

4615

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

U. S. COAST & GEODETIC SURVEY
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NOV 12 1931

State: Texas

Acc. No.

DESCRIPTIVE REPORT

Topographic
~~Hydrographic~~

Sheet No. c 4615

LOCALITY

Houston Ship Channel

Spilman's I. and vicinity

1930-31

CHIEF OF PARTY

John A. Bond, H. and G. E.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

Project No. 68
1930-31

Descriptive Report
to
Accompany

TOPOGRAPHIC SHEET C

of

HOUSTON SHIP CHANNEL AND VICINITY

TEXAS

John A. Bond, H. and G. E., U. S. C. and G. S.
Chief of Party

Descriptive Report to Accompany Topographic Sheet C

Houston Ship Channel, Texas

INSTRUCTIONS.

The topography on sheet C is a part of Project No. 68, the instructions for which were dated July 24th, 1930.

LIMITS AND SCALE.

Surveyed on a scale of 1/5000, the sheet covers the shore line of Goose Creek and vicinity, south portion of San Jacinto Bay and areas adjacent to the Houston Ship Channel as far north as Jennings Island. The sheet joins sheet B on the southeast and sheet D on the northwest.

CONTROL AND SURVEY METHODS.

Usual plane table survey methods were employed. Positions were obtained entirely from resections and three point fixes.

The control consisted of 27 triangulation stations very adequately spaced upon the sheet.

All elevations on this sheet are known to be ^{0.5 ft. high} ~~3/10 feet~~

~~low~~; none of them has been corrected. See explanation^V in Descriptive Report, Sheet A. (T4613)

(and memo of Feb. 28, 1934 from Dir. of T. & C.)

At a few places where there was a good agreement with the U. S. G. S. survey of 1915 small sections of the 20 ft. contour were drawn on the sheet without the usual survey methods.

At no place was an extra plane table station established inshore solely to delineate the 20 ft. contour.

GENERAL DESCRIPTION OF TOPOGRAPHIC FEATURES.

Hog Island and Spillmans Island have large marsh areas which are separated from the channel by many low dredge dumps. Both islands are practically treeless. There are several dense patches of a 6 to 8 foot perennial growth of cane weed adjacent to the ship channel.

A 30 foot bluff bank parallels the south shore of San Jacinto Bay and is covered at several places by heavily wooded areas of elm and pin oak.

There are many oil derricks in Tabbs Bay and Goose Creek, together with their necessary pipe lines, platforms, engine sheds and runways built up on piling. The flats on either side of Goose Creek channel are strewn with timbers and discarded machinery. The shore line is coated ^{with} crude oil.

No attempt was made to show all buildings, tanks or oil derricks in this vicinity. The more prominent of these were located by either stadia distances or plane table cuts.

The U. S.E. base line extends up Hog Island to triangulation station Pig where it crosses to the opposite side of the channel and continues westerly the entire length of Spillmans Island. The base line is marked by bronze discs set in concrete every 500 feet with intermediate 100 ft. stations marked by a wooden stake.

COMPARISON WITH PREVIOUS SURVEYS.

The land areas adjacent to the ship channel have undergone many changes due to the extensive dredging operations on the channel.

A poor agreement of elevations in the vicinity of Goose Creek with the U. S. G. S. survey was noted. This might be explained by the gradual sinking of the land in this area since large quantities of oil have been withdrawn from the Goose Creek field. What is charted as Thumb Point on chart 532 is now submerged except for a small shell knoll. A large portion of the north side of Hog Island is also submerged. The Humble Oil Co. of Baytown have run a series of level lines across this area at two year intervals since 1922.

The 20 ft. contour on the south side of San Jacinto Bay was in close agreement with the U. S. G. S. survey.

A prominent 30 foot tree-covered hill which is not shown on U.S.C. and G.S. chart 532 lies at the mouth of Goose Creek about 130 meters north of triangulation station Treat.

All buoys shown on this sheet have been accurately located and there are no buoys in place in the area surveyed which are not shown.

The lower portion of what is charted as San Jacinto River, from Lynchburg to Morgan Point, is known locally as Houston Ship Channel.

NEW NAMES.

All names shown on the sheet have been taken from Chart 532, with the exception of "Tabbs Bay" for the bay between Evergreen Point, Goose Creek and Hog Island, which name is well established in local usage.

LANDMARKS.

A list of landmarks for charts which contains the positions of prominent objects and all beacons and ranges will be forwarded under separate cover.

Respectfully submitted.

Washington, D. C.
October 20, 1931.

Edmund L. Jones
Edmund L. Jones
Aid, U.S.C. and G.S.

Approved:

John A. Bond
John A. Bond, H. and G.E.
Chief of Party, U.S.C. and G.S.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4615

TOPOGRAPHIC TITLE SHEET

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

Field No. C

REGISTER NO. 4615

State Texas

General locality Houston Ship Channel

Locality Spilmans Island and Vicinity

Scale 1/5000 Date of survey January, 1931, 19

Vessel Lorraine

Chief of Party John A. Bond

Surveyed by Edmund L. Jones

Inked by Edmund L. Jones

Heights in feet above M.H.W. to ground ~~to tops of trees~~

Contour, ~~Approximate contour, Form line~~ interval 20 feet

Instructions dated July 24, 1931, 19

Remarks: