

5367

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

3 copies Form 524
Filed

State: Texas

DESCRIPTIVE REPORT

Photo
Topographic
Hydrographic

Sheet No. 5367

LOCALITY

Corpus Christi Bay

~~North shore of Corpus Christi Bay~~

Redfish Bay to Nueces Bay

1934

CHIEF OF PARTY

Ensign T. M. Price Jr.

U. S. GOVERNMENT PRINTING OFFICE: 1923

5367

Applied to drawing of Chart 1286, Dec. 1935- S.B.M.
Applied to Chart 1285 " 1117 May, 1940 G.H.S.
Applied to Chart 523 Mar. 1945. R.R.W.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5367

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. 17

Aia 1286-2

REGISTER NO. 5367

State Texas

General locality Corpus Christi Bay

Locality Redfish Bay to Nueces Bay
~~North shore of Corpus Christi Bay~~

Scale 1:20000 Photographs
Date of ~~survey~~ March 19, 1934

Compilation Oct.- Nov. 1934

~~Surveyed by~~ Army Air Corps - Five lens, Type T-3A, No. 31-76

Chief of party T. M. Price Jr.

Surveyed by See data sheet in descriptive report

Inked by Dan Allen

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated November 7, 1934³

Remarks: Compilation of aerial photographs Nos. T-1 to T-25 incl.,
S-20 to S-29 incl., and S-25a to S-29a incl., Sheet reduced to scale
and printed by photo-lithographic process.

-NOTES ON COMPILATION-

SHEET NO. FIELD 17 (Reg. No. 5367)

PHOTOS: No. T-1 to T-25 incl., S-20 to S-29 incl.,
S-25a to S-29a incl.

DATE OF PHOTOGRAPHS: March 19, 1934	TIME: T-flight 3:19 - 3:37 P.M.
	S " 2:59 - 3:09 P.M.
SCALE FACTOR (0.970)	BY <u>Dan Allen</u> (sgd) <u>Dan Allen</u> Date 7/30/34
PROJECTION	(sgd) <u>Ben Benson</u> 9/10/34
PROJECTION CHECKED	(sgd) <u>V. L. Riehl</u> 9/12/34
CONTROL PLOTTED	(sgd) <u>V. L. Riehl</u> 9/13/34
TOPOGRAPHY TRANSFERED	(sgd) <u>Dan Allen</u> 10/ 3/34
TOPOGRAPHY CHECKED	(sgd) <u>V. L. Riehl</u> 11/ 8/34
CONTROL CHECKED	(sgd) <u>W. Mack Crook</u> 9/17/34
SMOOTH RADIAL PLOT	(sgd) <u>W. H. Burwell</u> 9/26/34
DETAIL INKED	(sgd) <u>Dan Allen</u> 11/24/34

AREA DETAIL INKED 53.8 SQ. STATUTE MILES.

LENGTH OF SHORE LINE OVER 200 m. 52.97 STATUTE MILES.

LENGTH OF SHORE LINE UNDER 200 m. 3.72 STATUTE MILES.

GENERAL LOCATION Corpus Christi Bay

LOCATION Redfish Bay to Nueces Bay
North shore of Corpus Christi Bay

DATUM STATION <u>Donnel, 1934</u>	Latitude <u>27° 52' 32.711"</u> (1006.9) ✓	Meters
	Longitude <u>97° 14' 27.419"</u> (750.1) ✓	
	(position from field computations)	

COMPILER'S REPORT
for
PHOTO TOPOGRAPHIC SHEET NO. 17 (REG. NO. 5367)

1. GENERAL INFORMATION

This sheet was compiled from photographs taken by the U. S. Army Air Corps, using Fairchild five lens T-3A camera No. 31-76. The photographs used were the part of two flights, T and S numbered as follows: T-1 to T-25 inclusive, covering an area extending west from a point about one-half mile southwest of Aransas Pass to about two miles west of the town of Portland Texas, and covering the north shore of Corpus Christi Bay. S flight, S-20 to S-29 inclusive and S-25a to S-29a inclusive, covered the west shore line of Red Fish bay and adjoining area from Aransas Pass southwest to Harbor City. Due to failure of camera to take a complete photo on S-28B, part of the S flight was retaken. These photos number from S-25a to S-29a inclusive, and retrace about 3 miles of the S flight, extending northeast from Harbor City. The times of the photographs are as follows: T-Flight, March 19, 1934 from 3:19 to 3:37 P.M. S-Flight, March 19, 1934 from 2:59 to 3:09 P.M.

The tide on the north shore of Corpus Christi Bay was low and several reefs show on photos that are covered at M. H. W.

2. CONTROL

(a) Sources

Triangulation by Lieut. E. O. Heaton 1934

Triangulation by Lieut. F. L. Gallen 1931

Plane table graphic location of several points from 1:20,000 plane table sheets field letters "Q" and "T" by Lt. E. O. Heaton 1934.

This control is adjusted to 1927 N. A. Datum.

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

(b) Errors

No errors in the control were found on this sheet by the radial plot.

(c) Remarks

Several points located on above listed plane table sheets that were spaced between triangulation control and that could be located on photographs were selected to act as supplementary control. These points were located on the photos in the field and checked against the plotted position by radial plot. All checked except "4" x "4" cone post and "water tank" which showed a 5 meter difference. This error is believed due to inability to locate the above objects exactly on the photographs because of lack of definite detail at these places.

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 practice.

3. COMPILATION (Cont'd)

(b) Adjustment of Plot

The photographs were free from excessive tilt or scale fluctuation. Beyond half way out on C-wing, T flight, the detail lacked as good definition as on most flights, which made it difficult to select radial points in this section.

There was no unusual adjustment required in the radial plot. The control was strong and good intersections were obtained.

(c) General Description of Topography and Interpretation.

In addition to the general report for Corpus Christi and adjoining Bays, filed with descriptive report for sheet Reg. No. 5365, the following notes are submitted for the interpretation of this sheet.

The north shoreline of the portion of Nueces Bay on this sheet is characterized by bluffs approximately 25 feet high and in most cases near the water line. Between the water line and bluff the narrow beach is sandy and in a few instances the beach is bordered by marsh. The south shoreline of the portion of the bay that is on this sheet is defined by marsh and the peninsula NE of Indian Point is low and marshy with large sand flats and intermittent lakes caused by storm tide. The railroad is on a 6 foot embankment near the Corpus Christi Bay shoreline.

The Corpus Christi Bay shoreline on the peninsula is well defined by white sand and shell beach and continues to where the shore again nears the bluffs just south of Portland. These bluffs on the north shore of Corpus Christi Bay are approximately 25 feet high and are near the waters edge. Like Nueces Bay there is a narrow sand beach at the foot of the bluff. The bluff line is broken at Kinney Bayou but starts again on the east side of same, increasing in height again until approximately 25 feet average is reached.

The peninsula ^{extending NW from} McGloin Bluff is mostly shell and sand covered with a short grass.

The shoreline along Red Fish Bay is determined by the beach grass bordering the white shell. The area between the water's edge and the road way is mostly mud and shell flats covered by water at storm tide. These flats were shown by a symbol similar to that of the tidal flat symbol, i.e. broken lines of marsh spacing without grass. There are a few high places in this area which are under cultivation. In the wooded area about 1 mile west of station Salt 1934 there are cleared places having mud and sand flats in which the same special symbol was used. There are large uncleared sections in the area extending from about 3 miles north of McGloin Bluff, these consists mostly of dense mesquite brush, scrub oak (spanish) trees. Around McGloin Bluff the trees range to a height of approximately 25 feet; the general tree symbol was used to denote the above growth except certain large wooded areas were outlined and labeled. In other portions of the sheet there are large areas of cultivated land which are separated by small ditches and farm roads. Where important ditches occur these are shown by solid lines and labeled as such. The usual legend was used for trails, poor motor and good motor roads. Roads not labeled ("Asphalt" or "Shell") are dirt, only passible in dry weather.

3. COMPILATION (Cont'd)

(c) General Description of Topography and Interpretation (Cont'd)

Near Harbor City there is an oil loading dock and dredged basin used by the Humble Pipe Line Co. for the loading of oil, and several oil storage tanks to which oil is piped from the Ingleside refineries.

* See end of report regarding pipe lines.

(d) Bridges

There are no bridges over navigable streams.

(e) Information from Other Sources

San Patricio county map used for name comparison only. Blue print of Humble Oil and Refining Co. plant at Ingleside for identification of certain features only. Low water line (from intersection at long. $97^{\circ}-13'$ continuing westerly along coast to edge of sheet at long. $97^{\circ}-21'-30''$) and high water line (from lat. $27^{\circ}-49'$ and 660 meters; long. $97^{\circ}-13'$ and 154 meters west along shoreline and returning east to lat. $27^{\circ}-50'$; long. $97^{\circ}-13'$ and 556 meters) were plotted from plane table sheets Fld. Letters "Q" and "T" 1; 20,000 scale by Lieut. E. O. Heaton. The plotted lines and those obtained by radial plot coincided so closely that it would be impossible to plot any slight difference on this scale.

Except for the above low water line transferred from plane table sheets, no low water line was obtained. In certain instances shoal areas were indicated (by a dotted outline) from their appearance on the photographs alone. In these cases the low water line is not necessarily represented and should not be taken as such.

(f) Conflicting Names

(1) La Quinta

Spelled La Quinta on chart 1286

Spelled Laquinta on chart 1117

The former is correct. This is shown as a town on chart 1117 which is incorrect as there is only a club house and a farm at this place. However it is recommended that the name La Quinta still be used to name the locality as it has general acceptance.

(2) Mc Campbell

This name appears on chart 1117 as representing a town in the vicinity of where the town of Ingleside actually is. Mc Campbell was the name of a school (which is now destroyed) at lat. $27^{\circ}-56'$ long. $97^{\circ}-14'$. It is recommended that this name be removed from charts.

(3) Ingleside and Ingleside on the Bay

Chart 1117 shows Ingleside where Ingleside on the Bay should be, and Mc Campbell where Ingleside should be. The Coast Pilot (Key West to the Rio Grande, 1926 edition, page 193 line 5 under Corpus Christi Bay) makes the same error. (See Coast Pilot Notes submitted by this party.)

3. COMPILATION Cont'd

(f) Conflicting Names (Cont'd)

(4) Ransom Island

The name on chart 1286 included several islands north of Dagger Island. The name should refer only to the large island at lat. 27° 51' and long. 97°-08'-30" to be in accord with local practice and the U. S. G. S. Quadrangle sheet "Aransas Pass"

(5) McGloin Bluff

This name is spelled correctly on existing charts but the name of the triangulation station is spelled McGloins Bluff. This is mentioned to avoid possible confusion.

(6) Southern Pacific Railroad

The railroad shown on this sheet is operated by the Southern Pacific and bears that name. This is shown on chart 1286 and 1117 as the SA and AP railroad.

(g) New Names

Indian Point to represent the end of the peninsula separating Corpus Christi Bay and Nueces Bay, on the south. This name is recommended by Lt. E. O. Heaton who investigated its usage and found it to be well established during the last 6 or 8 years.

4. COMPARISON WITH OTHER SURVEYS

(a) This sheet is joined by sheet Reg. No. 5366 (Field sheet No. 16) on the west; sheet Reg. No. 5369 (Field No. 19) on the northeast; sheet Reg. No. 5370 (Field sheet No. 20) on the north; and sheet Reg. No. 5368 (Field sheet No. 18) on the southeast. The junctions with other sheets are satisfactory.

Surveys of this area were made by the U. S. C. and G. S. about 1899 (chart 1286) and by the U. S. Geological Survey about 1923 (Aransas Pass and Corpus Christi quadrangles)

Detail and general comparison with chart No. 1286 is as follows:

(b) Detail Comparison to Surveys of 1889 (chart No. 1286)
(Changes in position of M.H.W. where it crosses the following meridians or parallels.)

(1)	Latitude ° ' "		Longitude ° ' "	Change old to new (meters)*	Remarks
Near	27-52-13	On	97-20-00	+132	Nueces Bay shore
On	27-52-00	Near	97-20-30	-84	
Near	27-52-37	On	97-20-00	-44	
Near	27-51-50	On	97-21-00	-47	
Near	27-52-55	On	97-21-00	-33	
Near	27-51-17	On	97-21-00	-19	Corpus Christi Bay shore
"	27-51-48	"	97-20-00	-15	
"	27-52-35	"	97-18-00	-36	
"	27-52-34	"	97-15-00	-85	
"	27-50-03	"	97-14-00	+44	
On	27-50-00	Near	97-14-27	-25	
On	27-50-00	Near	97-13-20	-9	

* +Accumulation; -recession

4. COMPARISON WITH OTHER SURVEYS (Cont'd)

(b) Detail comparison to surveys of 1889 (Cont'd)

	Latitude		Longitude	Change old to	Remarks
	O ' "		O ' "	new (meters)*	
On	27-50-00	Near	97-10-59	+125	Red Fish
"	27-51-00	"	97-10-24	+302	Bay
"	27-52-00	"	97-09-45	+360	

* + Accumulation, - recession.

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

(2) The three piers at the east end of Ingleside cove and south of "Ingleside on the Bay" should be removed from Chart # 1286. Likewise the pier shown on chart # 1286 on the northwest side of the mouth of Kinney Bayou should be removed.

✓ (3) On the east end of the peninsula on the south shore of Ingleside Cove, a cove is shown on chart #1286 which has almost been entirely filled.

✓ (4) The long lake or inlet east of Harbor City and the Humble Oil Co. slip, as shown on chart #1286, has been filled and is now mud and shell flats covered with water at flood tide.

✓ (5) There ^{have} been several changes in the group of islands along the east shore of Red Fish Bay, such as breaks forming smaller groups of islands. Dagger Island and Ransom Island do not connect with each other or to the mainland at M. H. W.

✓ (6) At longitude 97°-09'-45" on latitude 27°-52' the shore line has changed to form a small peninsula and a series of small islands. In noting the difference in the detail comparison, the mainland shore line was used.

✓ (7) The mouth of Kinney Bayou has increased 12 meters in width.

✓ (8) The spoil banks along the Corpus Christi Channel all show on chart 1286 to be under water, but there are several places east of the channel beacons 15 and 8 that are above M. H. W.. The spoil banks on each side of Morris and Cummings Cut at latitude 27°-52' are covered at M. H. W.

✓ (9) There ^{have} been several changes in roads; some have been abandoned entirely and others have deteriorated so that they are merely trails. it is suggested that this sheet be used in charting roads and highways.

5. LANDMARKS

There are three landmarks within the limits of this sheet not placed for aid of navigation. ^{shown on present charts} they were selected by field inspection party. The landmarks are as follows:

	Description	Latitude (meters)	Longitude (meters)
✓ Building, East Chimney, La Quinta Lodge.		27°-52' +1816.9	97°-16' +607.7
Building, Cupola, Old Ingleside Inn.		27°-50' +843.5	97°-13' +596.4
Building, East Chimney, Harbor City Hotel.		27°-49' +496.9	97°-12' +59.8

~~Cornus Christi channel Engravings Nos. 24, 511 were removed from this sheet as they fell within the limits of T-5368 + had detail showing in their vicinity. This sheet was cleared at the same time as to show no detail overlapping other sheets.~~

~~A. M. Massey July 25, 1935~~

"Day Beacon" = additional station submitted by Heaton + plotted in office
on compilation T-5367. Plotted by A.S.E. checked by R.H.B.

5. LANDMARKS (Cont'd)

Building, East Chimney, La Quinta Lodge was plotted from ^{plane table} topo sheet and also inspection by field party, also located on photos directly and position determined by radial plot. The chimney is about 25 feet high and can be readily seen.

Building, Cupola, Old Ingleside Inn is a 1934 triangulation station. This cupola stands about 50 feet high and can be seen from the south directly after passing from east at McGloin bluff, ~~at~~ approximately longitude 97°-13'-20". It is mainly a landmark for Corpus Christi Bay north.

Building, East Chimney, Old Harbor City Hotel is an old building with several chimneys, standing about 25 feet high. This station was selected by field inspection party, located direct on photographs and position determined by radial plot.

(Corpus Christi Channel)

There are also on this sheet, located several channel beacons placed for the Aid of Navigation. These are numbered as follows: Nos. 2, 5, 4, 7, 6, 9, 11, 13, 8, 15, 17, 10, 19, 12, 21, 14, 23 and 25.

The above landmarks have been listed on Form No. 567 and submitted by the field inspection party.

6. RECOVERABLE OBJECTS

Station	Latitude (meters)	Longitude (meters)
"Water Tank (d)	27°-50' 163.0	97°-13' 468.0
"Rice" (d); Windmill	27°-50' 1513.0	97°-13' 1112.7
"Post" (d); 4 x 4 concrete post	27°-51' 1805.7	97°-14' 920.3
"Club" (d); E. Chimney La Quinta Lodge	27°-52' 1816.9	97°-16' 607.7
"Bert" (d); E. Chimney house	27°-53' 170.3	97°-20' 1176.2
"Day Beacon" (d)	27°-50' 414	97°-15' 1472

The above recoverable objects were located by plane table sheets Field Letters "X" and "T" by Lieut. E. O. Heaton, transferred to this sheet by plotting. They were inspected by field inspection party, located on photographs and checked by radial plot. Descriptions for the above will be furnished by Lt. Heaton on Form 524 with the above plane table sheets.

The following recoverable objects were selected by field inspection party, located direct on photographs and determined by radial line plot:

	Latitude (meters)	Longitude (meters)
Chimney (d); Cotton Gin	27°-52' 1476.5	97°-19' 70.1
Steel Water tank (d)	27°-52' 1671.6	97°-13' 175.2
Chimney, Harbor City Hotel	27°-49' 496.9	97°-12' 59.8

These stations have been described and submitted on Form 524 by the field inspection party.

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 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.

A better statement of the accuracy would be: 6 to 10 meters for well defined detail, 15 meters for other data.

6 to 10 meters for well defined detail, 15 meters for other data.

H. J. Jones

H. J. Jones

7. RECOMMENDATIONS FOR OTHER SURVEYS (Cont'd)

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)

Dan Allen
Dan Allen

- * Note: In certain cases buried pipe line could be defined on the photographs. Where these could be distinguished for their entire length, they were shown. Where they could be distinguished only in part they were shown a short distance from their origin, and an arrow was used to indicate they continued.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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:

Permanent Aids to Navigation

Sheet Fld. No. 17

Register No. 5367


T. M. Price Jr.

Chief of Party.

+ DESCRIPTION	POSITION					METHOD OF DETER- MINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	D. M. METERS	°	D. P. METERS			
					N.A.		
C. C. Chan. Bn. # 2 (FR)	27--49	1721.9	97--07	907.8	1927	Triang.	# 1286
C. C. Chan. Bn. # 4 (FR)	27--49	1260.3	97--08	1470.8	"	"	"
C. C. Chan. Bn. # 5 (FW)	27--49	1559.0	97--07	873.3	"	"	"
C. C. Chan. Bn. # 6 (FR)	27--49	805.7	97--10	358.7	"	"	"
C. C. Chan. Bn. # 7 (FW)	27--49	1096.5	97--08	1436.8	"	"	"
C. C. Chan. Bn. # 8 (FR)	27--48	1262.6	97--14	401.6	"	"	"
C. C. Chan. Bn. # 9 (FW)	27--49	641.7	97--10	323.9	"	"	"
C. C. Chan. Bn. # 10 (FR)	27--48	1248.6	97--16	1228.4	"	"	"
C. C. Chan. Bn. # 11 (FW)	27--49	184.2	97--11	859.2	"	"	"
C. C. Chan. Bn. # 12 (FR)	27--48	1242.3	97--18	77.3	"	"	"
C. C. Chan. Bn. # 13 (FW)	27--48	1568.1	97--12	1421.8	"	"	"
C. C. Chan. Bn. # 14 (FR)	27--48	1232.4	97--19	577.6	"	"	"
C. C. Chan. Bn. # 15 (FW)	27--48	1094.9	97--14	387.1	"	"	"
C. C. Chan. Bn. # 17 (FW)	27--43	1088.5	97--15	732.5	"	"	"
The above were located Jan. - Feb. 1934					Checked By <i>B. Benson</i>		

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

November 30, 1934

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Permanent Aids to Navigation

Sheet Fld. No. 17
Register No. 5367

T. M. Price Jr.

Chief of Party.

[illegible]

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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

November 30, 1934

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Survey No. T-5367

Date. May 24, 1935

GEOGRAPHIC NAMES

Chart No. 1117, 1286

TEXAS

Diagram No. _____

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Indian Point</u>	-----			
	<u>Nueces Bay</u>	Same			
	<u>Portland</u>	"			
✓	<u>Corpus Christi Channel</u>	"			
	<u>Corpus Christi Bay</u>	"			
	<u>Gregory</u>	"			
	<u>La Quinta</u>	Lequinta			
	<u>San Antonio & Aransas Pass R.R. (SPL)</u>				
	<u>Donnel Reef</u>	Same			
✓	<u>Ingleside on the Bay</u>	"			
✓	<u>Ingleside</u>	"			
✓	<u>Harbor City</u>	"			
✓	<u>Redfish Cove</u>	"			
✓	<u>Dagger Island</u>	"			
✓	<u>Redfish Bay</u>	"			
✓	<u>Ransom Island</u>	"			
✓	<u>Ransom Point</u>	"			
✓	<u>Ingleside Cove</u>				
✓	<u>Ingleside Point</u>				
		APPROVED NAMES UNDERLINED IN RED H. L. F. Jones			

REVIEW OF AIR PHOTO COMPILATION T 5367

Scale 1:20,000

In general the drafting on this sheet is good and the topography and culture is represented by the symbols selected.

The projection checked 0.1 mm. across diagonals.

Some criticism is called for in the selection of sheet limits. If the sheet limits had been carried one-half inch farther west, the whole of Indian Point would have been shown on this compilation without having exceeded the prescribed sheet length. This addition was made in the office.

Comparison with Graphic Control Surveys:

(a) T 4904 (1934-1935), scale 1:20,000

This sheet covers Nueces Bay and extends as far east as Portland.

All detail on T 4904 within the area covered by the compilation is now shown on the compilation except temporary plane table stations and a few undescribed stations of recoverable nature which were omitted because they were spaced unnecessarily close.

Stations omitted:	6" Post
	Chimney West end of house
	Cloth on fence post
	S. E. Cor. House
	S. E. Cor. House
	Stake
	S. Gable, 2 story house
	S. E. Cor. red house

Topo. stations transferred by R.M.B.; checked by H.L.H.

(b) T 4872 (1934), scale 1:20,000

This sheet extends along the north shore of Corpus Christi Bay from La Quinta to McGloin Bluff.

All detail on T 4872 is now shown on the compilation except

- (1) Topographic station South gable white house, which is omitted because the plotted position at the only house in that vicinity did not check the plane table position by about 15 m., as there was a 16 m. adjustment in the plane table traverse in that area. A note that the station is in error was placed on T 4872 and the building was shown on the compilation.
- (2) Topographic station Closed Water Sign which is stated on page 1 of the descriptive report, R 5694 to be now non-existent.

At McGloin Bluff the last 100 meters of shoreline on T 4872 falls outside the shoreline on the compilation (max. 15 m. +). As this difference is probably due to sketching beyond the last located point the compilation is accepted as correct.

Topo. stations transferred by R.M.B.; checked by N.L.H..

Comparison with Previous Topographic Surveys

(a) T 1043 (1867), scale 1:20,000

This old topographic survey covers the shores of Corpus Christi Bay from Nueces Bay to McGloin Bluff.

The correspondence with this old sheet is unusually close for an area so subject to change. At its mouth, Kinney Bayou has widened to 300 + for a distance of 600 m. upstream. Otherwise the shoreline checks within 30 m.

Except for contours, the compilation is adequate to supersede T 1043 for the area common to the two surveys.

(b) T 1044 (1867), scale 1:20,000

This old topographic survey covers the shore at Corpus Christi Bay from Harbor City eastward to Ransom Island.

Except for the filling in of the bay off Redfish Cove and the separation of Dagger Island from the mainland, the compilation corresponds with T 1044 within 100 meters. The compilation is adequate to supersede T 1044 in the area common to the two surveys.

Comparison with Contemporary Hydrographic Surveys

H 5694 (1934-35), scale 1:20,000

H 5694 covers the major portion of Corpus Christi Bay.

There are no conflicts between the hydrography and this compilation.

The high water line was in agreement. The low water line was in agreement except near lat. $27^{\circ} 50.9'$, long. $97^{\circ} 13.8'$ where a variance up to 60 m. was noted for about 300 m. along the shore, just north of the mouth of Kinney Bayou. The hydrographic sheet was considered the better source for this information and the compilation was changed accordingly.

Numerous offshore piles shown on H 5694 did not appear on the compilation. As they could not be identified on the photographs and were not shown on the graphic control sheet, they were not transferred to the compilation.

Comparison with the chart

A very complete and detailed comparison of the shorelines is found on pages 6 and 7 of the descriptive report for this sheet.

All landmarks and aids to navigation shown in this area on the charts, and all landmarks recommended by the graphic control sheets and this compilation, are shown either on the compilation or the latest hydrographic survey (H 5694).

July 20, 1935.

R. M. BERRY

Frank G. Eschiner

REVIEW OF AIR PHOTO COMPILATION NO. 5367

Chief of Party: T. M. Price Jr.

Compiled by: See page 2
Descriptive ReportProject: Patty No. 20
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, ~~and by other methods~~ 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)
- ✓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)
County maps for name comparisons only
Plant layout blue print of Humble Oil and Refining Co at Ingle-side used for identification of buildings and tanks in plant only.
- ✓5. Differences between this compilation and contemporary plane table and 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-reefs~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
As described in report, certain low water was transferred from plane table sheets. In some instances shoal areas were indicated by a dotted outline which does not represent the low water line necessarily.
- ✓ 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)
Three recoverable objects are described by this party. The rest are described by the party of Lt. E. O. Heaton with plane table sheets "Q" and "T".
- ✓ 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)

No bridges over navigable waters on this sheet.
- ✓ 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. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
- ✓ 13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. *(unadjusted)*
- ✓ 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: *more than average amount of negative work necessary on this sheet.*
 - ✓ 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:

18. Examined and approved;

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

19. Remarks after review in office:

Reviewed in office by:

Frank G. Eubank

Examined and approved:

L. H. Green
Chief, Section of Field Records
L. O. Whit
Chief, Division of Charts

F. S. Borden
Chief, Section of Field Work
Maude
Chief, Division of Hydrography
and Topography.