.4)</td>
</tr>
<tr>
<td>BRIDGE, 1935</td>
<td>&quot; pg 64</td>
<td>30 23</td>
<td>37.471</td>
<td>1,153.2 (694.1)</td>
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<tr>
<td></td>
<td></td>
<td>88 50</td>
<td>29.759</td>
<td>794.3 (607.2)</td>
</tr>
<tr>
<td>TIVOLI, 1935</td>
<td>&quot;</td>
<td>30 23</td>
<td>38.279</td>
<td>1,178.7 (668.9)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>88 52</td>
<td>25.205</td>
<td>672.9 (928.9)</td>
</tr>
<tr>
<td>FORT 2, 1935</td>
<td>&quot; pg 65</td>
<td>30 25</td>
<td>27.258</td>
<td>839.4 (1,008.2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>88 51</td>
<td>12.918</td>
<td>344.8 (1,256.5)</td>
</tr>
<tr>
<td>DICKEY, 1930</td>
<td>G1352 pg 27</td>
<td>30 24</td>
<td>02.730</td>
<td>81.1 (1,763.5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>88 49</td>
<td>13.943</td>
<td>372.2 (1,229.1)</td>
</tr>
<tr>
<td>FONTAINE, 1943</td>
<td>G.P.4 pg 179</td>
<td>30 23</td>
<td>04.345</td>
<td>1,365.6 (1,820.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>88 45</td>
<td>11.679</td>
<td>311.8 (1,289.9)</td>
</tr>
<tr>
<td>OCEAN SPRINGS, MUNICIPAL WATE</td>
<td>&quot;</td>
<td>30 24</td>
<td>38.101</td>
<td>1,173.2 (674.3)</td>
</tr>
<tr>
<td>TANK, 1943</td>
<td>pg 193</td>
<td>88 49</td>
<td>37.006</td>
<td>987.6 (613.8)</td>
</tr>
</tbody>
</table>

* Outside project limits but identified and used in controlling radial plot

** Outside project limits but recovered

---

1 FT = 304.8006 METER

COMPUTED BY: I.J. Saperstein

DATE: 11 Nov. 1951

CHECKED BY: R. J. Pate

DATE: 16 Nov. 1951
COMPILATION REPORT T-9378

PHOTOGRAMMETRIC PLOT REPORT.

This report was submitted with T-9379.

31. DELINEATION.

The manuscript was delineated by the graphic method. No unusual methods of compilation were used.

Photographs in general were not of the best scale, due largely to tilt. It was found necessary to use the projector in transferring much of the detail.

Field inspection was satisfactory except for certain items noted on the discrepancy overlay.

32. CONTROL.

Horizontal control was adequate with reference to identification, density and placement.

33. SUPPLEMENTAL DATA.

None. Boundary and land line plats were used.

34. CONTOURS AND DRAINAGE.

Most of the contours were transferred from the field photographs by use of the projector as there was excessive tilt and distortion in most photographs. Contours omitted in one area have been noted on the discrepancy overlay.

No particular difficulties were encountered in delineating the drainage.

35. SHORELINE AND ALONGSHORE DETAILS.

Shoreline inspection was adequate for the complete delineation of all the details alongshore.

M.H.W.L. was shown according to field inspection notes and photo interpretation.
36. **OFFSHORE DETAILS.**

Offshore details were adequately described on field photographs and have been delineated accordingly.

37. **LANDMARKS AND AIDS.**

Refer to Item nine (9).

Only one of the two points on range submitted have been shown and that is the point located by fix No. 1. The point located by fix No. 2 did not plot on range.

(One of the range markers was non-existent at the time of field edit. Thus, no check was made.)

38. **CONTROL FOR FUTURE SURVEYS.**

Seventeen (17) Forms 524 for recoverable topographic stations are being submitted herewith.

A list of these stations has been prepared and is included under Item 49. Reference Item eleven (11).

39. **JUNCTIONS.**

This quadrangle joins Survey No. T-9377 to the west and T-9382 to the south. Junctions are in agreement.

There are no contemporary surveys to the north and east available for checking.

40. **HORIZONTAL AND VERTICAL ACCURACY.**

No statement required.
41. **BOUNDARIES.**

Section lines were delineated according to the field inspection data submitted in combination with the G. L. O. plats.

Boundary lines of the De Soto National Forest were shown according to description given in "Special Report, Boundaries, Project Ph-60(49)."

46. **COMPARISON WITH EXISTING MAPS.**

Comparison was made with U. S. Corps of Engineers Tactical Map, BILOXI, MISS., scale 1:62,500, reprinted in 1942. No significant changes were noted.

Comparison was made with Planimetric Map T-5274, BILOXI - OCEAN SPRINGS, scale 1:10,000, (1947) issued in July 1949. No major changes have taken place.

Comparison was also made with C S Sheets 363 ( ) and 366 ( ), 1:20,000, each of which embraced a portion of the area covered by the map manuscript. No significant changes have taken place.

47. **COMPARISON WITH NAUTICAL CHARTS.**

Comparison was made with U. S. C. & G. S. Chart No. 875, scale 1:140,000, published in January 1948, corrected to 19 September 1950. The planimetric map listed in Item 46 was the source of most of the planimetry on the nautical chart and the same differences apply.

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

None.

**ITEMS TO BE CARRIED FORWARD.**

None.

**APPROVED & forwarded:**

[Signature]

J. E. Waugh, Chief of Party
48. GEOGRAPHIC NAME LIST

ANTIOCH CHURCH

BAYOU TALLA

BIG ISLAND

BILOXI

BILOXI BAY

CEDAR POINT

CYRESS CREEK

DAVIS BAYOU

DEER ISLAND

DE SOTO NATIONAL FOREST

FORT POINT

Gulf Hills

Gulf Hills Golf Course

HALSTEAD BAYOU

HARRISON COUNTY

HERCH BAYOU

HOLLINGSWORTH POINT

JACKSON COUNTY

KEESLER AIR FORCE BASE (MARINE RESERVE)

LANGLEY POINT

LOUISVILLE AND NASHVILLE R. R.

MARSH POINT

MISSISSIPPI

MISSISSIPPI H-H Club Camp

OCEAN SPRINGS

OCEAN SPRINGS BOAT HARBOR

OLD FORT BAYOU

PERRIGAL CREEK

PLUMMER POINT

POINT ASCOT

POINT CADDIE

Bayou Costapia (small portion on this quad)

Bayou Poito

*Bayou Talla Church

*Big Ridge Road

Fort Bayou Cb

Crash Rescue

Training Center
48. GEOGRAPHIC NAME LIST (CONTINUED)

- RANSON BAYOU
- RED BLUFF
- ROGERS AIRPORT

- SIMMONS BAYOU
- ST. MARTIN BAYOU
- STAPLES BAYOU
- STARK BAYOU
  - SUPERVISORS DISTRICT NO. 1
  - SUPERVISORS DISTRICT NO. 4
  - SUPERVISORS DISTRICT NO. 5
  - Not mapped, (as per usgs) SHR

- U.S. COAST GUARD AIR STATION
- U.S. HIGHWAY 90
- U.S. HIGHWAY 90 ALT.
  - No longer applies. SHR

- WEEKS BAYOU
- WILLIAM BAYOU
  - *Names by Field Editor. SHR

LAND GRANTS

- LADNER, JOHN B.
- MATHINNE, JACQUES
- RICHARDS, DOSSETTE

- Widow Lafontaine
  - (in Ocean Springs)
  - Names approved 2-8-54
  - L. Heck

Streets in Biloxi: (From City Map) SHR

- Bayview Ave.
- Beach Ave.
- Division St.
- Howard Ave.
NOTES FOR THE HYDROGRAPHER.

The following topographic stations will be of use to the hydrographer:

- ANNA, 1950
- ARGO, 1950
- BAIT, 1950
- BRAN, 1950
- CONK, 1950
- CORN, 1950
- SHOT, 1951
- CAPE, 1951
- OCEAN SPRINGS BOAT HARBOR RANGE FRONT, 1951
- OCEAN SPRINGS BOAT HARBOR RANGE REAR, 1951
- BOAT, 1951
- OVER, 1951
- NATO, 1951
- SFOT, 1951
- LUCK, 1951
- CHAN, 1951
- BRIG, 1951

Destroyed (1954)
### Tide Computation

**PROJECT NO. Ph 60 (49) T: 9378**

**Time and date of exposure**: 13th 15th May 1950  
**Reference station**: PENSACOLA, FLORIDA  
**Mean range**

**Date of field inspection**: Sept. 1951  
**Subordinate station**: BILOXI, BILOXI BAY  
**Ratio of ranges**: 1.4

<table>
<thead>
<tr>
<th>Time</th>
<th>Height x Ratio of ranges</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High tide</td>
</tr>
<tr>
<td>High tide</td>
<td>1.3</td>
</tr>
<tr>
<td>Low tide</td>
<td>-0.1</td>
</tr>
</tbody>
</table>

**Duration of rise or fall**: 11 00

**Range of tide**: 1.9

<table>
<thead>
<tr>
<th>Time</th>
<th>Height</th>
<th>Stage of tide above MLW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Feature bares</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stage of tide above MLW</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Feature above MLW</td>
</tr>
</tbody>
</table>

**Time at Ref. Sta.**

<table>
<thead>
<tr>
<th>Time</th>
<th>h. m.</th>
<th>Stage of tide above MLW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>09 11</td>
<td></td>
</tr>
</tbody>
</table>

**Time difference**: -0 25

**Corrected time at Subordinate station**

<table>
<thead>
<tr>
<th>Time</th>
<th>h. m.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08 16</td>
</tr>
</tbody>
</table>

**Time at Ref. Sta.**

<table>
<thead>
<tr>
<th>Time</th>
<th>h. m.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20 11</td>
</tr>
</tbody>
</table>

**Time difference**: -0 25

**Corrected time at Subordinate station**

<table>
<thead>
<tr>
<th>Time</th>
<th>h. m.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19 16</td>
</tr>
</tbody>
</table>

---

**Computed by R.A. Reece**  
**Checked by R.E. Smith, Jr.**
FIELD EDIT REPORT
Quadrangle T-9378
Project FH 60A (49)
Ira R. Rubottom, Chief of Party

51. METHODS—This quadrangle was inspected by riding over all roads to check their classification, to locate and classify buildings, to examine questioned areas, to visually check contours and to check different areas of woodland as to its growth in the past four years so that other areas could be classified.

All additions, corrections and deletions were made on the field edit or discrepancy prints or were cross referenced to the photographs. Violet ink was used for all corrections on the photographs, red and violet ink was used on the field edit sheet and green ink was used for all deletions. No legend appears on the field edit sheet or photographs.

Field edit information is shown on two double weight matte prints (N & S ½) each cut into four sections and numbered 1, 2, 3 and 4. These cut up sections were used as field edit prints. Other information is shown on four discrepancy prints and sixteen 1-10,000 scale nine lens photographs numbered 25908-25911 incl., 25931-25936 incl., 26110, 26111 and 26134-26137 incl.

52. ADEQUACY OF COMPILATION—The map compilation is near adequate and will be complete with the field edit corrections applied.

53. MAP ACCURACY—No vertical or horizontal accuracy tests were made of the quadrangle. However, visual inspection indicates that the map will meet national specifications.

54. RECOMMENDATIONS—None offered.

55. EXAMINATION OF PROOF COPY—Mr. T. T. Atteberry, a local Engineer and Surveyor, that specializes in co-ordinated surveys of the area between Ocean Springs and Gulfport will examine a copy of the map for errors if it is desired. Mr. Atteberry’s address is... Coast Survey And Planning Service, Engineers And Surveyors, P. O. Box 242, Biloxi, Mississippi

Respectfully submitted by,

Elgan T. Jenkins
Cartographer

Approved and forwarded:
Ira R. Rubottom, CDR
Chief of Party
I recommend that the following objects which have (have not) 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

Richard A. Reece

J. E. Waugh

Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>steel, water, ht = 135 (155) (OCEAN SPRINGS MUNICIPAL WATER TANK, 1943)</td>
</tr>
<tr>
<td>R.TR.</td>
<td>steel, (WHL), ht= 310 (330) (SHOT, 1951)</td>
</tr>
<tr>
<td>STACK</td>
<td>steel, black, Biloxi Seafood Co. ht = 62 (61) (NATO, 1951)</td>
</tr>
<tr>
<td>STACK</td>
<td>steel, black, C. C. Co. ht = 93(95) (CAFE, 1951)</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
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

Richard A. Reese

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>OCEAN SPRINGS BOAT HARBOR CHANNEL LIGHT 4 (BOAT, 1951)</td>
<td></td>
</tr>
<tr>
<td>OCEAN SPRINGS BOAT HARBOR CHANNEL DAYBEACON 2 (GWN, 1951)</td>
<td></td>
</tr>
<tr>
<td>BILOXI CHANNEL LIGHT 36 (BILOXI CHANNEL BEACON NO 36, 1935)</td>
<td></td>
</tr>
<tr>
<td>BILOXI CHANNEL LIGHT 46 (BILOXI HARBOR BEACON NO 46, 1935)</td>
<td></td>
</tr>
<tr>
<td>BILOXI CHANNEL LIGHT 23 (CHAN, 1951)</td>
<td></td>
</tr>
<tr>
<td>BILOXI CHANNEL LIGHT 31 (LUCK, 1951)</td>
<td></td>
</tr>
<tr>
<td>BILOXI CHANNEL LIGHT 42 (BECK, 1951)</td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
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

Richard A. Hese

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIBITION</td>
</tr>
<tr>
<td>DIXON CHANNEL LIGHT 56</td>
<td>(BRIO, 1951)</td>
</tr>
<tr>
<td>OCEAN SPRINGS BOAT HARBOR MARKER</td>
<td>RANGE FRONT</td>
</tr>
<tr>
<td>OCEAN SPRINGS BOAT HARBOR MARKER</td>
<td>RANGE END</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
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

I. I. Saperstein

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>AIRWAY BEACON (inoperative)</td>
<td>30 26</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be (deleted from) the charts indicated.

The positions given have been checked after listing by

Richard A. Reece

<table>
<thead>
<tr>
<th>STATE</th>
<th>MISSISSIPPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>LIGHT</td>
<td>BILoxI ChannIL</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

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

Richard A. Reese

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD</th>
<th>LOCATION</th>
<th>DATE</th>
<th>CHARTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISSISSIPPI</td>
<td>DILUXI CHANNEL</td>
<td>Green light, black battery box atop 3 pile dolphins</td>
<td></td>
<td>30°23'</td>
<td>88°51'</td>
<td>T-9378</td>
<td>8 July 1954</td>
<td>X</td>
<td>1267</td>
</tr>
</tbody>
</table>

* Position superseded that submitted in 1951

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating
PHOTOGRAMMETRIC OFFICE REVIEW
T-9378


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy M.M.S.  6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) J.G.  7. Photo hydro stations XX  8. Bench marks J.G.

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES

MISCELLANEOUS

40. [Signature] Reviewer

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.

43. Remarks:

Compiler

Supervisor

M-2622-12
Review Report
Topographic Map T-9378
6 April 1956

61. General:

In conjunction with applying field edit corrections and doing final review, single-lens photographs numbered 54-W-3253 through 3256 taken 23 October 1954 were examined. The chief changes were the completion of U. S. 90 and additional dredging in Ocean Springs Boat Harbor. The manuscript was corrected to show these changes.

62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-323</td>
<td>1:20,000</td>
<td>1851</td>
</tr>
<tr>
<td>T-324</td>
<td>1:10,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-384</td>
<td>&quot;</td>
<td>1852</td>
</tr>
<tr>
<td>T-5274</td>
<td>&quot;</td>
<td>1943-47</td>
</tr>
<tr>
<td>T-7017b</td>
<td>&quot;</td>
<td>1946</td>
</tr>
</tbody>
</table>

T-5274 shows a few piers which are not shown on T-9378. These might be retained as piling. Otherwise, T-9378 should supersede these prior surveys for nautical charting for the area it encompasses.

63. Comparison with Maps of Other Agencies:

Biloxi, Miss. 1:62500, Reprint AMS 1942, Advance Sheet

Map is a compilation from older sources and is very outdated.

64. Comparison with Contemporary Hydrographic Surveys:

None.

65. Comparison with Nautical Charts:

875 and 876 1:40000  Revised 8/22/55

A few differences exist in alongshore structures. Cadet Point Wharf Light and Ocean Springs Boat Harbor Rear Light were non-existent at field edit (September 1954).

66. Adequacy of Results and Future Surveys:

This map complies with National Standards of Map Accuracy and Bureau requirements.
67. **Junctions:**

This map junctions with USGS quadrangles: "Vestry, Miss.", 1:62,500, 1954 to the northward and "Pascagoula, Miss.", 1:62,500, 1943 to the eastward. Minor differences in the mapping of streams, swamps and woodland exist between the maps. Planimetric details are in excellent agreement except for cultural change. Contours were adjusted slightly on T-9378 to effect junctioning. Because of the difference in scale and interval, exact agreement was not attempted.

68. **Boundaries:**

The boundary between Jackson and Harrison Counties is described as following the middle of Biloxi Bay, whereas the boundary of the City of Biloxi follows the sailing channel through Biloxi Bay. Because the county boundary descriptions appear inconsistent with the city boundary, only that portion of the county boundary which could be reliably positioned was shown.

Reviewed by:

Everett H. Ramey

APPROVED BY:

L.C. Lande
Chief, Review & Drafting Section
Photogrammetry Division

May Blitchett
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