5397

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: Texas

DESCRIPTIVE REPORT

~~PHOTO~~ Topographic
~~HYDROGRAPHIC~~

Sheet No. 5397

LOCALITY

INTRACOASTAL WATERWAY
~~Aransas Bay~~
AYRES BAY TO ARANSAS BAY
~~Ninemile Point to Second~~
~~Chain of Islands~~

1935

CHIEF OF PARTY

T. M. Price, Jr., Ensign

U. S. GOVERNMENT PRINTING OFFICE: 1933

5397

Applied to chart No. 1117 May 1940 G.H.S.
Applied to (New) Chart 1285 May 1940 G.H.S.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5397

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. 23

REGISTER NO. 5397 5397

State Texas

General locality ~~Aransas Bay~~ Intracoastal Waterway

Locality ~~Ninemile Point to Second Chain of Islands~~ Aransas Bay to Ayres Bay

Scale 1:20,000 Date of ~~survey~~ Photographs Mar. 10, 1934
Compilation Jan. 1935

Vessel 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 V. L. Riehl

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 Nos. G-41 to G-54, H-1 to H-10 incl., and N-1 to N-16 incl. Sheet reduced to scale and printed by photo-lithographic process.

-NOTES ON COMPILATION-

SHEET NO. 23

PHOTOS: No. H-10 to H-1; G-54 to G-41; N-1 to N-16

DATE OF PHOTOGRAPHS: March 10, 1934 TIME: G-Flight 9:57 to 10:29 A.M.
H-Flight 10:20 to 10:47 A.M.
N-Flight 11:55 to 12:03 P.M.

		BY	DATE
SCALE FACTOR (0.97)	N-Flight (sgd)	C. H. Rulfs by C.N. Rulfs by I.C.P.	8/28/34
	G-Flight (sgd)	C. H. Rulfs by C.N. Rulfs by I.C.P.	8/28/34
PROJECTION	(sgd)	T. M. Price, Jr. by I.C.P.	9/ 1/34
PROJECTION CHECKED	(sgd)	Ben Benson by I.C.P.	9/ 1/34
CONTROL PLOTTED	(sgd)	W. Mack Crook	9/ 4/34
CONTROL CHECKED	(sgd)	R. J. Moore Jr.	9/ 6/34
TOPOGRAPHY TRANSFERED	(sgd)	V. L. Riehl	11/17/34
TOPOGRAPHY CHECKED	(sgd)	W. H. Burwell	11/17/34
SMOOTH RADIAL LINE PLOT	(sgd)	C. H. Rulfs by I.C.P.	11/ 8/34
RADIAL LINE PLOT CHECKED			
DETAIL INKED	(sgd)	V. L. Riehl	1/17/35

AREA OF DETAIL INKED 59.3 Sq. statute miles.

LENGTH OF SHORE LINE OVER 200 m. 66.8 Statute miles.

LENGTH OF SHORE LINE UNDER 200 m. 27.3 Statute miles.

LENGTH OF SHORE LINE OF SMALL INLAND LAKES 44.5 Statute miles.

GENERAL LOCATION ~~Aransas Bay~~ Intracoastal Waterway

LOCATION ~~Ninemile point to Second Chain of Islands.~~ Aransas Bay to Ayres Bay

DATUM STATION Bite 1934 Latitude 28°-08'-53.632" (+ 1651.0 meters) ✓
Longitude 96°-52'-59.241" (+ 1616.4) ✓
(position from field computations)

COMPILER'S REPORT

for

PHOTO TOPOGRAPHIC SHEET NO. 23 (REG. NO. 5397)

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 part of three flights: Nos. 41 to 54 of the "G" flight, 1 to 10 of the "H" flight and 1 to 16 of the "N" flight. The above flights were taken on March 10, 1934 at the following time: "G" flight 9:57 to 10:29 A.M., "H" flight 10:29 to 10:47 A.M., "N" flight 11:55 A.M. to 12:03 P.M.

The tide tables show the tide on the Gulf coast to have been half high when the photographs of "G" and "H" flights were taken. The field inspection verified this. The normal predictable tide range in Aransas and Mesquite Bays is too small to affect the interpretation of the photographs to a large extent except in the case of the numerous shoals. Strong continued winds however would cause sufficient change in water level to affect interpretation particularly for the low sand and mud flats. However, when the photographs were taken there were no storm tides and the tide was slightly below the mean high water level in the bays.

2. CONTROL

(a) Sources

Triangulation by Lieut. E. O. Heaton 1934
Triangulation by Lieut. F. L. Gallen 1931 (These stations are not within the sheet limits but were used for control). This control is adjusted to 1927 N. A. Datum. Several U. S. E. stations and former C. & G. S. stations were recovered and incorporated in the 1934 triangulation. The field parties unadjusted geographic positions were used for the 1934 triangulation. The difference between the unadjusted and final adjusted positions would be implottable on the scale of this compilation.

(b) Errors

Station "Bray" 1934 was found to be in error by the radial plot. It was relocated on the photographs in the field and the new location fitted the plot. Station "Good" 1934 could not be used as explained below.

(c) Remarks

Station "Good" 1934 was built on an island which changed shape during the storm of July 1934. The field inspection was made following the storm and an accurate location could not be made on the photographs, and the station was therefore not used.

Station "Bray" 1934 was relocated by substituting for the station a point that could be seen definitely on the photographs and a traverse and azimuth tie made and plotted graphically on the sheet and used in lieu of the station itself.

The use of double wave wood dots is much more illustrative of actual conditions than the use of a fine solid high ground line as on T 5369. Copies of both sheets will be forwarded to Pines with comments.

B.G.J.

✓ CKG

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.

(b) Adjustment of Plot

The photographs used for this sheet are free of excessive tilt and scale fluctuation, and the radial plot required no unusual adjustments. The control for the "G" and "H" flights was relatively scarce, but by coordinating these flights by means of common points with the "N" flight, and by carrying the plot through on joining sheets to good fixes, together with the fixes obtainable on this sheet, a sufficiently strong plot was finally effected. In a similar manner the "N" flight was coordinated with the "O" flight on an adjoining sheet

The Halfmoon Reefs and the Grass Island Reefs in Aransas Bay could not be well located by means of any one flight or plot. This sheet, sheet no. 5395, and 5396 were joined and the points plotted and the reefs traced on Sheet No. 5395. The reefs within the tracing limits of this sheet (5397) were then transfered to this sheet (5397). Since the scale factors of these three sheets are the same this transferance could be made accurately by direct tracing without adjusting.

(c) General Description of Topography and Interpretation

In addition to the general report for Espiritu Santo, San Antonio, and Mesquite Bays (filed with Descriptive report, Reg. No. 5363), also the general report for Aransas, Copano and St. Charles Bays (filed with Descriptive report Reg. No. 5369), the following notes are submitted for the interpretation of this sheet.

In contrast to the light solid line delineating the storm high water line of the adjoining sheet No. 5369 this same feature is delineated on this sheet (No. 5397) by rows of closely spaced sand dots. In other words, the limits represented by a triple row of dots is to be interpreted as higher land never covered by storm tides, in contrast to the surrounding low sand and mud flats which are occasionally covered by storm tides. This system is used through out the length of this sheet, on both St. Joseph and Matagorda Islands, which in general have similar topography. The higher lands previously mentioned are in the form of hummocks or mounds and are of a sandy nature covered by grass ~~and brass~~ and brush and in some cases spots of marsh and small ponds of intermittent water. The lower area in the vicinity of Cedar Bayou and Vincen Slough and extending generally on the bay side consists of sand and mud flats and is represented by widely spaced dots, intermittent lakes and marsh lands.

On the Gulf side of St. Joseph Island is a sand beach that varies in width but averaging very nearly 150 meters. The beach on the Gulf side of Matagorda Island is slightly wider averaging very mearly 180 meters. The position of the sand dunes which

Note: Regarding the low water and shoal areas: The new Hydrographic Survey in this area is not yet in this office. The low water areas and shoal areas are accepted as shown by the field draftsman but are approximate only and are changeable. The review of the Hydrographic Survey should ~~does~~ give greater weight to the Hydrographic delineation of these shoals and this compilation can be modified as regards shoals at a later printing if necessary.

B. G. Jones
8/14/35

3. COMPILATION (cond't)

occur on St. Joseph and Matagorda Islands is generalized. These dunes are about 20 ft. high and covered with beach grass and weeds. Between Long. 96°-52' and Long. 96°-48' only low scattered dunes occur which are not sufficiently important to indicate. In this area there are large spots of bare sand in contrast to the general grass covered prairie. These bare spots have been indicated by closely spaced sanding dots.

Cedar Bayou -- The break separating St. Joseph Island and Matagorda Island, has filled up on the Gulf side and Vincen Slough has opened into the Gulf with no connection to Cedar Bayou.

The Gulf tide entering inland and leaving by way of Vincen Slough has caused washes in the immediate vicinity of the slough, this is represented by the general wash symbol.

At the entrance of St. Charles Bay there is a large shoal area which was outlined by a light dash line. This is of indefinite extent and depth in its appearance on the photographs. Elsewhere in the bay the reefs and shoals appear more definite in outline and those that appeared to be covered at M. H. W. but probably bare or awash at low water were outlined by a dotted line, since a dash line might have been misinterpreted for small islands. In the area covered by this sheet there are numerous off-shore islands and shoals. Those that are small and low are difficult to distinguish from printing spots and blemishes on the photographs, and it is also difficult to tell exactly which are above or below M. H. W. The storm of July 1934, which is after the photographs were taken, is thought to have caused changes in the height , position, and shape of these shoals which are naturally unstable. They have been depicted however as indicated by the photographs. The dotted line does not necessarily represent the low water line, and the hydrographic survey which follows this compilation will be a much better authority on the present condition of these shoals, but this sheet will not be changed to conform, as no representation is true for long. The greater part of the bay shore of Blackjack Peninsula is of a marshy nature extending inland for ~~some~~ distance to slightly higher ground covered by grass and sand, this culture gradually merges into even slightly higher land covered by dense brush, with grass and scattered trees. The trees average about 18 feet in height and the bushes average about 10 feet in height. This growth is what is usually known as chaparral and is shown by the general tree and brush symbol.

(d) Bridges

There are no bridges over navigable streams on this chart.

(e) Information from other Sources

All information was obtained from the photographs, and notes written by the field inspection party, except certain names not appearing on present C. & G. S. charts as described below, ~~and~~ the location of TANK (ELEVATED), a landmark which the hydrographic party located by sextant cuts. It had not been built when the photographs were taken.

3. COMPILATION (cond't.)

~~Information will later be obtained from the hydrographic party regarding those islands and shoals which are in question as explained in paragraph (c) above.~~

(f) Comflicting Names

(1) Cedar Dugout-- Accepted local usage. Several checks.
Gaston Dugout-- Mentioned in Inside Route Pilot, on U. S. E. Intracoastal Waterway blue print, and Local Light List (Gulf Coast). The name Cedar Dugout is recommended because of its widespread local acceptance, the Local Light List and Inside Route Pilot can be changed accordingly.

(2) ✓ Cedar Reef-- Accepted local usage. Several checks.
✓ Gaston Reef- C. & G. S. chart 1285, U. S. E. Intracoastal Waterway blue prints.
✓ Cedar Reef is recommended because it has general local acceptance.

(3) Mullet Bay-- C. & G. S. charts, and U. S. E. Intracoastal water way small scale blue print.
✓ Sundown Bay-- Local information and U. S. E. Intracoastal water way large scale blue print.
"Mullet Bay" is recommended for use on this chart, as the more generally accepted and probably the more permanent name.

(4) ✓ Blackjack Peninsula-- Local information
Saint Charles Peninsula-- Local information
✓ The name Blackjack Peninsula is believed to have greater local acceptance now, and is therefore recommended for use on this chart.

(5) Bloodworth Island-- U. S. E. Intracoastal Waterway Blueprint.
✓ Bludworth Island-- Local Light List (Gulf Coast)
The former is recommended as having local preference.

(6) MUD BAY, local useage. Carlos Bay given for this bay on USE. blueprints.

(g) New Names

The following new names were taken from the U. S. E. Intracoastal water way large scale blue print: ✓ Dunham Point, ✓ Dunham Bay, ✓ Ayres Bay. ✓ Ayres Bay is also refered to in the Local Light List. These names also have general local usage.

The following new names were derived from local inhabitants:

✓ Mud Bay, ✓ Cedar Point, ✓ Bird Island Point, ✓ Cedar Reef, ✓ Cedar Dugout, ✓ Vincen Slough, ✓ Blackjack Peninsula, ✓ Blackjack Point, ✓ East Pocket, ✓ Bartell Pass, ✓ Bartell Island, ✓ Ayres Dugout (also in Local Light List, (Gulf Coast)), ✓ Bird Point and ✓ Bloodworth Island. As stated in section 4 ("Comparison with other surveys") Ayres Island shown on Chart #1285 is now divided into three distinct Islands, two of which are large. The large N. E. island retains the name ✓ "Ayres I." and the name ✓ Roddy Island which is of local origin is recommended for the large S. W. island.

3. COMPILATION (cond't.)

(h) Junction with Adjoining Sheets

This sheet is joined by sheet Register No. 5369 (Field No. 19) on the South; by sheet Register No. 5395 (Field No. 21) on the west; sheet Register No. 5396 (Field No. 13) on the east, and by sheet Reg. No. 5396 (Fld. No. 22) on the north.
The junction with adjoining sheets are satisfactory.

4. COMPARISON WITH OTHER SURVEYS

(1) Detail comparison with chart No. 1285 is as follows: (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°-00	Near 96-55	+ 13	
On 28-02	Near 96-53	+ 86	
On 28-03	Near 96-52	+ 74	Gulf Shore
Near 28-05	On 96-50	+ 60	
Near 28-07	On 96-47	+ 55	
Near 28-08	On 96-46	+ 134	
On 28-02	Near 96-57	- 28	
On 28-03	Near 96-57	- 30	
On 28-05	Near 96-56	- 176	Aransas Bay
Near 28-06	On 96-55	+ 17	(S. Shore)
Near 28-06	On 96-54	+ 44	
Near 28-06	On 96-53	No change	
Near 28-07	On 96-53	- 215	
On 28-07	Near 96-53	- 107	Mud Bay
On 28-08	Near 96-54	- 62	
Near 28-07	On 96-56	- 179	N. Shore
Near 28-07	On 96-57	- 189	Aransas Bay
On 28-08	Near 96-55	- 30	
On 28-08	Near 96-56	- 57	Dunham Bay
Near 28-08	On 96-52	- 26	
On 28-07	Near 96-51	+ 52	Mesquite Bay
Near 28-07	On 96-50	No change	S. Shore
Near 28-07	On 96-49	- 50	
On 28-09	Near 96-49	- 20	
On 28-10	Near 96-49	- 42	Ayres Bay
Near 28-11	On 96-50	- 104	
Near 28-10	On 96-52	- 40	N. Shore
Near 28-09	On 96-53	No change	Mesquite Bay
Near 28-11	On 96-51	- 40	Mullett Bay
Near 28-11	On 96-52	- 40	N. W. Shore

+Accumulation; - Recession

4. COMPARISON WITH OTHER SURVEYS (cond't.)

(2) There is now no island extending N. W. from Ayres Dugout, and S. E. of Ayres Dugout the former peninsula is now broken up into several islands.

(3) Ayres Island has broken up into three islands.

(4) Gaston Reef is now below M. H. W. There are numerous instances in Aransas Bay of islands formerly shown above which are now below M. H. W. such as Spaulding and Poverty Reefs and the Bird Islands which are now only partly above.

(5) There are two small wooden break waters on the S. E. shore of Mesquite Bay shown on this chart that does not appear on Chart 1285. Also a small pier on the S. E. Shore of St. Charles Bay that does not appear on Chart 1285, is shown.

(6) There are now no islands in the N. E. end of Mullet Bay.

(7) The island formerly at Lat. 28°-07.5' Long. 96°-57.8' is now connected to shore by a bar

(8) In general the shore shown on this sheet of St. Charles Bay has receded about 65 meters. In general the shores of the Bay regions have receded and the points of land and Islands in the bays are smaller on this chart than on chart 1285

(9) The Gulf shore has moved seaward on this chart as compared with chart No. 1285.

The Cedar Bayou entrance into the Gulf has completely filled up and Vincen Slough has opened into the Gulf, the slough is now seperate and apart from Cedar Bayou. There are now no roads in this vicinity.

5. LANDMARKS

The following landmarks shown on this sheet has been submitted on form 567.

Description	Lat.	Long.
TANK(ELEVATED) (white,30-40 ft. high)	28-07 +56 meters located by hydrographic party	96-48 +10 meters

The day beacons in the area covered by this sheet were not located by triangulation and could not be located on the photographs. They will be located by the hydrographic party and plotted on the hydrographic sheets but not on this.

6. RECOVERABLE OBJECTS

The only recoverable objects on this sheet are as follows:

Chimney (d)	Lat.	28°-07'	Meters	+ 516.0
	Long.	96°-48'	Meters	+ 81.4
NW Gable of House (d)	Lat.	28°-08'	Meters	+ 661.0
	Long.	96°-57'	Meters	+ 113.9

The above objects were selected by the field inspection party for hydrographic and topographic stations and their positions

6. RECOVERABLE OBJECTS (cond't.)

were determined by the radial plot of this sheet. The field inspection party has submitted a description of these recoverable objects on Form 524.

Two hydrographic stations which were not recoverable were selected in the field and located on this sheet by radial plot. The hydrographic party has not at this time assigned names to these stations.

7. RECOMMENDATION FOR FURTHER 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.

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) V. L. Riehl
V. L. Riehl

The accuracy of location given above is high for work on this scale though the compilation and this report show every evidence of careful accurate work a better estimate is an accuracy of location of 0.3 to 0.5 mm on the sheet for interpolated points and 0.3 to 0.8 mm for other detail.

B. G. Jones

REVIEW OF AIR PHOTO COMPILATION T-5397

Scale 1:20,000

Comparison with Graphic Control Surveys.

There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys.

T-787 (1860) 1:20,000. T-787 covers the inland bays of the Gulf of Mexico from Second Chain of Islands to Long Reef.

Except for the tip of the peninsula at the eastern end of Mullet Bay, which has become an island and the location of various small islands and ponds in the marshy areas, T-787 and the compilation are in agreement within 50 meters.

T-5397 is adequate to supersede T-787 in all points of detail within the area common to the two surveys.

Comparison with Recent Hydrographic Surveys.

Hydrographic surveys in this area are under way but have not as yet been received in this office.

Comparison with Chart 1285.

A very complete and detailed comparison with chart 1285 is given on pages 7 and 8 of the descriptive report for this compilation.

Landmarks and Aids to Navigation.

None of the beacons marking the route of the intracoastal waterway have been shown on the compilation. The hydrographic surveys in this area have not yet been received but it is supposed that they will be the source of information regarding the number and location of beacons and buoys. No landmarks are charted in this area. One landmark is submitted with the compilation.

Respectfully submitted,

Ralph M. Berry

August 8, 1935. Ralph M. Berry.

V B G Jones

REVIEW OF AIR PHOTO COMPILATION NO. 5397

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)
Only such methods as is usual in substituting a nearby point for the control station on these photographs.

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 ~~photos~~ ~~control~~ 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.
Hydrographic Surveys have not been completed at this time.
Comparison was made to the unfinished boat sheet.

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." M-67

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) Dotted lines indicate shoals not bare at mean high water, probably bare or awash at low water as indicated by appearance on photographs only. Dash lines represent shoals of uncertain length and extent. Neither is necessarily at the low water line.

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)

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)
Day beacons not shown as described in report.

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.

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. Coast Survey 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.

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: The hurricane of July 1934 may have caused changes in the nature of reefs and islands from that shown on the photographs. These changes will not be made as far as indicated by the hydrographic Survey if available before this sheet is submitted, because it has been observed that these reefs and shell islands undergo such frequent changes that no representation is true for long.

18. Examined and approved;

T. M. Price, Jr.
Chief of Party

19. Remarks after review in office:
~~The bluff added to the compilation was not apparent except by stereoscopic examination of the photographs.~~
Very complete compilation and report

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

Examained and approved:

C. K. Green
Chief, Section of Field Records

J. S. Borden
Chief, Section of Field Work

L. O. Colbert
Chief, Division of Charts

G. Rude
Chief, Division of Hydrography and Topography.

Form 567
Rev. Jan. 1933

DIVISION OF CHARTS, FILE NO. _____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

March 8 13, 1935

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:

T. M. Price Jr.
Chief of Party.

DESCRIPTION	POSITION				DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE				
	° ′	D.M. METERS	° ′	D.P. METERS			
TANK(ELEVATED) (white, 30-40 ft.high)	28-07	+ 56.5	96- 48	+ ~~10~~ 1	N.A. 1927	sextant cuts	1285
	Inspected from Mosquite Bay						
				checked by		C. L. Kirk	

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 indentification. 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.

U.S. GOVERNMENT PRINTING OFFICE: 1934 25379

GEOGRAPHIC NAMES

Survey No. T-5397

Date. August 7, 1935

Chart No. 1285

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
	~~Mullet Bay~~	Sundown Bay	Same	Decision	Reversed KTA
✓	Blackjack Peninsula		"		
✓	Ayers Island	Ayres I* (6th Rep)	"		
✓	Roddy Island		"		
✓	Ayers Bay				
✓	Ayers Dugout		"		
✓	Bloodworth Island	D.G.N. 1/27/39	"		
✓	Belden Dugout	names cut thru Third Chain of Islands			
✓	St Charles Bay				
✓	Dunham Bay				
✓	Cedar Point		"		
✓	Cedar Reef		"		
✓	Cedar Dugout		"		
✓	Third Chain of Islands				
✓	Mesquite Bay *				
✓	Bray Cove				
✓	Goose Island				
✓	Bartell Pass		"		
✓	Bartell Island		"		
✓	Bird ~~Island~~ Point		"		
✓	Bird ~~Island~~ Reef Point	Names underlined in red are approved. W.J.Woods	" change to Bird Reef Pt KTA		

(M-136)

GEOGRAPHIC NAMES

Survey No. T-5397

Date. August 7, 1935

Chart No. 1285

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
	East Pocket		Same		
	Blackjack Point		"		
	Dunham Point				
	Dunham Island				
	Cape Carlos				
	Cape Carlos Dugout				
	~~Mud Bay~~	Carlos Bay		Decision Reversed KTA	
	Grass Island Reefs				
	Pelican Reefs				
	Poverty Reef				
	Spalding Reef				
	Matagorda Island				
	Halfmoon Reef				
	Aransas Bay				
	Bird ~~Islands~~	change to Bird Reef KTA.			
	~~Bird Island Point~~				
	Cedar Bayou				
	Deadman Island				
	Long Reef				
	St Joseph Island				
—	Vincen Slough.		"		

Names underlined in red are approved. W.J.Woods

W.J. Woods

(M-136)

5396

Check List for Air Photo Compilation T 5297

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. OK Dizy.

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. 5363

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. 787, except for the following detail: 5369

   c. New hydrographic surveys. Not in

   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. None

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.

None

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. Junction with T-5369 not checked. others ok.

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.

M-170