

9199

Diag. Cht. No. 1268

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT  
(HYDROGRAPHIC)

Type of Survey ... HYDROGRAPHIC .....  
Field No. .... 742-10-1-71 .....  
Office No. .... H-9199 .....

LOCALITY

State ... MISSISSIPPI .....  
General Locality ... MISSISSIPPI SOUND .....  
Locality ... HERON BAY PT. TO WAVELAND .....

1971

CHIEF OF PARTY

LT. GEORGE G. CHAPPELL

LIBRARY & ARCHIVES

DATE ... 2-3-75 .....

6616  
9199

**HYDROGRAPHIC TITLE SHEET**

H-9199

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

742-10-1-71

State Mississippi

General locality Mississippi Sound

HERON BAY POINT TO WAVELAND

Locality Point Clear

Scale 1: 10,000 Date of survey 3/22/71-8/18/71 & 2/7/72

Instructions dated 10/25/68, 9/3 & 11/17/69 Project No. 468

Vessel Hydrographic Field Party 742

Chief of party LT George C. Chappell

Surveyed by Walter H. Piner

Soundings taken by echo sounder, hand lead, pole all

Graphic record scaled by Party Personnel

Graphic record checked by Party Personnel

Protracted by \_\_\_\_\_ Automated plot by AMC-CALCOMP 618  
Atlantic Marine Center

Soundings penciled by \_\_\_\_\_

Soundings in ~~meters~~ feet at MLW ~~MKKK~~

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DESCRIPTIVE REPORT  
TO ACCOMPANY  
Hydrographic Survey H-9199  
742-10-1-71  
Project OPR-468

SCALE: 1:10,000                      Hydrographic Field Party 742  
CHIEF OF PARTY:                      Lt. George C. Chappell  
SURVEYED BY:                          Walter H. Piner

\* \* \* \* \*

A. PROJECT

This survey was accomplished in accordance with project instructions - OPR-468-HFP-742 dated October 25, 1968, and supplemental instructions dated September 3, 1969 and November 17, 1969. ✓

B. AREA SURVEYED

This survey is in the vicinity west of Bay St. Louis in Mississippi Sound. It covers the area between Waveland and ~~Lower Point Clear~~ <sup>March Bay Point</sup>. This area is bound by Lat.  $30^{\circ} 09' 30''$  and Lat.  $30^{\circ} 16.00''$  and between Long.  $89^{\circ} 23.00''$  and  $89^{\circ} 28' 30''$ . This survey junctions with contemporary surveys ~~HFP 742-10-2-71, 20-1-71 and H-9177~~ <sup>HFP 742-10-2-71, 20-1-71 and H-9177</sup> and ~~H-9177~~ <sup>(1970) H-9177</sup>. Field operations were started on 22 March 1971 and were completed on 18 August 1971. ✓

C. SOUNDING VESSELS

Launches CS-1247, CS-1259 and CS-1260 were used on this survey. Position numbers for launch CS-1247 are in red, those for CS-1259 are in blue, and those for CS-1260 are in green. ✓

D. SOUNDING EQUIPMENT

Raytheon fathometers type DE-723 serial numbers 1888 and 1889 were used on launch CS-1259. Raytheon fathometer type DE-723 serial number 806 was used on launch 1247. ✓

Fathometer number 1839 was used on launch <sup>UN</sup>CS-1260. Sounding poles were used in water too shallow for accurate fathometer operation. Corrections applied to echo soundings were obtained by averaging the results of daily bar checks. An abstract of these corrections <sup>is</sup> is tabulated in APPENDIX "B" of this report. No unusual difficulties were encountered with the sounding equipment.

E. SMOOTH SHEET

The smooth sheet ~~will be~~ <sup>WAS</sup> plotted by <sup>THE</sup> Atlantic Marine Center using punched tapes made by party personnel.

F. CONTROL

Horizontal control was provided by a type DR-S Raydist <sup>(Range-Range)</sup> system on a frequency of 3306.4 kilocycles. Shore station locations are given in APPENDIX "A" of ~~the~~ <sup>THIS</sup> report.

Daily calibration was accomplished by running the launch as close as possible to a day beacon calibration points of known position.

In areas behind land masses simultaneous Raydist and three point sextant fixes were taken.

Control for Bayou Caddy was established by Photo Party 61. In this area sextant and raydist fixes were simultaneously taken and raydist positions were adjusted to agree with visual control.

G. SHORELINE SEE REVIEW: PAR. 5C

Shoreline details were taken from manuscripts TP-00038 and TP-00041.

H. CROSSLINES

Crosslines were run at 8 to 10 percent of the regular system of sounding lines. Crosslines were in good agreement with the regular system of sounding lines.

I. JUNCTIONS

Junctions made with sheet ~~742-10-2-70~~ <sup>(1970) 1:10,000</sup> H-9177 on the ~~East~~ <sup>NORTHEAST</sup> and with sheet ~~742-20-1-71~~ <sup>(1971) 1:10,000</sup> H-9200 <sup>AND EAST</sup> on the South are in good agreement and depth curves can be adequately drawn at ~~the~~ these junctions. ALSO JUNCTIONS WITH H-9262 (1971-72) 1:10,000 ON THE SOUTHWEST.

J. COMPARISON WITH PRIOR SURVEYS SEE REVIEW: PAR. 6A

Comparison of this survey with prior survey, registry No. 3960 dated 1916-1918, scale: 1:40,000 reveals depths in general agreement. There are six numbered pre-survey <sup>REVIEW</sup> items

within the limits of this survey. (numbers 39, 40, 41, 43, 44, and 45.) *see Review Para. CA For Additional Information:*

PSI #39 Piles: Lat.  $30^{\circ} 15.50$  Long.  $89^{\circ} 23.62$  This was dragged for with negative results. ✓

PSI #40 Submerged Pile: Lat.  $30^{\circ} 14.35$  Long.  $89^{\circ} 25.21$  ~~24.62~~ 1965 Bayou Caddy Lt. #1 was dragged for with negative results. ✓

PSI #41 Obstruction: Lat.  $30^{\circ} 12.78$  ~~11.08~~ Long.  $89^{\circ} 24.37$  Large Timber 1942; this item was dragged for with negative results. ✓

PSI #43 Ruin of St Joseph Light: Lat.  $30^{\circ} 11.08$  ~~11.08~~ Long.  $89^{\circ} 25.50$  This item was located and only the piling remains extending 1.5 ft. off bottom. ✓

PSI #44 Derrick: This item is believed to be the same as position 3021 and position 3022. Position 3021 is located at  $30^{\circ} 10.89$  ~~10.89~~  $89^{\circ} 27.08$  ~~27.08~~ and position 3022 is located at  $30^{\circ} 10.91$  ~~10.91~~  $89^{\circ} 27.05$  ~~27.05~~. Due to the size and nature of this obstruction, this item should be added to chart. *Added visible wreck* ✓

PSI #45 Wreck: Lat.  $30^{\circ} 10.36$  Long.  $89^{\circ} 27.74$  This item was dragged for with negative results. Item Lucky Lindy: Lat.  $30^{\circ} 10.22$  ~~10.22~~  $89^{\circ} 27.48$  was dragged for with negative results. ✓

#### K. COMPARISON WITH CHART

A comparison between this survey and chart 878 SC scale, 1:40,000 4th edition, dated June 27, 1970 was made. THE BOAT SHEET OF this survey shows a shoal sounding of 5 ft. at Lat.  $30^{\circ} 13.78$  Long.  $89^{\circ} 24.30$ , a 2 ft. sounding at Lat.  $30^{\circ} 13.95$  Long.  $89^{\circ} 24.60$ , and a 3 ft. sounding at Lat.  $30^{\circ} 14.47$  Long.  $89^{\circ} 27.10$ . Chart 878 SC does not show these shoal soundings. A 6 ft. shoal just north of St. Joseph Light is shown on chart, but is not evident from the results of this survey. THESE ITEMS WERE APPLIED TO CHART 878 SC. ✓

K. Con't

Feature to be changed

<u>Feature</u>	<u>location</u>	<u>Remarks</u>
Pile	30° 15.38 <sup>28</sup> 89° 24.30 <sup>25</sup>	Bares <del>9.2</del> <sup>8 FT. AT MHW</sup> ft. ✓
Pile	30° 15.69 <sup>1</sup> 89° 24.62	Bares <del>3.0</del> <sup>2 FT. AT MHW</sup> ft. ✓
Pile	30° 15.38 <sup>7</sup> 89° 24.35 <sup>2</sup>	Bares <del>5.0</del> <sup>4 FT. AT MHW</sup> ft. ✓
Pier	30° 14.40 89° 26.08 <sup>3</sup>	Private Pier
Pier	30° 12.08 89° 26.97	Pier in Ruins <del>BARES 10 FT. AT MHW</del> ✓
Pile	30° 12.10 89° 26.90	Bares <del>5.0</del> <sup>4</sup> ft. AT MHW
Rock & Concrete	30° 15.77 <sup>2</sup> 89° 23.68 <sup>07</sup>	Bares <del>0.5</del> <sup>2 FT. AT MLW</sup> ft. ✓
2' x2' Concrete block Pile	30° 11.67 <sup>73</sup> 89° 26.77	<del>BARES 1 FT. AT MLW</del> <del>awash</del>

L. ADEQUACY OF SURVEY

This survey is considered to be adequate to supersede prior surveys for charting.

M. AID TO NAVIGATION

There are 2 floating and 6 fixed aids to navigation within the limits of this survey. Light List Vol. 11 1971 lists these aids adequately and serves the intended purpose.

N. STATISTICS

<u>Launch</u>	<u>Total number of positions</u>	<u>Miles of sounding line</u>
1247	529	82.8
1259	2611	326.3
1260	332	2.8
	<u>3272</u>	<u>411.9</u>
	4	

O. MISCELLANEOUS

On launch 1260 a modified sweep was utilized to search for submerged objects. This sweep consisted of two trawl boards identical to those used by shrimp trawlers with approximately 150 foot of small chain between them. The trawl boards were bridled and towed in such a manner as to drag along the bottom. The chain between the boards dragged along the bottom approximately 200 ft. astern of the dragging vessel. Upon snagging an object the tow line to the trawl boards, which were generally 60° apart, would come together slowly, allowing sufficient time for the coxswain to stop the vessel. The sweep was then pulled aboard until the snagged object was close enough to the vessel to get a sounding pole or leadline sounding on the object.

Respectfully submitted

*Walter H. Piner*  
Walter H. Piner  
Surveying technician

APPENDIX "A"

List of Control

Raydist station and calibration

points

HENDERSON 2  
 Lat. 30° 18 14.539<sup>5</sup>  
 Long. 89° 17 18.7193

Red Station

CREOLE  
 Lat. 30° 07 31.751  
 Long. 89° 13 20.585

Green Station

Calibration Points

SINCE THESE POINTS WERE ONLY USED TO CALIBRATE THE ELECTRONIC POSITIONING SYSTEM, THEIR IDENTIFYING NUMBERS ARE NOT SHOWN ON THE SMOOTH SHEET.

CHANNEL  
 Bayou Caddy<sup>^</sup>LT #1  
 20 Lat. 30° 13 51.270  
 Long. 89° 24 07.066

Red: 300.20  
 Green: 460.67

D. B. #2  
 19 Lat. 30° 14 03.617  
 Long. 89° 24 25.151

Red: 303.86  
 Green: 474.16

D. B. #3  
 18 Lat. 30° 14 10.577  
 Long. 89° 24 45.977

Red: 311.56  
 Green: 468.99

BAYOU CADDY CHANNEL LT. #4  
~~D.B. #4~~  
 17 Lat. 30° 14 21.536  
 Long. 89° 25 01.093

Red: 315.34  
 Green: 498.55

BAYOU CADDY CHANNEL LT. #5  
~~D.B. #5~~  
 007 Lat. 30° 14 17.198  
 Long. 89° 25 28.138

Red: 330.66  
 Green: 510.28

Triangulation Stations

302 STONEWALL 1966

Lat. 30° 15 47.090  
 Long. 89° 23 38.503

301 CADDY 2 1966

Lat. 30° 13 58.655 (1806.1 M)  
 Long. 89° 25 16.370 (437.8 M)



APPENDIX "A"  
(con't)

Additional Calibrations Station

ST. JOSEPH ISLAND LIGHT #22  
~~ST Joseph's Light~~

21 Lat. 30° 11 03.746 Red: 418.18  
Long. 89° 25 33.448 Green: 462.20

Photo-Hydro stations

Signal No.

199	Nw corner culvert	TP 00038
200	NW corner culvert	"
003	N end groin	"
004	NW corner culvert	"
005	SW corner concrete slab	"
006	SE end of northerly of two fences	"
008	South marsh point intersection three bayous	TP,00041
009	East marsh point of small bayou	"
010	North marsh point of small bayou	"
011	NW marsh point intersections three bayous	"
012	S marsh point intersections three bayous	"
013	SW corner RR trestle, Tur <sup>k</sup> ey Bayou	"
014	SE corner RR trestle, Bayou Carry	"
015	N marsh point of small bayou	"
016	NE marsh point, intersection three small bayous	"



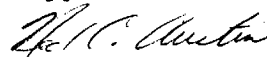
APPENDIX "D"

Approval Sheet to Accompany  
Hydrographic Survey H-9199

This field and office work was accomplished prior to my assuming command of this party.

The hydrography records and descriptive report were completed by Walter H. Piner and are complete and adequate to the best of my knowledge.

Approved and forwarded,



Ned C. Austin  
LCDR, NOAA  
OIC, HFP 742

ATLANTIC MARINE CENTER  
APPROVAL SHEET  
FOR  
AUTOMATED SURVEY H- 9199

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/~~has not~~ been made. A new final sounding printout has/~~has not~~ been made.

Date: January 6, 1975

Signed: *William L. Jones*  
William L. Jones  
Title: Chief, Verification Branch

- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: January 6, 1975

Signed: *C. Dale North, Jr.*  
C. Dale North, Jr., LCDR, NOAA  
Title: Chief, Processing Division

ATLANTIC MARINE CENTER  
ELECTRONIC CONTROL PARAMETERS

1. Project # OPR-468    2. Reg. # H-9199    3. Field # 742-10-1-71  
 4. Type of Control: Raydist (Hi-Fix, Raydist, EPI, etc.)  
 5. Frequency 3306.4 (for conversion of electronic lanes to meters)  
 6. Mode of Operation (check one):

Range-Range

Range One (R<sub>1</sub>)  
 Station I.D. Henderson 2 1966  
 Range Two (R<sub>2</sub>)  
 Station I.D. Creole

Range-Visual

Lat. 30° 18' 14.5395"  
 Long. 89° 17' 18.7193"  
 Lat. 30° 07' 31.751"  
 Long. 89° 13' 20.585"

Hyperbolic (3-station)

Slave One  
 Station I.D. \_\_\_\_\_  
 Master  
 Station I.D. \_\_\_\_\_  
 Slave Two  
 Station I.D. \_\_\_\_\_

Hyper-Visual

Lat. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"  
 Long. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"  
 Lat. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"  
 Long. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"  
 Lat. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"  
 Long. \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_"

7. Location of Survey:

Range-Range

Imagine an observer is standing at R<sub>1</sub> Station and looking directly at R<sub>2</sub> (check one):

Survey area is to observer's Right  A=β

Survey area is to observer's Left  A=1

Hyperbolic

Looking from survey area toward Master Station:

Slave One must be to observer's Left;

Slave Two must be to observer's Right.

8.  This form is submitted as an aid in preparing a boat sheet.  
 This form applies to all data on this survey.  
 This form applies to part of the data on this survey.

Vessel EDP #	From Time Day	To Time Day	Position Numbers (inclusive)
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____

9. Remarks: \_\_\_\_\_

ATLANTIC MARINE CENTER  
PROJECTION PARAMETERS  
POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

- 1. Project No. 468
- 2. Reg. No. H-9199
- 3. Field No. 742-10-1-71
- 4. Requested By Verification AMC
- 5. Ship or Office HEP-72
- 6. Date Required \_\_\_\_\_

7. Polyconic  Modified Transverse Mercator

8. Central Meridian of Projection 89° 25' 45"

9. Survey Scale: 1: 10,000

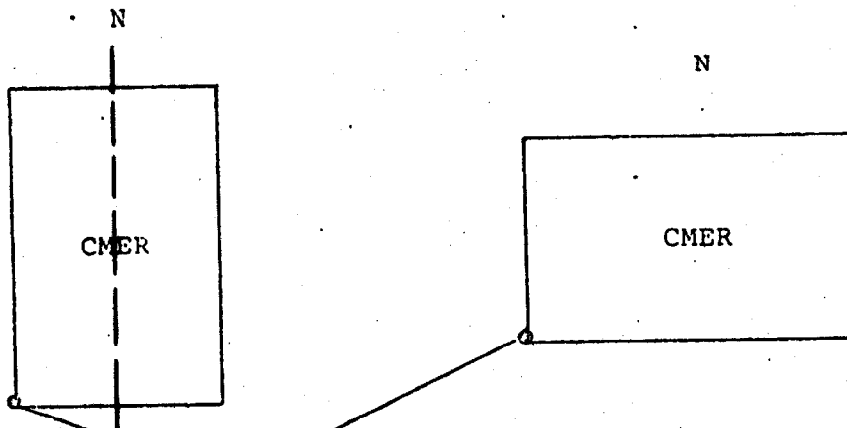
10. Size of Sheet (check one):

36 x 54  36 x 60  Other  Specify \_\_\_\_\_

11. Sheet Orientation (check one):

NYX = 1

NYX = 0



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)

Latitude 30° 09' 05"

Longitude 89° 28' 32"

13. G.P.'s of triangulation and/or signals attached

14. Material Desired: Tracing Paper  Mylar

Smooth Sheet  Other  Specify \_\_\_\_\_

15. Remarks: \_\_\_\_\_

Verifier: F. Saunders

VERIFICATION BRANCH  
PLOTTER NOTE TO EDP (AMC)  
SURVEY H-9199-742-10-1 ) OPR 468  
-71

This branch has completed the verification of the sounding overlay.

There are

- ~~0~~-- positions to be inserted
- ~~2~~-- records to be inserted
- ~~2~~-- records to be deleted
- ~~0~~-- positions to be changed
- ~~0~~-- soundings to be corrected
- 350 soundings to be excessed to Level 9- Hand Plot.

The NP excess position program is not requested for this plot. There are about n/a position numbers effected.

Distortion point tick origin shall be

30° 09' 09"  
89° 28' 26.0"

Sounding orientation is to be normal 15° 30' 45°

Reference station to be plotted is Caddy - ~~466~~<sup>1966</sup>

at Lat. 30° 13' 1806.1<sup>M</sup>

Long. 89° 25' 437.8<sup>M</sup>

Please assign a signal number but do not plot no. 301

Cards have been keypunched for all changes and accompany this note.

After all corrections have been applied, please plot the smooth sheet with plotter origin

and size

SEE REVERSE

W. L. Jonns  
Chief, Verification

No. 42 HYDROGRAPHIC SURVEY  
 Field No. 742-10-1-71 Reg. No. H-9199  
 Scale 1: 10,000 Plotted: F.L.S. Verified  
 Projection: Cal Comp - 618 AMC GFT  
 Tri. Sta. AMC FLS  
 topo. Sta. AMC FLS  
 Hydro. Sta. None  
 Datum. North America 1927  
 Ref. Sta. Caddy 2 1966  
 Lat. 30° 13' 1806.1 meters m. Adj  
 Long. 89° 25' 437.8 meters m. Adj

Stamp Origin 89° 24' 00"  
 30° 09' 30"

Please assign numbers to the following aids  
 but do not plot them on the sheet.

BAYOU CADDY CHANNEL LT #1 - Lat. 30° 13' 51.270" (020)  
 Long. 89° 24' 07.066"

D.B. #2 - Lat. 30° 14' 03.617" (019)  
 Long. 89° 24' 25.151"

D.B. #3 - Lat. 30° 14' 10.577" (018)  
 Long. 89° 24' 45.977"

BAYOU CADDY CHANNEL LT #4  
~~D.B. #4~~ - Lat. 30° 14' 21.536" (017)  
 Long. 89° 25' 01.093"

BAYOU CADDY CHANNEL LT #5  
~~D.B. #5~~ - Lat. 30° 14' 17.198" (007)  
 Long. 89° 25' 28.138"

ISLAND 22  
 St. Joseph's Light - Lat. 30° 11' 03.746" (021)  
 Long. 89° 25' 33.448"



ATLANTIC MARINE CENTER  
 VERIFICATION OF SMOOTH TIDES

SURVEY H-9199 (742-10-1-71)

PLANE OF REFERENCE MLW OR MLLW  
 TIME MERIDIAN 90  
 HEIGHT DATUM ON STAFFS 1. 1.4 2.      3.     

TIDE STATIONS	POSITION	TYPE GAGE	TIME CORR.		HEIGHT CORR. *	
			H.W.	L.W.	H.W.	L.W.
1. Lower Point Clear, Miss.	$\phi$ 30° 10' 30" Y 89° 27' 45"					
2.	$\phi$ Y					
3.	$\phi$ Y					

HOURLY HRIGHTS  FROM ROCKVILLE OFFICE  
 FROM FIELD MARIGRAMS VERIFIED BY: Rockville

TIDE ZONING  NOT APPLICABLE  
 BY COMPUTER  
 FROM TWO OR MORE GAGES

LIMITS AND DESCRIPTION OF ZONING METHODS

TIDE CORRECTIONS COMPILED  BY COMPUTER  
 MANUALLY VERIFIED BY: GFT  
 VERIFIED BY:     

HEIGHT OF MHW ABOVE PLANE OF REFERENCE 1.5

TIDE CORRECTIONS VERIFIED ON SOUNDING PRINTOUT BY: GFT

DATE OF VERIFICATION 5/30/74

\*OR RATIO

*W. J. Jones*  
 EXAMINED & APPROVED

5/13/74

U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center

Hourly heights are approved for Form 362

Tide Station Used (NOAA Form 77-12): Lower Point Clear, Miss.

Period: March 22 - August 17, 1971, February 2, 1972

HYDROGRAPHIC SHEET: H9199

OPR: 468

Locality: Mississippi Sound

Plane of reference (mean lower low water): 1.4 ft.

Height of Mean High Water above Plane of Reference is 1.5 ft.

Remarks: Zone direct.

*James R. Hubbard*  
for Chief, Tides Branch

GEOGRAPHIC NAMES

H-9199

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
	ON CHART NO.	ON PREVIOUS SURVEY NO.	ON U.S. MAPS	FROM U.S. QUADRANGLE	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	GRAND MCNALLY ATLAS	U.S. LIGHT LIST		
BAYOU BOLAN											1
BAYOU CADDY											2
BRYAN BAYOU											3
CAMPBELL OUTSIDE BAYOU											4
CLERMONT HARBOR											5
GRAND ISLAND CHAN											6
HERON BAY											7
HERON BAY POINT											8
LANDMARK BAYOU											9
LIGHTHOUSE BAYOU											10
LIGHTHOUSE POINT											11
MISSISSIPPI SOUND <i>etc</i>											12
POINT CLEAR											13
ST. JOE PASS											14
ST. JOSEPH POINT											15
THREE OAKS BAYOU											16
TURKEY BAYOU											17
WAVELAND											18
											19
											20
											21
											22
											23
											24
											25

Approved  
*Chas. E. Hamington*  
 Staff Geographer  
 12 March 1975

**HYDROGRAPHIC SURVEY STATISTICS**  
**HYDROGRAPHIC SURVEY NO. H-9199**

**RECORDS ACCOMPANYING SURVEY:** To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET & 2-Overlays		1	BOAT SHEETS		1	
DESCRIPTIVE REPORT		1	OVERLAYS		2	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	1		1			
CAHIERS	1		1			
VOLUMES	16					
BOXES			1			
T-SHEET PRINTS (List)						
SPECIAL REPORTS (List)						

**OFFICE PROCESSING ACTIVITIES**

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				3472
POSITIONS CHECKED		317	0	
POSITIONS REVISED		25	0	
DEPTH SOUNDINGS REVISED		75	11	
DEPTH SOUNDINGS ERRONEOUSLY SPACED		0	6	
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		0	0	
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		10	5	
JUNCTIONS		3	8	
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		12	4	
SPECIAL ADJUSTMENTS		30	4	
ALL OTHER WORK		130	70	
<b>TOTALS</b>		185	91	
PRE-VERIFICATION BY M. B. Hickson	BEGINNING DATE 1 May 1974		ENDING DATE 14 May 1974	
VERIFICATION BY R. G. Cram	BEGINNING DATE 15 May, 1974		ENDING DATE 30 Dec. 1974	
REVIEW BY <i>Charles David mesdor</i>	BEGINNING DATE 5/2/75		ENDING DATE 6/23/75	

*Insp. D. J. Romesburg 9-17-75 44 hrs.*  
*passed RHC*

Reg. No. H-9199

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey the following shall be completed:

CARDS CORRECTED

DATE \_\_\_\_\_ TIME REQ'D \_\_\_\_\_ INITIALS \_\_\_\_\_

REMARKS:

Reg. No. H-9199

The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE 9-23-82 TIME REQ'D. \_\_\_\_\_ INITIALS JAC

REMARKS:

H-9199

Items for Future Presurvey Reviews

The bottom is adequately developed on the present survey. The prior and present surveys show this to be a stable bottom area. In addition to the sunken wreck in Paragraph 6A(5), the submerged piling mentioned in Paragraphs 3C and 5C of this review may warrant extra development on future operations in this area.

<u>Position</u>	<u>Index</u>	<u>Bottom Change</u>	<u>Use</u>	<u>Resurvey</u>
<u>Lat.</u>	<u>Long.</u>	<u>Index</u>	<u>Index</u>	<u>Cycle</u>
300	0893	3	2	50 years
301	0893	3	2	50 years

OFFICE OF MARINE SURVEYS AND MAPS

MARINE CHART DIVISION

HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. 9199

FIELD NO. 742-10-1-71

Mississippi, Mississippi Sound, Heron Bay Point to Waveland

SURVEYED: March 22 through August 18, 1971

SCALE: 1:10,000

PROJECT NO.: OPR-468

SOUNDINGS: DE-723 Depth Recorder,  
Leadline, Sounding Pole

CONTROL: Raydist  
(Range-Range)

Chief of Party .....	G. C. Chappell
Surveyed by .....	J. D. Stachelhaus
.....	E. R. Krisher
.....	R. L. Baker
.....	J. P. Campton
.....	C. F. Peters
Automated Plot by .....	CALCOMP 618 (AMC)
Verified and Inked by .....	R. G. Cram
Reviewed by .....	C. D. Meador
.....	Date: June 23, 1975
Inspected by .....	D. J. Romesburg

1. Control and Shoreline

The origin of the control is adequately discussed in paragraph F of the Descriptive Report.

The shoreline originates with the final reviewed topographic manuscripts TP-00038 of 1969-1970 and TP-00041 of 1969-1971.

The mean high water line as shown on this survey is for guidance only and, except for revisions in red determined by the hydrographer, the true position of this line is shown on the topographic surveys previously mentioned.

2. Hydrography

A. Depths at crossings are in adequate agreement.

B. Except for the low water curve, the usual depth curves are adequately delineated. A few dashed curves and the supplemental three-foot curve were added to better show the bottom topography and to emphasize important bottom features.

C. The development of the bottom configuration and investigation for least depths are considered adequate.

### 3. Condition of the Survey

The field work, sounding records, smooth plotting, and the Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual supplemented by the Instruction Manual - Automated Hydrographic Surveys except for the following:

A. No elevation was determined for the lighthouse ruins located in latitude  $30^{\circ}10.41'$ , longitude  $89^{\circ}27.74'$ .  
<sup>21.60</sup> <sup>44.40</sup>

B. Additional information on the improvised wire-drag investigations would have been helpful in making recommendations for the disposition of the affected items.

C. No examination was made for the possible remains of submerged mooring dolphins in latitude  $30^{\circ}10.83'$ , longitude  $89^{\circ}26.39'$ .  
<sup>49.80</sup> 04

### 4. Junctions

Excellent junctions were effected with H-9177 (1970) on the northeast, with H-9200 (1971) on the east and southeast, and with H-9262 (1971-72) on the south and southwest.

### 5. Comparison with Prior Surveys

- A. H-545 (1856), 1:20,000  
 H-546 (1856), 1:20,000  
 H-589 (1857), 1:20,000  
 H-1055a (1870), 1:40,000  
 H-1055c (1870), 1:20,000

These earlier surveys fall within the area of the present survey but are not discussed in the present review.

- B. H-3960 (1916-18), 1:40,000

This prior survey covers the entire area of the present survey.

A comparison between the present and prior surveys reveals variable differences in depth of 1 to 3 feet in scattered areas. The relative positions of deeps and shoals are in good agreement.



Between Waveland and Clermont Harbor, noticeable shoreline change has occurred due to storms, the construction of culverts, drains, groins, and the use of sand fill in maintained beach areas.

The dredged channel into Bayou Caddy and the dredged channel of the Intracoastal Waterway did not exist in 1918.

The present survey is adequate to supersede this survey within the common area.

C. T-9788 (1951-53), 1:20,000

This topographic survey supersedes the shoreline on the prior hydrographic surveys. The following items were not verified or disproved and have been carried forward to supplement the present survey:

<sup>13.20</sup>(1) A row of submerged piling centered in latitude  $30^{\circ}15.22'$ , longitude  $89^{\circ}25.00'$ . *ok*

<sup>360</sup>(2) A row of submerged piling centered in latitude  $30^{\circ}15.06'$ , longitude  $89^{\circ}25.18'$ . *ok*

6. Comparison with Chart 11367 (formerly 878-SC), 8th Ed. (latest print date July 27, 1974)

A. Hydrography

The charted hydrography originates with the previously discussed surveys which require no further consideration, supplemented by the partial application of depths from the boat sheet (Bp. 83990) of the present survey and information from Notice to Mariners and Chart Letters.

Attention is directed to the following:

(1) A group of four piles (presurvey review item no. 39) charted in latitude  $30^{\circ}15.5'$ , longitude  $89^{\circ}23.62'$ , originates with H-3960 (1916-18). The existence of these piles has been disproved by the present survey and they should be deleted from the chart. *Applied*

<sup>27</sup>(2) A snag charted in latitude  $30^{\circ}15.6'$ , longitude  $89^{\circ}23.45'$ , was erroneously applied from a penciled note on the boat sheet (Bp. 83990) of the present survey. This snag does not exist and should be deleted from the chart. *Applied*

<sup>33'00"</sup> (3) The term subm. piles, used to describe a row of piles in the vicinity of latitude <sup>37'20"</sup> 30°15.62', longitude 89°23.55', was erroneously charted from a note on the boat sheet (Bp.83990) of the present survey. This term should be changed to "piling" on the chart. The notation "subm. pile" should refer to the pile charted in latitude 30°15.63' longitude 89°23.51' <sup>20'60"</sup> only. *Applied*

(4) A subm. pile (presurvey review item no. 40) charted in latitude <sup>21'00"</sup> 30°14.35', longitude 89°25.21', originates with Notice to Mariners No. 28 of 1965. The existence of this feature has been disproved by the present survey and should be deleted from the chart. *Applied*

(5) The <sup>42"</sup> sunken wreck, PA, charted in latitude 30°14.7', longitude 89°23.8', originates with Local Notice to Mariners No. 66 of 1971 subsequent to the date the present hydrography was run in this area. No investigation of the original reported position of this item was attempted on the present survey inasmuch as the initial report stated that the sunken wreck may be shifting position and a visible wreck was discovered in latitude 30°14.57', longitude 89°23.89', approximately 300 meters southwest of the submerged wreck's charted position. Until a specific investigation for the sunken wreck is made, this item should remain as charted except that the designation should be revised from PA to ED. *No Corr*

(6) An <sup>46'00"</sup> obstruction (presurvey review item no. 41) charted in latitude <sup>22'20"</sup> 30°12.78', longitude 89°24.37', originates with Notice to Mariners No. 37 of 1942. The existence of this feature has been disproved by the present survey and should be deleted from the chart. *Applied*

(7) A derrick (presurvey review item no. 44) charted in latitude 30°10.83', longitude 89°26.39', originates with Chart Letter No. 820 of 1952. Described as a drilling barge with derrick, the structure was not found at this location on the present survey but its remains were located in latitude 30°10.9' longitude 89°27.04' and are presently charted as a visible wreck. Several dolphins were reportedly used to moor the derrick-barge in its charted position; however, no investigation was made of the original reported position to verify or disprove the existence of the mooring dolphins. An indication that remnants of the mooring dolphins may exist was found on the fathogram trace for Julian Day 97 between positions 5024 and 5025. The charted derrick should be revised to show a danger curve with the notation submerged piling. *Applied*

(8) A sunken wreck, PA, charted in latitude  $30^{\circ}10.36'$ , longitude  $89^{\circ}27.74'$ , originates with Notice to Mariners No. 22 of 1963. This feature has been disproved by the present survey and should be deleted from the chart. *Applied*

(9) The ruins (presurvey review item no. 43) charted in latitude  $30^{\circ}11.06'$ , longitude  $89^{\circ}25.56'$ , originate with Chart Letter 684 of 1950. The present survey shows these ruins to be covered by 6 feet of water at mean low water, and they should be symbolized on the chart accordingly. *Applied*

(10) The submerged piling charted in latitude  $30^{\circ}10.36'$ , longitude  $89^{\circ}27.75'$  originate with Local Notice to Mariners No. 105 of 1958 (Chart Letter 777 of 1958). As the original reported position of the submerged piling was approximate, their charted positions should be revised to agree with the present survey. *21.60" No Corr*

(11) The pier ruins charted in latitude  $30^{\circ}15.35'$ , longitude  $89^{\circ}24.88'$  were not found on the present hydrographic and topographic surveys and should be deleted from the chart. *21.00" Applied*

#### B. Controlling Depths

The controlling depth note for the channel in Bayou Caddy originates with Corps of Engineers data (Chart Letter No. 1210 of 1973) subsequent to the present survey and supersedes the present survey information.

#### C. Aids to Navigation

There are two floating and six fixed aids to navigation within the limits of the present survey.

Grand Island Pass Buoy 2 has been repositioned and established as a fixed aid subsequent to the present survey. All other aids shown on the present survey are in substantial agreement with their charted positions and adequately mark the features intended.


#### 8. Compliance with Instructions

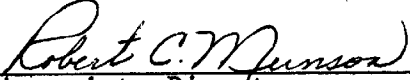
This survey adequately complies with the Project Instructions.

9. Additional Field Work

This is a very good basic survey, and no additional field work is recommended. However, an investigation for possible remains of submerged mooring dolphins in latitude  $30^{\circ}10.83'$ , longitude  $89^{\circ}26.39'$ , would be desirable.

Examined and Approved:

  
\_\_\_\_\_  
Chief  
Marine Chart Division

  
\_\_\_\_\_  
Associate Director  
Office of Marine Surveys  
and Maps



