

5356

U. S. COAST & GEODETIC SURVEY  
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Ed. June, 1923

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Texas

DESCRIPTIVE REPORT

*Photo*  
Topographic  
Hydrographic

Sheet No. 5356

LOCALITY

Matagorda Bay

~~Sand Point to the North End of~~

~~Lavaca Bay~~

EAST SHORE LAVACA BAY.

1934

CHIEF OF PARTY

T. M. Price Jr. Ensign

U. S. GOVERNMENT PRINTING OFFICE: 1903

5356

applied to chart 1284, Jan. 20<sup>th</sup> 1938 J.G.L.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5356

PHOTO  
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. 6

REGISTER NO. 5356

State Texas

General locality Matagorda Bay

Locality ~~East Shore Lavaca Bay~~  
~~Point to the North end of Lavaca Bay~~

Scale 1:20,000 Date of survey Photographs Dec. 19, 1933  
Jan. 8, 1934  
Compilation- October-November 1934

Vessel Army Air Corps Camera Fairchild T-3a 31-76  
Compilation Party #20 Corpus Christi, Texas

Chief of party Ens. T. M. Price, Jr.

Surveyed by See data sheet in the descriptive report

Inked by J. R. Reynolds

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 7, 1933

Remarks: Compilation of aerial photographs J1-J5; A1-A24.

Sheet reduced to scale and printed by photo-lithographic process.

-NOTES ON COMPILATION-

SHEET NO. FIELD 6 (Reg. No. 5356)

PHOTOS: No. J-1 to J-5 incl., A-1 to A-24 incl.

DATE OF PHOTOGRAPHS: J-flight Dec. 19, 1933 TIME: 9:48 A. M.  
A-flight Jan. 8, 1934 1:22-1:35 P. M.

SCALE FACTOR (1.01)	BY (sgd)	<u>C. H. Rulfs</u>	6/2/34
PROJECTION	(sgd)	<u>T. M. Price, Jr.</u>	6/ 8/34
PROJECTION CHECKED	(sgd)	<u>W. H. Burwell</u>	6/ 9/34
CONTROL PLOTTED	(sgd)	<u>J. R. Reynolds</u>	6/11/34
TOPOGRAPHY TRANSFERED	(sgd)	<del>W. H. Burwell</del>	<del>6/20/34</del>
TOPOGRAPHY CHECKED	(sgd)	<del>W. H. Burwell</del>	<del>6/20/34</del>
CONTROL CHECKED	(sgd)	<u>C. H. Rulfs</u>	6/15/34
SMOOTH RADIAL PLOT	(sgd)	<u>J. R. Reynolds</u>	7/24/34
		<u>C. H. Rulfs</u>	
		<u>T. M. Price, Jr.</u>	
DETAIL INKED	(sgd)	<u>J. R. Reynolds</u>	11/10/34

AREA OF DETAIL INKED 44.7 SQ. STATUTE MILES.

LENGTH OF SHORE LINE OVER 200 m. 52.4 STATUTE MILES.

LENGTH OF SHORE LINE UNDER 200m. 35.5 STATUTE MILES.

GENERAL LOCATION Matagorda Bay

LOCATION ~~Sand Pt. to North end of Lavaca Bay.~~  
EAST SHORE LA VACH BAY.

DATUM STATION High Point (U.S.E) 1934 Latitude 28°-36'-57.312" (+1764.3) Meters ✓  
Longitude 96°-30'-44.497" (+1208.8) ✓  
(position from field computations)



COMPILER'S REPORT  
for  
PHOTO TOPOGRAPHIC SHEET NO. 5 (REG. NO. 5356)

1. GENERAL INFORMATION

This sheet was compiled from photographs taken by the U. S. Army Air Corps, using a Fairchild T-3A camera #31-76. The photographs used are Nos. 1-5, J flight and Nos. 1-24, A flight. The flights for the photographs were made December 19, 1933 at 9:48 A. M. and January 8, 1934 at 1:22 to 1:35 P. M. respectively.

The tide in Matagorda Bay and Lavaca Bay is small in range and the only difference in its stage that would affect interpretation of the photographs would be caused by strong continued winds, <sup>except in the in-</sup> ~~interpretation of~~ <sup>rocks and shoals.</sup> The height of the water at the time the pictures were taken appeared to be low.

2. CONTROL

(a) Sources

Triangulation by F. L. G. 1931.  
Triangulation by E. O. Heaton 1934  
Triangulation by T. M. Price 1934

The field parties geographic positions were used for the 1934 triangulation. The difference between the unadjusted and final adjusted positions would be unplotable at the scale of this compilation.

The U. S. E. stations shown on this sheet were established by the U. S. E. D. in 1930, but were relocated by the 1934 triangulation of the C. & G. S.

(b) Errors

No errors in control were found by the radial line plot after Station Mitchell, which at first was located in the wrong position, was later corrected by the field inspection party. This had caused some difficulty in connecting Sheets 5356 and 5357 as explained later under adjustment of Plot.

(c) Remarks

The hydrographic stations were located on the ground and the point located directly on the photographs by the field inspection or hydro. party. They are shown by black circles and appropriate descriptive notation on the sheet. Their position is established by the radial plot of this sheet only.

At the time of writing this, the Sand Point and Gallinipper Reef Beacons have not been relocated following this destruction and rebuilding. The party of Lt. E. O. Heaton is planning to obtain these positions and they will be plotted on this sheet at that time.

### 3. COMPILATION

#### (a) Method

The usual radial line method of plotting from five lens photographs was used in the compilation of this sheet. There was no departure from the standard method, now in practice.

#### (b) Adjustment of Plot

The radial plots of this sheet and sheet #7 were made in direct connection with each other. Since the control for the N. W. end of the A flight was scarce, the B flight was plotted first. Then the A flight was plotted as far N. W. as a good fix could be obtained. The intermediate pictures were then plotted in, Mitchell 1934, to have been incorrectly located. It was necessary for the field inspection party to relocate it in the field and its new position substantiated the radial plot. Considerable time and effort was necessary in making the smooth plots of sheets Nos. 6 and 7, but the final plot resulted in good intersections and a good connection between the sheets.

Photographs A-8 and A-9 are tilted excessively. Several are tilted sufficiently to require an unusual number of radial points for tracing. There was not 50% overlap between Photos 1 and 2, J flight, but since the A flight overlapped the area, no difficulty was experienced. The detail beyond the one quarter point on the C wing of the A flight was not as clear as on most flights. This made the tracing of Olivia and of Keller Creek difficult.

#### (c) General Description of Topography and Interpretation

In addition to the General Report of Matagorda and Lavaca Bays by the Field Inspection Party (filed with Descriptive Report Register No. 5351) the following notes are submitted to act as a guide in the interpretation of this sheet.

The shore line on the easterly side of Lavaca Bay consists of a narrow sand and shell beach with occasional strips of marsh at the water line. Parallel to the shore at the inland edge of the beach is a steep bluff about 9 to 15 feet in height, running the entire length of the easterly shore from the Lavaca Bay causeway to ~~Point~~ Lake, at the northerly end of Lavaca Bay. Along the top of this bluff is a dense growth of brush and trees, which gradually thins out to a scattered brush and grass area farther in from the shore. The shoreline from the Lavaca Bay causeway south to Point Comfort and thence easterly to the mouth of Huisache Creek is of the same nature, except that the bluff is somewhat more precipitous and the growth of brush at the top of the bluff is less dense. Inland the nature of the land is identical, i.e. scattered brush and grass. However, the shores of Huisache Creek are lined with a dense growth of brush and trees, from the mouth of the creek and continuing north to the limit of the sheet. The shore line of Cox Bay, from the mouth of Huisache creek to a point about one mile northeast of Rhodes Point, is generally marshy in character with small areas of sand and mud flats. Inland between Cox Bay and Keller Bay the land is covered with scattered brush and grass, interspersed with grassy sloughs, and fresh marsh.

From a point one mile northeast of Rhodes Point to Rhodes Point, thence south easterly along Lavaca Bay to ~~Point Comfort~~, thence <sup>Point on N. side of Keller Bay entrance</sup> northeasterly along Keller Bay for about three fourths of a mile, there is a steep bluff paralleling the shore line. In the vicinities of Rhodes Point and ~~Point Comfort~~ there are heavy growths of trees and brush. <sup>Point on N. side of Keller Bay entrance</sup>

The shores of Keller Bay and Keller Creek are generally marshy in character.

<sup>Point on S. side of Keller Bay entrance</sup>  
In the vicinity of ~~Point Comfort~~ there is a bluff running south from the Point and paralleling the shore of Lavaca Bay for about two thirds of a mile.

The shore of Matagorda Bay from Sand Point easterly to the sheet limit, consists of a sand and shell beach with scattered clumps of brush and occasional ponds inland from the waters edge.

The brush and tree growth in the area covered by this sheet consists generally of mesquite, huisache, cat-claw and scrub oak. Salt cedars are found on low ground near the bays as on Sand Point. The tallest growth that is called brush ranges up to 15 feet in height. What is called tree growth seldom exceeds 30 feet. The general brush and tree symbols were used to indicate all of the above growths.

The areas labelled "sand and mud flats" found principally at the north end of Lavaca Bay, are flat level areas slightly above the high water elevation but covered with water during storm periods. These areas are either bare or covered with a short grass and are usually wet and muddy during the rainy season and in the summer dry out into a hard clay. These areas have been left open ( no symbol used) and labeled.

The through highways are indicated by double solid lines and the travelled roads of lesser importance by double dash lines. Trails are indicated by a single dash line. The importance rather than the type or material of the road was emphasized.

All boundaries of shallow water areas (shown by a single dotted line) on this sheet were so indicated by their appearance in the photographs alone and cannot be taken as representing the low water line but only as an indication of shoal areas. The storm of July 1934 caused extensive changes in certain reefs. The photographs indicated extensive reefs off of Point Comfort and Rhodes Point which the present hydrography could not verify. These have therefore not been shown on this compilation.

The short section of the Lavaca Bay causeway shown <sup>on</sup> of the sheet is faced with a stone rip-rap on both sides of the causeway to protect it from wave action. It is labelled as such on the sheet. On the south side, the N. W. L. comes to the base of this almost vertical facing.

There are a number of small marshy grass covered islands at the mouth of the Lavaca River which are above the mean high water but in all probability are covered by flood tides caused by winds and storms. It is not unusual for these wind tides to assume large proportions, covering large areas of land which ordinarily are above the usual water level.

(d) Bridges

There is one fixed highway bridge over Muisache Creek on the Port Lavaca-Palacios highway, consisting of a concrete slab superstructure on wooden pile bents. It has a horizontal clearance of 15 feet and a vertical clearance of  $13\frac{1}{2}$  feet.

There is also a wooden bridge over Keller Creek in the vicinity of Station CAVALLIN with a horizontal clearance of 8 feet and a vertical clearance of 3 feet. Clearances were obtained by the field inspection party.

Both streams are navigable at these crossings for skiffs only, if at all. Other crossings consist of culverts or small wooden fixed bridges of no importance to navigation.

(e) Information from other sources

The only source of information was that furnished by the photographs, the notes written by the field inspection party, and the knowledge obtained in the field by that party from observation, and names from local inhabitants.

Since the storm in the summer of 1934, there have been some changes in the shoreline and height of reefs. In order to incorporate as many of these changes as possible in this sheet, data from the hydrographic party of Lt. Heaton (whose work follows the storm) has been applied to this sheet. The changes are in the shape of Point Comfort and Sand point. There is not longer a reef off Point Comfort. There is no longer a reef off Rhodes Point.

(f) Conflicting Names

The following names shown on U. S. C. & G. S. chart #1284 should be changed to conform to local usage. Fish Lake Change to Swan Lake; Cox Point (Lat.  $28^{\circ}-37'$ ; Long.  $96^{\circ}-31'$ ) change to Rhodes Point. There is some variance in opinion as to the proper names for the above localities but after extensive inquiries among the oldest and assumed reliable authorities in the vicinity, both by this party and the party of Lt. E. O. Heaton, it is deemed proper to recommend the above changes.

(g) New Names

The point at the easterly end of the Lavaca Bay causeway is generally called Cox Point. The opinion of local authorities sifted, and later substantiated by the party of Lt. E. O. Heaton. The locality marked by a dense growth of salt cedars on Matagorda Bay (Lat.  $28^{\circ}-35.5'$ ; Long.  $96^{\circ}-26'$ ) is called by local boatmen, Smith Mott. The creek extending north from Keller Bay is known as Keller Creek. Authority, State of Texas Map, Department of the Interior, U. S. Geological Survey, 1922.



#### 4. COMPARISON WITH OTHER SURVEYS

This sheet is joined by sheet Reg. No. 5357 (field No. 7) on the northwest, by sheet Reg. No. 5355 (field No. 5) on the east and by Sheet Reg. No. 5351 (field No. 1) on the southwest. The junction with adjoining sheets is satisfactory. Surveys of this area were made by the Coast and Geodetic Survey about 1880 (chart #1284).

##### (a) Detail Comparison to C. & G. Surveys (chart #1284)

(1) Change in position of M. H. W. where it crosses the following meridians or parallels:

Latitude	Longitude	Change, old to new (meters)*	Remarks
On 28°-41'	Near 96°-33'-45"	+ 140	
On 28°-39'	Near 96°-33'-45"	- 33.0	Shoreline of
Near 28°-38'-30"	On 96°-32'	- 3.0	Matagorda. Bay E. of
Near 28°-36'-50"	On 96°-30'	- 80.0	Sand Point has receded
On 28°-37'	Near 96°-28'-45"	- 29.0	approx. 150 meters.
Near 28°-35'-20"	On 96°-27'	+ 2.0	Extreme end of Sand Pt.
Near 28°-34'-30"	On 96°-28'	- 117.0	has moved N.E. 840m,
Near 28°-34'-10"	On 96°-29'	- 115	previous to storm of
Near 28°-35'-00"	On 96°-27'	- 150	1934. Hydrographic
			surveys subsequent to
			the time of the photo-
			graphs may disclose
			further changes. (Survey
			by Hydro. party applied to
			Sand Pt. & indicates consider-
			able more erosion of
			Sand Point.)

\* + Accumulation; - recession

The above differences were measured along the line of the parallel or meridian marked "on", and not necessarily normal to the shoreline.

##### (b) General Comparison

(1) The comparison of the shore line on this sheet with that on U. S. C. & G. S. chart #1284 shows that it has receded generally in the entire area. However a comparison made on Lat. 28°-41' near Long. 96°-33'-45" showed that the shore line extended into Lavaca Bay about 120 meters further than on chart 1284. It is probable that there is some error on chart #1284 in the location of the high water line since it seems unlikely that the shore line at any time was inside the steep bluff running along the present shore.

(2) The entrance to Keller Bay between ~~Point on N. side of Keller Bay entrance~~ and ~~Point on S. side of Keller Bay entrance~~ has widened about 136 meters from that shown on U. S. C. & G. S. chart #1284. The small island (E. of 3 large ones) at mouth of Lavaca river Lat. 28°-41'-20" ; Long 96°-34'-10", does not exist alone now, having apparently connected to the large one near it.

(3) The mouth of Huisache Creek where it empties into Cox Bay has widened about 56 meters.

(4) Road and Highway layout on chart to be entirely revised.

(5) The house, wharf and road layout in the vicinity of Point Comfort (~~shown on chart 1284 as Pt. Comfort~~) are no longer in existence, also the shape of the point has changed. The road shown on the Sand Point peninsula is now a poor trail only and was not shown on this sheet because it varies in portions from season to season.

(6) The island shown on chart 1284 at Lat.  $28^{\circ}-33.7'$ ; Long.  $96^{\circ}-30.2'$  just west of west end of Sand Point appears on the photographs dimly as a reef below M. H. W. This vicinity was changed considerably by the storm of 1934 and the present hydrographic survey will be the best authority on the existence of this shoal.

(7) The marsh shown on chart 1284 on the shore north of Pt. Comfort (~~Mitchells Pt. this sheet~~) is now too narrow to show on this compilation.

(8) There is no town or settlement between the Lavaca River and Fish Lake, as shown on chart 1117. (symbol shown on that chart, without a name at Lat.  $28^{\circ}-45.3'$ , Long.  $96^{\circ}-34.5'$ ). In this locality there are only scattered ranches, and they are northeast, or northwest, of this position.

#### 5. LANDMARKS

The following determined object is prominent, can readily be distinguished from seaweed and should be charted. It has been described on form #567 which accompanies this sheet.

BELFRY, church (A Olivia Church Steeple 1934)  
(inspected from Keller Bay)

The former beacon at Sand Point Reef and at Gallinipper Reef were destroyed in July 1934. They have since been rebuilt. The position of the new beacons is shown on form 567 submitted.

#### 6. RECOVERABLE OBJECTS

The field inspection party has <sup>not</sup> submitted a description on form #524 for the following recoverable object. Its position was determined by the radial plot of this sheet. The description prepared for this object would not be correct since the storm of July, 1934. PIPE ~~(X)~~ Lat.  $28^{\circ}-34.1'$ , Long.  $96^{\circ}-29.4'$ . Several hydrographic stations not recoverable were also located by radial plot. The hydrographic party <sup>has</sup> not as yet assigned names to these stations, but they will be included on this sheet when obtainable. \*

#### 7. RECOMMENDATIONS FOR OTHER SURVEYS

The compilation of this sheet is believed to have a probable error of 5 meters in well defined detail of importance for charting and of 8 meters for other data. It is understood that the widths of

\* Note: "Jet", "June", and "Min" are hydro. stations selected from the photographs in the field by the hydro. party. These are not recoverable and do not represent any outstanding object, but only some feature that could be identified on the photos and the ground. A description of this ground <sup>feature</sup> was not given to this party.

roads , etc. may be slightly expanded in order that the detail may be kept clear and to keep it from photographing as a solid line in the photo lithographic process.

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Submitted by (sgd) J. R. Reynolds  
J. R. Reynolds

REVIEW OF AIR PHOTO COMPILATION T-5356

Scale 1:20,000.

Comparison with Graphic Control Surveys.

There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys.

T-742 (1858) 1:20,000.

T-742 covers Lavaca Bay from Cox Bay to Benado Creek.

Lavaca River is shown approx. 300 meters eastward at the position as shown on the compilation. The islands at the mouth of Lavaca River have about the same size and shape as on the compilation but are also shown about 300 meters east of the compilation's position.

The shore line from the mouth at Lavaca River to Cox Point has receded 40 meters. From Cox Point to Cox Bay, the shore line is in agreement within 20 meters.

The compilation is adequate to supersede T-742 in all points of detail within the area common to the two surveys.

T-645 (1857) 1:20,000.

T-645 covers Carancahua Bay and the south end of Lavaca Bay.

From Rhodes Point to Keller Bay, the shore line is in good general agreement. In the upper part of Keller Bay, the shore line has receded 10-60 meters. The lower part of Keller Bay is in good general agreement.

Two miles upstream, Keller Creek is swung 300 meters to the westward of the position shown on the compilation. This is probably due to poor control on T-645.

The compilation is adequate to supersede T-645 in all points of detail within the area common to the two surveys.

Comparison with Contemporary Hydrographic Surveys.

H-5657 (1834-35) 1:20,000.

No low water line is shown on this sheet. As the normal daily tide is only one-half foot, there would be very little difference between

the positions of mean low water and mean high water. The dotted line denoting shoal areas on the compilation did not represent low water line as it was frequently crossed by sounding lines. As these lines did not represent low water lines and since the shoals are sufficiently developed by the hydrographic survey, they have been deleted from the compilation.

Except for some poor transferring of shore line from the compilation to the hydrographic sheet there is no conflict between the two sheets.

Comparison with Chart 1284.

A detailed comparison with Chart 1284 is given on pages 7 & 8 of the descriptive report for the compilation.

Landmarks and Aids to Navigation.

There are no landmarks charted in this area and one is submitted with the compilation. ✓

Chart letter 78 (1935) gives the triangulation positions of four new beacons in this area. These beacons have been plotted on the compilation. ✓

Respectfully submitted,

*Ralph M. Berry*

Ralph M. Berry.

*B. G. Jones*

August 23, 1935.

## REVIEW OF AIR PHOTO COMPILATION NO. 5356

Chief of Party: T. M. Price, Jr.

Compiled by: See Page 2  
of descriptive  
report.Party #20  
Project: Corpus Christi, Texas.Instructions dated:  
Nov. 7, 1933

- ✓1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
- ✓2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
- ✓3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)  
No supplementary ground survey.
- ✓4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)  
None transmitted.
- ✓5. Differences between this compilation and contemporary ~~charts~~ ~~hydrographic~~ surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
- ✓6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)  
~~No unusual or large adjustments.~~
- ✓7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."



- ✓8. The representation of low water lines, reefs, ~~coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) Shoal areas indicated by dotted outline from their appearance on photographs only and this does not necessarily represent the low water line. *(This feature deleted from proof. See page 2 of office review.)*
- ✓9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
*One recoverable object located but not described as stated in report.*
- ✓10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
- ✓11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
- ✓12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts ~~and from the U.S.S. 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000~~ is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)  
*Names approved*
- ✓13. The geographic datum of the compilation is NA 1927 and the reference station is correctly noted.
- ✓14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
- ✓15. The drafting is satisfactory and particular attention has been given the following:
  - 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  - 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. **Remarks:** When there is sufficient evidence, disagreement between this compilation and the contemporary hydrographic survey will be considered due to the storm in the summer of 1934, and this sheet will be revised and changed from the photographic compilation to the extent indicated by the hydrographic survey.

18. Examined and approved;

J. M. Price, Jr.  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *Ralph M. Berry* ✓ *B. G. Jones*

Examined and approved:

C. K. Green  
Chief, Section of Field Records  
L. Q. Lobst  
Chief, Division of Charts

F. S. Brown  
Chief, Section of Field Work  
G. H. Hude  
Chief, Division of Hydrography  
and Topography.

## LANDMARKS FOR CHARTS

Corpus Christi, Texas.

November 30, 1934

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Sheet Fld. No. 6

Reg. No. 5356

T. M. Price Jr.

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Corpus Christi, Texas

Jan. 26, 1935 193

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

should be deleted

should be deleted

The following determined objects ~~are prominent, can be readily distinguished from seaward from the~~  
~~description given below, and should be charted:~~

Sheet Reg. # 5356

T. M. Price Jr.

*Chief of Party.*

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

~~Corpus Christi, Texas~~

Jan 26 \_\_\_\_\_, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

### Permanent aids to navigation

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

Sheet Reg. #5356

T. M. Price Jr. *Chief of Party.*

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	'	D.M. METERS	°			
GALLINIPPER REEF LIGHT #1 FW (4 Gallinipper Rf. Lt. #1 1935)	28-35		+1199.0	96-33		+1174.7	NA 1927 Triang. #1284
GALLINIPPER REEF LIGHT #3 FW (4 Gallinipper Rf. Lt. #3 1935)	28-35		+1402.6	96-34		+ 30.4	NA 1927 Triang. #1284
SAND POINT LIGHT #1 FG (4 Sand Point Light #1, 1935)	28-33		+ 974.9 <del>+986.4</del>	96-30		+1280.1	NA 1927 Triang. #1284
SAND POINT LIGHT #3 FW (4 Sand Point Light #3, 1935)	28-33		+1226.4	96-31		+67.6	NA 1927 Triang. #1284
The above were located Jan. 14, 1935.							
The characteristics are taken from "Notice to Mariners" of Nov. 14, 1934							
The above lights were established Nov. 2-7, 1934							

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The above lights were established Nov. 2-7, 1934

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

Survey No. T-5356

Chart No. 1117 & 1284

Diagram No.

Under investigation. Q

[illegible]



-2-

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Check List for Air Photo Compilation T-5356

- ✓1. Sheet indexed.
- ✓2. Datum note correct and marked ~~adjusted or~~ unadjusted; degrees and minutes correctly marked on projection.
- ✓3. Note in review as to whether projection was checked and results. *Not checked*
- ✓4. When names have not been approved by the section of geographic names, compare names with the chart and U. S. G. S. quadrangles and make name list. *Approved*
- ✓5. Lights and beacons checked against local light lists and the charts and corrections and omissions noted in review. Consult aid standards or U. S. Lighthouse Bureau in case of doubt as to when the aid was rebuilt.
6. Descriptions on Form 524 checked against compilation and corrected where necessary. Corrections noted in the review and cross references made where filing was changed. Statement in the review as to file numbers for descriptions.
7. Comparison with other surveys:
  - ✓a. Charts - for omissions and changes in landmarks and other important detail.
  - b. Old surveys - The compilation is complete and adequate to supersede the plane-table survey, No. <sup>645</sup>~~742~~, except for the following detail:
  - c. New hydrographic surveys. *5657*
  - d. Plane-table surveys - All detail on the new plane-table surveys is shown on the compilation except as noted in the review. Differences are discussed.
8. Plane-table control surveys reviewed in connection with the compilation review and a reference note made at back of the plane-table report. Copy of the compilation review attached at back of the plane-table report if necessary. Notes made in green directly on the plane-table sheet where needed.

5357

T-5355



- ✓9. Differences or new data of importance called to attention of Cartographic, Field Records, or Coast Pilot Sections.
- 10. Junctions noted on side of this form and checked before final order. 5357 *not checked*.
- 11. Overlay complete:
  - a. ~~Limits of sheet with % enlargement or reduction.~~
  - b. ~~Photo numbers and flight lines.~~
  - c. ~~Title note.~~
- 12. Review complete:
  - a. Accuracy of location.
  - b. Bridge data.
  - c. ~~Landmarks and aids to navigation.~~
  - d. ~~File list of descriptions on Form 524.~~
  - e. ~~Method of location of H. W. line on sand beach.~~
  - f. Any additional data to make the report complete for future reference.

## NAUTICAL CHARTS BRANCH

SURVEY NO. \_\_\_\_\_

### Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.