

9279

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. .... 742-10-1-72 .....  
Office No. .... H-9279 .....

LOCALITY

State ..... MISSISSIPPI-LOUISIANA .....  
General Locality ..... PEARL RIVER .....  
Locality ..... BALDWIN LODGE TO FEARLINGTON .....

19 72

CHIEF OF PARTY  
JOHN D. STACHELHAUS

LIBRARY & ARCHIVES

DATE ..... 7/16/75 .....

9279  
1268

HYDROGRAPHIC TITLE SHEET

H-9279

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.

742-10-1-72

State Mississippi-Louisiana

General locality Pearl River  
~~Mississippi Sound~~

Locality Baldwin Lodge to Pearlington  
~~Lower Pearl River~~

Scale 1:10,000

Date of survey March 10-17, 1972

Instructions dated October 25, 1968

Project No. OPR-468

Vessel Hydrographic Field Party 742

Chief of party LT John D. Stachelhaus

Surveyed by LT Richard L. Baker

Soundings taken by echo sounder, ~~hydrographic~~ pole

Graphic record scaled by Party personnel

Graphic record checked by Party personnel

Protracted by Party personnel

Automated plot by AMC-(Smooth Sheet)  
- CALCOMP 618

Soundings penciled by Party personnel

Soundings in ~~yards~~ feet at MLW ~~XXXXXX~~

REMARKS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ *revised to stda 8/11/75* \_\_\_\_\_  
\_\_\_\_\_

DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-9279  
FIELD NO. 742-10-1-72

-----oOo-----

SCALE: 1:10,000

SEASON: 1972

-----oOo-----

HYDROGRAPHIC FIELD PARTY 742

LT. JOHN D. STACHELHAUS

OFFICER IN CHARGE

DESCRIPTIVE REPORT  
HYDROGRAPHIC SURVEY H-9279

A. PROJECT

Project Instructions for OPR-468 are dated 25 October 1968, with Supplemental Instructions dated 3 September 1969, 17 November 1969, and 11 November 1971.

B. AREA SURVEYED

The survey includes the Pearl River (on the Louisiana-Mississippi border), from the Louisville and Nashville Railroad Bridge near Lake Borgne, north to the U. S. Highway 90 Bridge near Pearlington, Mississippi. A preliminary reconnaissance of the West Hancock County Harbor and Industrial Area, still in the construction stage on Mulatto Bayou, was also included in the survey, which was completed during the period March 10-17, 1972.

Basic hydrography was run south of the harbor area, while reconnaissance spacing was run to the north. No records were retained by this party of Survey H-9263 (742-10-3-71, 1:10,000) or Survey H-9262 (742-10-2-71, 1:10,000), and junction soundings were not transferred to the boat sheet prior to hydrography; consequently, junctions with these two sheets have not been verified in the field.

✓  
C. SOUNDING VESSELS

All soundings were obtained by (Penn Yan) Launch 1259 ✓  
(positions in blue); bottom samples and other detached  
positions were taken with (Monark) Launch 1260 (positions  
in red).

✓  
D. SOUNDING EQUIPMENT

A Raytheon Survey Fathometer, Model DE-723, Serial No. ✓  
1889, was used to obtain all soundings. In water shoaler  
than five feet, a sounding pole graduated in one-foot in-  
crements was used. Daily bar checks were meaned and used  
to correct the echo soundings for velocity and transducer  
draft. The initial was maintained at 1.0 foot at all times,  
and no deviation from this value occurred. The settlement  
and squat correction was zero (see Appendix B).

✓  
E. SMOOTH SHEET

The smooth sheet <sup>was</sup> ~~will be~~ machine plotted at Atlantic ✓  
Marine Center. All data was logged on paper tape for input  
into AMC's Hydroplot System.

✓  
F. CONTROL

A range-range DR-S Raydist System, frequency 3306.4 kHz, ✓  
was used for horizontal control. The red station was located  
at BAYOU BILOXI RM 1, and the <sup>blue</sup> green at CREOLE 1966. Since

F. CONTROL (Continued)

land attenuation problems were anticipated, calibration was performed frequently at twelve stations established by Photo Party 61 (see Control Report, Photo Party 61). During the daily course of hydrography, the Raydist Navigator was calibrated whenever the launch was in the vicinity of a calibration station, by positioning the launch's antenna as close to the station as the weather permitted (never more than four meters, usually one meter or less) and checking the Navigator dial values against the true position of the station, resetting the dials when necessary for plotting accuracy. Calibration station positions were machine plotted on the boat sheet by AMC.

An analysis of the calibrations showed that position error at a given station varied significantly from day to day, and even during the day. Therefore, no attempt was made to determine a mean correction for each station for the whole survey. Instead, each calibration was applied only to positions taken near the time and place of the calibration. Zoning of correctors between adjacent calibration stations was done on the boat sheet by rounding the correctors at each station to the nearest 0.1 lane and using spacing dividers to divide the area between stations linearly into zones of correctors with 0.1 lane increments.

✓  
F. CONTROL (Continued)

On the eastern end of the sheet, it was assumed arbitrarily ✓  
that the change of attenuation from one point to another  
was not linear, but changed more rapidly near the bridge;  
thus, the correctors change more rapidly in that area,  
attributing extra error to the electromagnetic properties  
of the bridge.

Positions 456-461, under and near the railroad bridge, ✓  
were obtained using "see boat sheet" techniques, since the  
Raydist antenna was too high to pass under the span. Land-  
marks, such as the center of the span and the light on the  
bridge fender (Station No. 107), were used for "visual" con-  
trol.

The same methods were used to survey the Harbor and ✓  
Industrial Area, using the landmarks on the engineer's plan  
(to be forwarded with the hydrographic records) to obtain  
positions, then transferring the positions to the boat  
sheet with proportional dividers, and scaling Raydist  
"fixes" from the boat sheet.

✓  
G. SHORELINE

Shoreline was transferred from <sup>Reviewed</sup>~~Incomplete~~ Manuscript ✓  
TP-00040. Hydrography was run as close to shore as possible,  
but the small range of tide in the area prevented a good

✓  
G. SHORELINE (Continued)

determination of the zero curve. The distance from the launch to the high-water line (denoted "SL" for "shoreline" in the volumes) was estimated at the ends of lines run across the river. *shoreline was transferred to Smith Sheet from TP-00040 (Enlarged to 1:19,000).*

The apparent disagreement between shoreline taken from TP-00040 and fixes No. 9-14, which fall north of it, is due to a significant Raydist calibration correction, which was not applied in plotting boat sheet positions. *shoreline on* The shoreline discrepancy on the east side of Brown's Island (vicinity of Pearl River Light 39) may be due to an unaccounted for Raydist error, manuscript inaccuracy, or the actual reduction in size of the island since photographs were ~~flown~~ *taken*.

Liaison was maintained with Photo Party 61, with whom agreement was reached on the location of all objects along the shoreline. See Field Edit Ozalid TP-00040 for all shoreline and near-shore detail.

✓  
H. CROSS LINES

Cross lines comprise 40% of the total mileage of sound-  
ing lines. Generally, depths agree at crossings within a foot. Raydist calibration errors, not corrected for on the boat sheet plot, account for nearly all crossing discrepancies.



✓  
I. JUNCTIONS

See the note in Section B of this report.

*JOINS H-9262 (1971-72) on the south and H-9347 (1972-73) in LITTLE LAKE PASS on the west.*

✓  
J. COMPARISON WITH PRIOR SURVEYS

There were no Presurvey Review items to be investigated ✓  
on this survey. Comparison with the violet soundings on the boat sheet from Corps of Engineers' Survey 2A-9-3 (108 thru 112), 1:2400, 1969, shows generally good agreement.

✓  
K. COMPARISON WITH THE CHART

Soundings from Chart 878-SC, 5th Ed., scale 1:40,000, ✓  
were inked on the boat sheet in red. These soundings and associated depth curves show generally good agreement with the boat sheet.

One uncharted hazard was located at latitude  $30^{\circ}11'.35''$  N, <sup>21''</sup>  
longitude  $89^{\circ}35'.16''$  W. It is a fallen tree, baring five <sup>9.6''</sup> feet with branches baring one-half foot, in 1.7 feet of water at MLW. *Already charted on 11367 (878SC) 9<sup>th</sup> Ed Jun 28/15* *Prev. applied*

✓  
L. ADEQUACY OF THE SURVEY

The basic portion of this survey may be considered ✓  
complete and adequate to supersede prior surveys for charting.

✓  
M. AIDS TO NAVIGATION

The survey included thirteen floating and three fixed aids to navigation. A comparison with the Coast Guard Light List showed all aids in the proper locations and depths. Comparison with Chart 878-SC gives the same results, except that black can buoy No. 27 was found to be 0.1 nautical mile southeast of its charted position. All aids were judged adequate for their intended purposes.

✓  
N. STATISTICS

Launch 1259:

Positions .....	533
Nautical Miles of Sounding Line .....	49.3

Launch 1260:

Positions .....	30
Nautical Miles of Sounding Line .....	0.0

Total Square Nautical Miles Surveyed .....	1.1
Number of Bottom Samples .....	16
Fixed Aids Located (by Photo Party 61) ...	3✓
Floating Aids Located .....	13✓
New Hazards to Navigation Located .....	1✓

✓  
O. MISCELLANEOUS

Since HFP 742 left Pearlinton, Mississippi one week after the hydrography for this survey was completed, processing of the data could not be started until the party was at its new headquarters at Brooke, Virginia.

✓  
P. RECOMMENDATIONS

A future survey of the West Hancock County Harbor and Industrial Area at a scale of 1:5,000 should be considered. Information on the completion date of the harbor may be obtained from the Hancock County Port and Harbor Commission, P.O. Box 69, Bay St. Louis, Mississippi.

This party calibrated the Raydist equipment frequently during this survey, and still it was not clear exactly how the Raydist correctors should be applied to the positions. It is evident that in future surveys in inland areas, especially where structures such as the railroad bridge interfere with Raydist propagation, a detailed calibration study prior to the hydrography would be helpful. During such a study, procedures for calibration could be established for the area which could save processing time and improve accuracy.

✓  
Q. REFERENCES TO REPORTS

1. Field Edit Report for Manuscript TP-00040 --  
submitted by Photo Party 61.
2. Control Report for H-9279 -- prepared by Photo  
Party 61, and submitted with this Descriptive  
Report.
3. HFP 742 Season's Report, 1971-72 Field Season --  
submitted March 1972.

Respectfully submitted,

*James L. Stokoe*

James L. Stokoe  
LTJG, NOAA

ATLANTIC MARINE CENTER  
APPROVAL SHEET  
FOR  
AUTOMATED SURVEY H- 9279

- 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: 7/11/75

Signed:

Gay F. Pugh, Acting

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: 7/11/75

Signed:

Jeffrey L. Carter, CDR, NOAA

Title: Chief, Processing Division

APPENDIX F  
APPROVAL SHEET

Hydrography on H-9279 was done by LT Richard L. Baker, under the command of LT John D. Stachelhaus. The processing, including this report, was done by LTJG James L. Stokoe, under my supervision.

With the exceptions noted in Sections B and I of this report, this survey is complete, and the basic portion is adequate for charting to the best of my knowledge.



Ned C. Austin  
LCDR, NOAA  
Officer in Charge, HFP 742

ATLANTIC MARINE CENTER

TIDE NOTE

1. Project No: OPR-468      2. Vessel/Field Unit: HFP 742  
 3. Year: 1972                      4. Meridian Time Zone: 90 W  
 5. Tide Station Name: Pearlington, Mississippi  
 6. Position: Lat. 30 ° 14.4 N '      Long. 89 ° 36.8 W '  
 7. Plane of Reference:  MLW,       ~~XXXX~~ corresponds to 5.5  
 feet on the tide staff for the period 10-26-71 to 3-21-72.  
 8. Hourly Heights:       Standard Gauge, furnished from Rockville.  
                                   Scaled and logged from field marigrams.  
 9. Tidal Zoning:       Not applicable.  
                                   By two or more gauges automatically zoned.  
                                   By applying tidal differences and constants  
 for the area(s):      a. \_\_\_\_\_

TIME (Hour, Minute)		HEIGHT (Feet)		HEIGHT RATIO (If Applicable)	
High Water	Low Water	High Water	Low Water	High Water	Low Water

b. \_\_\_\_\_

TIME (Hour, Minute)		HEIGHT (Feet)		HEIGHT RATIO (If Applicable)	
High Water	Low Water	High Water	Low Water	High Water	Low Water

c. Include additional areas on separate sheet(s).

10. Remarks: \_\_\_\_\_  
 \_\_\_\_\_

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): Pearlington

Period: March 11 - March 17, 1972

HYDROGRAPHIC SHEET: H9279

OPR: 468

Locality: Pearl River, Mississippi

Plane of reference (mean ~~lower~~ low water): 5.5 ft.

Height of Mean High Water above Plane of Reference is 1.0 ft.

Remarks: Recommended Zoning:

1. Zone direct east to  $89^{\circ}34'.30$
2. Apply range ratio of 1.333 to remainder of sheet

*James R. Hubbard*  
for Chief, Tides Branch



ATLANTIC MARINE CENTER  
VERIFICATION OF SMOOTH TIDES

SURVEY H-9279  
(742 10-1-72)

PLANE OF REFERENCE: MLW ~~DRXMLLWX~~  
TIME MERIDIAN: 90 Plus 6  
HEIGHT DATUM ON STAFFS: 1. 5.5 2. \_\_\_\_\_ 3. \_\_\_\_\_ 4. \_\_\_\_\_

TIDE STATIONS	POSITION	TYPE GAGE	TIME CORR.		HEIGHT CORR.*	
			H.W.	L.W.	H.W.	L.W.
1. Pearlinton, Miss.	$\phi$ <u>30°-14.5 N</u> $\lambda$ <u>89°-36.8 W</u>	Bubbler	0.0	0.0	Ratio	1.33
2.	$\phi$ $\lambda$					
3.	$\phi$ $\lambda$					
4.	$\phi$ $\lambda$					

HOURLY HEIGHTS:  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:

Direct East to 89 -34'-30" West.

TIDE CORRECTIONS COMPLETED:  BY COMPUTER VERIFIED BY: G.F.T.  
 MANUALLY VERIFIED BY: \_\_\_\_\_

HEIGHT OF MHW ABOVE PLANE OF REFERENCE: 1.0

TIDE CORRECTIONS VERIFIED ON SOUNDING PRINTOUT BY: G.F.T.

DATE OF VERIFICATION: 8-2-74

\*OR RATIO

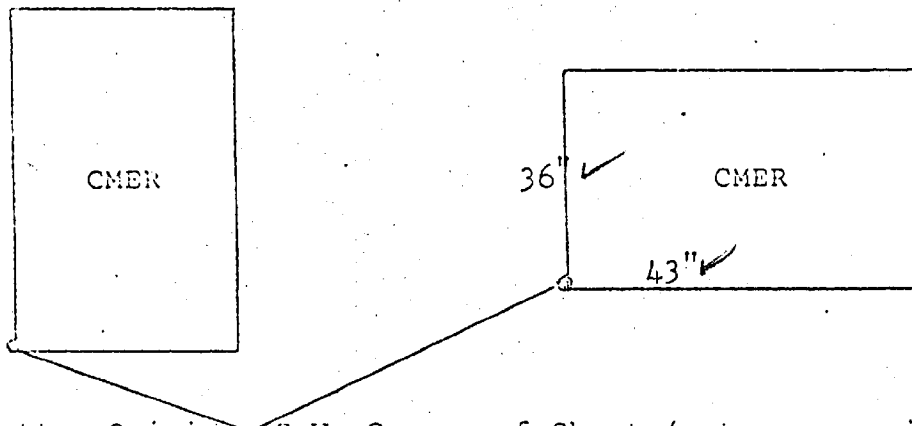
EXAMINED AND APPROVED

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

- 1. Project No. OPR-468
- 2. Reg. No. H-9279
- 3. Field No. 742-10-1-72
- 4. Requested By DCC - AMC
- 5. Ship or Office Verification Branch
- 6. Date Required ASAP
- 7. Polyconic  Modified Transverse Mercator
- 8. Central Meridian of Projection 89 ° 34 ' 30 "
- 9. Survey Scale: 1:10,000
- 10. Size of Sheet (check one):  
36 x 54  36 x 60  Other  Specify 36" x 43 in.
- 11. Sheet Orientation (check one):  
NYX = 1  NYX = 0   
N N



- 12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)  
Latitude 30 ° 09 ' 50 "  
Longitude 89 ° 37 ' 45 "
- 13. G.P.'s of triangulation and/or signals attached
- 14. Material Desired: Tracing Paper  Mylar   
Smooth Sheet  Other  Specify \_\_\_\_\_
- 15. Remarks: \_\_\_\_\_

APPENDIX D

CAM3-2  
2-22-71

ATLANTIC MARINE CENTER  
ELECTRONIC CONTROL PARAMETERS

1. Project # OPR-468    2. Reg. # H-9279    3. Field # 742-10-1-72  
 4. Type of Control: Raydist (Hi-Fix, Raydist, EPI, etc.)  
 5. Frequency 3306.4 KHz (for conversion of electronic lanes to meters)  
 6. Mode of Operation (check one):

Range-Range

Range-Visual

Range One (R<sub>1</sub>)  
 Station I.D. BAYOU BILOXI RM 1  
 Range Two (R<sub>2</sub>)  
 Station I.D. CREOLE 1966

Lat.	<u>29</u> °	<u>59</u> '	<u>46.869"</u>
Long.	<u>89</u> °	<u>33</u> '	<u>27.470"</u>
Lat.	<u>30</u> °	<u>07</u> '	<u>31.751"</u>
Long.	<u>89</u> °	<u>13</u> '	<u>20.585"</u>

Hyperbolic (3-station)

Hyper-Visual

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

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=0

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

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

GEOGRAPHIC NAMES

H-9279

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. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	GRAND McNALLY ATLAS	U.S. LIGHT LIST			
BALDWIN LODGE ✓											1
BROWNS ISLAND ✓											2
CROSS BAYOU ✓											3
ENGLISH LOOKOUT ✓											4
GRAND PLAINS BAYOU											5
JOHN CANE BAYOU ✓											6
LITTLE LAKE PASS ✓											7
LOUISIANA											8
MISSISSIPPI											9
MULATTO BAYOU ✓											10
OLD PEARL RIVER ✓											11
PEARLINGTON ✓											12
PEARL RIVER ✓											13
PEARL RIVER ISLAND ✓											14
Port Bienville Industrial Park ✓											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25

APPROVED  
 Chas E. Harrington  
 Staff Geographer  
 24 Sept. 1975

**HYDROGRAPHIC SURVEY STATISTICS**  
HYDROGRAPHIC SURVEY NO. H-9279  
(742-10-1-72)

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	3 3 ✕			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
Accompanying ENVELOPES	3		1 ✕			
CAHIERS	1 Also P/O & Sawtooth.		✕			
VOLUMES	4					
BOXES						

T-SHEET PRINTS (List)  
TP-00040 (6 parts enlarged to 1:10,000)

SPECIAL REPORTS (List)  
Control Report, April, 1972

**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				563
POSITIONS CHECKED		57	40	
POSITIONS REVISED		120	1	
DEPTH SOUNDINGS REVISED		100	10	
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		8	4	
JUNCTIONS		2	4	
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		6	6	
SPECIAL ADJUSTMENTS		24	0	
ALL OTHER WORK		102	27	
<b>TOTALS</b>		<b>142</b>	<b>41</b>	
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
G.D. Hendrix, D.C. Calland, B.J. Stephenson	6/15/74		5/12/75	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
B.J. Stephenson	5/22/75		5/28/75	
REVIEW BY	BEGINNING DATE		ENDING DATE	
<i>J. Gunlan</i>	11/18/75		11/20/75	

*Col. Insp. D.J. Pomesburg 1-7-76 35 hrs.*

REGISTRY NO. H-9279

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 REQUIRED \_\_\_\_\_ INITIALS \_\_\_\_\_

REMARKS:

Add Pear, 1952  $\Delta$   
30. 11 1210.6  
89. 32 0131.7

REGISTRY NO. \_\_\_\_\_

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 REQUIRED \_\_\_\_\_ INITIALS JAC

REMARKS:

H-9279

Items for Future Presurvey Reviews

There should be very little change other than dredging activity in the area.

The development of the Pearl River from latitude 30°12.5' northward to Pearlington is considered to be reconnaissance.

<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>
301	0894	2	2	50 years

OFFICE OF MARINE SURVEYS AND MAPS  
MARINE CHART DIVISION  
MODIFIED HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-9279

FIELD NO. 742-10-1-72

Mississippi-Louisiana, Pearl River, Baldwin Lodge to Pearlington

SURVEYED: March 10-17, 1972

SCALE: 1:10,000

PROJECT NO.: OPR-468

SOUNDINGS: DE-723 Depth Recorder,  
Sounding Pole

CONTROL: Raydist (Range-  
Range), Estimated  
Positions

Chief of Party ..... J. D. Stachelhaus  
Surveyed by ..... R. L. Baker  
Automated Plot by ..... CALCOMP 618 Plotter (AMC)  
Verified by ..... B. J. Stephenson  
Reviewed by ..... L. Quinlan  
..... Date: November 25, 1975  
Cursory inspection made--survey ..... D. J. Romesburg  
processing considered complete ..... Date: January 7, 1976

1. Control and Shoreline

The origin of the control is adequately covered in Part F of the Descriptive Report.

The shoreline originates with the reviewed shoreline manuscript TP-00040 of 1969-72.

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

2. Hydrography

A. Depths at crossings, with very few exceptions, are in excellent agreement.

B. The usual depth curves were adequately delineated south of latitude 30°12.5'.

C. The development of the bottom configuration and determination of least depths are considered adequate south of latitude 30°12.5'.



Development north of latitude 30°12.5' is reconnaissance in terms of required data density and, as such, cannot be considered adequate for the delineation of the usual depth curves, development of the bottom configuration, and determination of least depths in this area.

### 3. Condition of the Survey

The field work, survey records, automated 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 as follows:

A. The high water line in the vicinity of Port Bienville Industrial Park is shown as a dashed red line on the smooth sheet because of construction and dredging operations in this area.

B. Rescanning the fathograms for Julian Days 75 and 76 was necessary. Several missed peaks were rescanned on these days that defined midriver shoals.

C. Reconnaissance hydrography was run north of latitude 30°12.5' in compliance with Project Instructions.

D. Control calibrations were performed more frequently than usual to help alleviate attenuation problems.

E. Only a single line of soundings was run in the incomplete channel leading into Port Bienville Industrial Park.

### 4. Junctions

An adequate junction was effected with H-9347 (1972) on the southwest at Little Lake Pass. Junction with H-9262 (1971-72) will be discussed in the review of that survey.

### 5. Comparison with Prior Survey

H-1054 (1870) 1:20,000

This prior survey covers that section of the Pearl River from Little Lake Pass to Grand Plains Bayou. The soundings in this area are in good agreement.

The portion of the Pearl River from Little Lake Pass to Pearl-ington was previously surveyed by the Corps of Engineers (Bp 66864, sheets 1-25).

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

6. Comparison with Chart 11367 (878-SC), 9th Ed., June 28, 1975A. Hydrography

The charted hydrography originates with the previously discussed prior survey, Corps of Engineers blueprints, and the partial application of the boat sheet of the present survey.

The submerged pile at latitude  $30^{\circ}11'02.5''$ , longitude  $89^{\circ}33'26.5''$  originates with the reviewed shoreline manuscript TP-00040 (1969-72) and should be charted.

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

B. Controlling Depths

The charted controlling depth for the improved channel from Little Lake Pass up the Pearl River to Pearlinton is 12 feet reported in November 1964. The present survey shows 10 feet to be the controlling depth.

C. Aids to Navigation

The charted positions of the aids to navigation adequately mark the features intended.

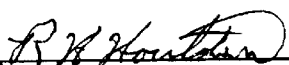
7. Compliance with the Project Instructions

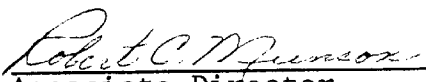
The survey adequately complies with the Project Instructions.

8. Additional Field Work

This survey is considered a very good basic survey south of latitude  $30^{\circ}12.5'$ , and no additional field work is recommended.

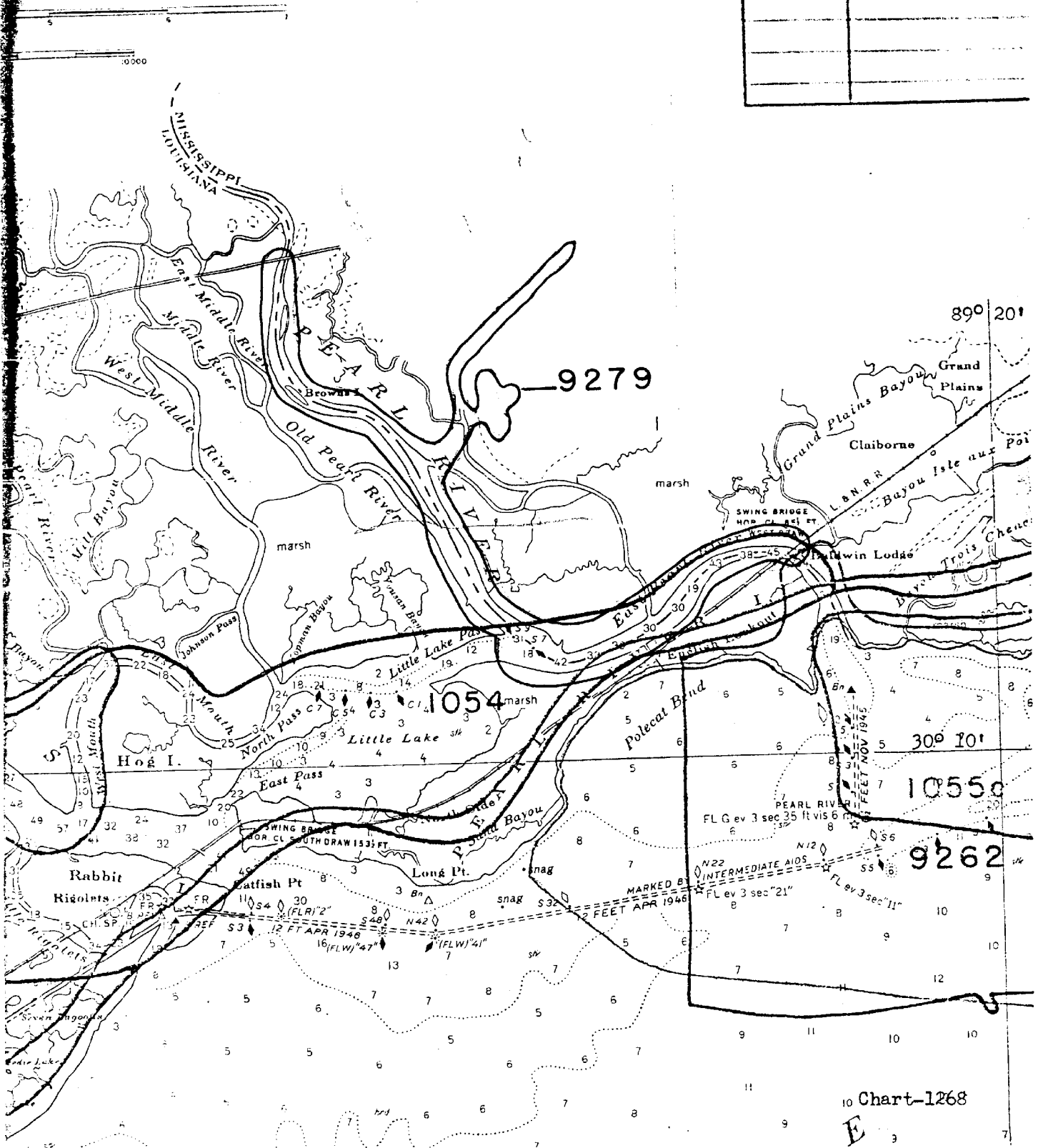
Examined and Approved:

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

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

HEIGHTS IN FEET  
AT LOW WATER

1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920



10 Chart-1268  
E 3

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9279

INSTRUCTIONS

- A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
  2. In "Remarks" column cross out words that do not apply.
  3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART NO.	DATE	CARTOGRAPHER	REMARKS
<del>11367</del> 878-SC	9-10-75	Bill Wanless	<del>Full Part Before</del> After Verification <sup>Before</sup> Review Inspection Signed Via Drawing No. 10
<del>1268</del>			<del>Full Part Before</del> After Verification Review Inspection Signed Via Drawing No. <del>50</del> <i>descriptive reports applied, critical area</i>
(11367) 878-SC	5/6/77	Bill Wanless	<del>Full Part Before</del> After Verification Review Inspection Signed Via Drawing No. 11 <i>Part applied, Fully applied south of 30° 12'</i>
1268 (11371)	13-13-78	Roy Diamond	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. NO. 41 BELOW 30° 12' ABOVE 30° 12' INSPECTED N.C. APPLIED THRU 878 SC
11371	6-5-90	<i>[Signature]</i>	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 50 - <i>considered adequately made.</i> <u>CAT. I</u>
11367	3-18-92	Betty Szytkowski	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 24 <i>Fully applied Re-244 5-23-92 1/13</i>
11367	3-23-92	<i>[Signature]</i>	<del>Full Part Before</del> After Verification Review Inspection Signed Via Drawing No. <i>#24 Appld Misc snags &amp; curves - Consider this survey adequately appld. in Full</i>
11371	9-14-92	<i>[Signature]</i>	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 5-2
			Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No.
			Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No.