

5398

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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. 5398

LOCALITY

San Antonio Bay

Hynes Bay

Dagger Point to Tivoli

1935

CHIEF OF PARTY

T. M. Price, Jr., Ensign

U. S. GOVERNMENT PRINTING OFFICE: 1928

5398

applied to chart 1117 May. 1940 g.H.S.
applied to chart 1285 May 1940 PLE

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5398

PHOTO
TOPOGRAPHIC TITLE SHEET

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

Field No. 24

REGISTER NO. 5398

State Texas

General locality San Antonio Bay

Locality Hynes Bay
~~Dagger Point to Tivoli~~

Scale 1/20000 Photographs Date of survey January 8, 1934

Vessel Army Air Corps Camera: Five lens, Type T-3A, No. 31-76
Compilation: Jan. & Feb. 1935

Chief of party T. M. Price, Jr.

Surveyed by See data sheet in descriptive report

Inked by Ben Benson

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. M-7 to M-31 incl.,
and O-1 to O-8 incl.

Sheet reduced to scale and printed by photo-lithographic process

...

- NOTES ON COMPILATION -

* SHEET NO. 24 (REG. NO. 5398) -

PHOTOS: Five lens nos. M-7 to M-31, incl., and O-1 to O-8 incl

DATE OF PHOTOGRAPHS: M flight January 8, 1934 TIME: 2:44 to 2:57 P.M.

	<u>BY</u>	<u>DATE</u>
SCALE FACTOR (1.01)	(sgd) <i>Ben Benson</i> Ben Benson	10/13/34
PROJECTION	(sgd) <i>T. M. Price, Jr.</i> T. M. Price, Jr.	12/28/34
PROJECTION CHECKED	(sgd) <i>J. L. Smith</i> J. L. Smith	12/30/34
CONTROL PLOTTED	(sgd) <i>Ben Benson</i> Ben Benson	1/ 2/35
CONTROL CHECKED	(sgd) <i>J. L. Smith</i> J. L. Smith	1/ 5/35
TOPOGRAPHY TRANSFERRED	(sgd)	
SMOOTH RADIAL LINE PLOT	(sgd) <i>C. H. Ruffs</i> C. H. Ruffs	1/ 2/35
RADIAL LINE PLOT CHECKED	(sgd) <i>Ben Benson</i> Ben Benson	
DETAIL INKED	(sgd) <i>Ben Benson</i> Ben Benson	2/ 9/35

AREA OF DETAIL INKED 85.0 sq. statute miles

LENGTH OF SHORE LINE OVER 200 m. 24.4 statute miles.

LENGTH OF SHORE LINE UNDER 200 m. 39.3 statute miles.

LENGTH OF SHORE LINE OF INLAND LAKES 39.5 statute miles.

GENERAL LOCATION: San Antonio Bay

LOCATION: Dagger Point to Tivoli

DATUM STATION: Austwell, 1931 Latitude $28^{\circ}-22'-42.674''$ Meters { 1313.7 }
Longitude $96^{\circ}-49'-37.885''$ { 1031.5 }
(positions from office adjusted list)

COMPILER'S REPORT

for

PHOTO TOPOGRAPHIC SHEET FIELD NO. 24 (REG. NO. 5398)

1. GENERAL INFORMATION

This sheet was compiled from photographs taken by the U. S. Army Air Corps, using a Fairchild five lens T-3A camera #31-76. The photographs used were five lens nos. M-7 to M-31, inclusive, and O-1 to O-8, inclusive. The M-flight photographs were made January 8, 1934 from 2:44 to 2:57 P.M. covering the entire west side of San Antonio Bay. The tide was very low when these photographs were taken. The O-flight was made March 19, 1934 from 1:47 to 1:57 P.M. covering that area from Sharp Point to Lamar, including the head of St. Charles Bay. The O-flight was not used in tracing the mean high water line for this sheet, and was used only for a small amount of unimportant detail. The time and date of the O-flight was therefore not mentioned on the title block or title sheet.

2. CONTROL

(a) Sources

Triangulation by Lieut. E. O. Heaton, 1934

Triangulation by Lieut. F. L. Gallen, 1931

Two theodolite three point fixes were made by the field inspection party. One is station "BUG", latitude $28^{\circ}-24'-15.18''$, longitude $96^{\circ}-46'-37.78''$; this station is not recoverable. The other is station "MADELOW" "STORE BUILDING", latitude $28^{\circ}-25'-31.67''$, longitude, $96^{\circ}-53'-22.01''$, and it is described on form 524, and submitted. Both stations were located with fourth order accuracy.

The triangulation control at the north end of this sheet and the north end of sheet register number 5399 was not sufficiently strong to make a good plot. The traverse made by the Texas State Highway Department over the new highway from Tivoli east to its junction with the Seadrift-Greenlake road was obtained. A connection to this traverse and the Tivoli Lutheran church spire 1931 was made at one end and the other end of the traverse was connected to the theodolite three point fix station "Green" (sheet 5399). These connections were made by tapes and theodolite. All the bridges along this highway were included in this highway department traverse and these bridge ends were located on the photographs in the field. This sheet and Sheet no. 5399 were joined and from the computed and plotted position of Tivoli Lutheran Church Spire 1931 and three point fix Station "Green", the highway department traverse was plotted graphically from each control station and joined near the middle of the traverse. The error of closure was about eight meters. Since only a small part of each end of the traverse fell within the limits of the sheets the closing error was not adjusted but all thrown in the section not used that fell off the sheets proper. The ends of the bridges thus located by traverse were used as control points and a perfect radial plot agreement was ^{found} ~~formed~~ to exist between these points and the other control.

2. CONTROL (CONT'D.)

(b) Errors

There were no errors in control found in the compilation of this sheet.

(c) Remarks

The triangulation station " Gin Tank North of Cardwell, 1934" is not a gin tank, but an elevator shaft on top of a storage room. (This station lies outside of the photographing limits of this sheet).

Two short traverse and azimuth locations were run from station "Lupe, 1934" and "Bug", (field inspection party 3 pt. fix station) to tie these stations to points that could definitely be located on the photographs.

The hydrographic and topographic station "Maudelow Store Building" (shown with standard black circle) was located on the ground and its point selected on the photographs by the field inspection party without reference ties. Its position is established by a theodolite three point fix.

The control is on the 1927 N. A. datum. The field party's unadjusted geographic position's were used, For the 1934 triangulation, the difference between the unadjusted and the final position would not be plottable on the scale of this sheet.

NOTE: For method of controlling plot, see paragraph no. 3

3. COMPILATION

(a) Method

The usual method of plotting from five lens photographs was used in the compilation of this sheet. The adjoining sheets were directly connected, if of the same scale and the radial plot carried through as though the two were one sheet. When the scale between adjoining sheets differed, the same thing was accomplished by transferring radial points by proportional dividers. In this way control on adjoining sheets was made effective for the plot of this sheet.

After considerable work had been done as the radial plot of this sheet, a hole was burned in the sheet. This hole was in a place that would not affect the plot, but would affect certain detail in the tracing. The radial plot was completed on the original sheet, but a new projection was made and the control stations plotted thereon, and the radial points transferred directly to the new sheet by superimposing the one on the other, and matching the projection lines.

(b) Adjustment of Plot

Photographs Nos. M-7 and M-18 were tilted excessively and were not used in either the plot or the tracing of this sheet, except that M-7 was used for tracing the Guadalupe river and nearby ditches north and west of the concrete highway, because

3. COMPILATION (CONT'D.)

(b) Adjustment of Plot (cont'd.)

this detail did not show well on adjacent photographs used on this sheet. The remaining photographs, covered by this sheet, were not tilted excessively, and the radial plot required no unusual adjustments. The plot gave good intersections.

(c) General Description of Topography and Interpretation

In addition to the General Report for Espiritu Santo, San Antonio, and Mesquite Bays by the field inspection party (filed with the descriptive report, register no. 5363) the following notes are submitted to act as a guide in the interpretation of this sheet, since the compiler also assisted in the field inspection of this area:

On the north and northeast shores of Haynes Bay, the grass and marsh grow to the water's edge. At the mouth of Schwing's Bayou and in places along the shore of Mission Bay, there is marsh, which is below mean high water.

There is a narrow white shell beach extending along the shore from Crescent to Dagger Point, except at the points, where marsh grows out to the shore.

A fifteen foot bluff extends along the west shore of Haynes and San Antonio Bays from Crescent to Webb Point. The average height of this bluff is about fifteen feet, although just south of Austwell, it attains a height of about thirty feet. The face of this bluff is occasionally broken by gullies and washes.

The land in the southern quarter of the sheet is covered with bush and trees (maximum height about 25 feet) with scattered grassy clearings with occasional bare spots, and small cultivated tracks. This growth is dense and high near the shore and becomes lower and more scattered further inland. It is of several types of trees which are classed as chaparral. It is shown by the "general tree" symbol. There are numerous trails covering this area. Due to the great number of trails, only the most important ones were shown.

The center half and northwest part of the sheet are almost entirely cultivated. The southern limit and the eastern limit of the northwest part of cultivation has been shown and the land labelled "Land under Cultivation unless Otherwise Shown by Symbols". There are a few tracts that are used for grazing and are shown by the general grass symbol. A ditch has been dug in the center line of an intermittent stream for almost its entire length on this sheet. Where this is the case, the ditch symbol was used and labelled as such.

Not all the ditches and field roads (turn rows) in this cultivated area have been shown, some smaller ones having been omitted to avoid congestion. Where there is a field road there is usually a small drain ditch. In most cases the field road (turn row) alone was shown, as it served also for a farm drive. The eastern and western limits of cultivation were not shown, the eastern limit being the bluff, and the western limit, the tracing limit. From Crescent, where the bluff begins to dissipate inland, the eastern limit of cultivation has been shown. All cultivation outside these limits has been shown by the standard cultivation symbols.

3. COMPILATION (CONT'D.)

(c) General Description of Topography and Interpretation

The land east of the eastern cultivation limit and north-east of Hynes Bay is generally marsh, although there is some grazing and cultivation west of the Guadalupe River. The Guadalupe River delta ^(on this sheet) is all marsh, with the exception of Marmonkin Island, which has a system of ditches which drains it, but the project for cultivation has been abandoned.

On the west side of the Guadalupe River, there is a levee, about six feet high, a three foot ditch and a trail. The levee has been shown in its entire length, where it maintains its 6 feet height. From its southern end, as shown on this sheet to Lat. $28^{\circ}-25.5'$ it has eroded down to a maximum height of one foot, and was not shown. The northern part of the ditch has been shown to where a graded dirt road parallels it. From there, the road has been shown. Wherever space permitted, this graded dirt road has been shown as a double ~~broken~~ ^{dash} line. But where it is too close to the levee, this road has been shown as a single dash line*. The southern end of the ditch has been shown, since it extends farther south than the levee.

Tall trees ~~and dense bush~~ ^(about 25' maximum height) line both sides of the Guadalupe River and all the bayous in the Guadalupe River delta.

All the bayous have been named, with the exception of Frenchman's Bayou, of which, but $\frac{1}{2}$ mile appears on the northern corner of this sheet.

Sand and mud flats have been left open (no symbol used) and labeled as such.

All highways (including concrete, shell, and dirt) are shown with a double solid line. The main streets of Tivoli and Austwell are shown also with double solid lines. Streets and roads of secondary importance have been shown with double dash lines. Very poor and seldom used streets and roads, as well as trails and field roads are shown with a single dash line. The importance of the thoroughfare was used to determine the symbol, rather than the nature of construction.

Only those houses which can be seen from navigable waters, were shown. No attempt was made to show inland farm structures but in inland towns the public buildings were shown. At Tivoli there are three R. R. tracks within a limit of about 60 feet. Only the main track was shown to avoid ~~con~~ ^{je}gestion.

Reefs and shoals were shown by a dotted outline from their appearance on the photographs alone and this cannot be taken as the low water line necessarily. The reefs are subject to constant change and their height is very difficult to interpret from the photos. The hydrographic survey is the best authority for the present condition of these shoals, and that work should be accepted in case of conflict.

* This road is graded SE of Lat. $28^{\circ}-28.15'$ but is only a wagon trail N.W. of the intersection at this point.

3. COMPILATION (CONT'D.)

(d) Bridges

All bridges within the limits of this sheet were shown by the standard bridge symbol, whether concrete, steel, or railroad trestle, and labelled fixed. There are no moveable bridges on this sheet. There is only one bridge crossing a navigable stream. It is a three span, steel girder fixed bridge across the Guadalupe River. It is owned by the Texas Highway Department. The vertical clearance is 8.8 feet at M. L. W. and 1.3 feet at H. W. These clearances were obtained from the U. S. Army Engineers Office at Galveston, Texas. The horizontal clearance as given by the U. S. E is 32 feet, but by investigation in the field, the horizontal clearance was found to be 46 feet. The latter has been given on the compilation.

No attempt was made to show culverts.

(e) Transmission Lines

There is only one transmission line crossing navigable waters on this sheet. It is across the Guadalupe River just south of the highway bridge, $7\frac{1}{4}$ miles above its mouth and about 2 miles northeast of Tivoli. The horizontal clearance is approximately 500 feet, and the vertical clearance is approximately 30 feet. This information was obtained from the field inspection party. *(The graded dirt road which runs S.E. from Lat. 28°-26.75' Long. 96°49.6' was built since the photographs were taken. Its position was marked in the field on the photographs by estimation only.)*

(f) Information from other Sources.

All information was obtained from the photographs and notes by the field inspection party except clearances from the U. S. E. D. as noted above and new names as noted below. *Th*

(g) Conflicting Names

(1) Mission Bay

The U. S. C. & G. S. Chart 1285 shows Mission Lake
The U. S. C. & G. S. Chart 1117 shows Mission Lake
Mr. Douda, a local surveyor of Seadrift, Texas states that the common usage is Mission Bay.
Mission Bay is therefore recommended.

(2) South Guadalupe, North Guadalupe

The U. S. C. & G. S. chart 1285 shows Guadalupe River and Upper Guadalupe.

South Guadalupe and North Guadalupe is recommended for the branches at the mouth. Same authority as (1).

(3) Hynes Bay

The U. S. C. & G. S. charts 1285 and 1117 show Hynes Bay
The U. S. G. S. small scale map of Texas shows Hines Bay
Hynes Bay is recommended

(4) Hog Bayou is also known as Steamboat Bayou

(h) List of New Names

(1) Marmonkin Island

That island formed by the forks of the Guadalupe river

3. COMPILATION (COND'T.)

(h) List of New Names (Cond't.)

is commonly called Marmonkin Island. Same authority as (1) paragraph (g)

(2) Swan Lake

The lake in the Guadalupe Delta at Lat. $28^{\circ}-24.7'$ and Long. $96^{\circ}-47.7'$ is called Swan Lake. Same authority as (1) paragraph (g).

(3) Missouri-Pacific Railroad

The St. Louis, Brownsville, and Mexico R. R. is now owned and operated by the Missouri-Pacific R. R. This information was furnished by the station agent at Tivoli.

(1) Junctions with Adjoining Sheets

This sheet is joined by Sheet Register No. 5363 (Field no. 13) on the southeast; by Sheet Register No. 5396 (Field no. 22) on the southwest; and by Sheet Register no. 5399 (Field no. 25) on the northeast.

The junction with adjoining sheets is satisfactory.

4. COMPARISON WITH OTHER SURVEYS

A survey of this area was made by the U. S. Coast and Geodetic Survey about 1891 (chart no. 1285). Detail comparison with this chart is as follows.

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

MISSION BAY

	Lat.				Long.			Change, old to new. (Meters)*	Remarks
	°	'	"		°	'	"		
On	28	28	00	Near	96	50		- 2	The center of the
On	28	27	00	Near	96	49		-196	SW shore has receded
Near	28	27	00	On	96	49	00	- 12	about 190 meters. The
On	28	27	00	Near	96	49		+ 136	southern end of the SE shore has accumulated about 100 meters.

HYNES BAY

Near	28	26		On	96	50	00	- 80	The NE shore line
Near	28	25		On	96	49	00	- 90	of Hynes Bay has
On	28	25	00	Near	96	49		- 320	receded an average
Near	28	25		On	96	48	00	- 160	of about 90 meters.
On	28	24	00	Near	96	47		- 180	
Near	28	24		On	96	47	00	- 90	

4. COMPARISON WITH OTHER SURVEYS (COND'T.)

	Lat.			Long.			Change, old to new (Meters)*	Remarks
	o	'	"	o	'	"		
Near	28	26		On	96	51 00	- 30	The northwest shore of Hynes Bay has receded an average of about 50 meters.
On	28	25	00	Near	96	52	- 265	
Near	28	24		On	96	51 00	+ 70	The southwest shore line of Hynes Bay has accumulated an average of about 45 meters. At Crescent, the shore line has accumulated about 250 meters.
On	28	24	00	Near	96	51	+ 35	
Near	28	23		On	96	50 00	+ 80	
On	28	23	00	Near	96	50	+ 25	
Near	28	22		On	96	49 00	+ 55	
On	28	22	00	Near	96	48	- 160	
Near	28	22		On	96	48 00	- 110	

SAN ANTONIO BAY

On	28	21	00	Near	96	48	- 10	San Antonio Bay has receded 45 entire length between Sharp Point and Dagger Point.
On	28	20	00	Near	96	48	- 40	
On	28	19	00	Near	96	47	- 45	
On	28	18	00	Near	96	48	- 285	
Near	28	18		On	96	48 00	- 190	
On	28	17	00	Near	96	48	- 80	
Near	28	17		On	96	48 00	- 100	

* + indicates accumulation; - recession, measured along the meridian or parallel and not necessarily normal to the shore line.

(2) Probably due to storms, the shapes of several lakes in the Guadalupe River Delta have changed considerably. There are more shown on this compilation than on chart 1285.

(3) The lakes at Sharp Point shown on chart 1285, are now of an intermittent nature.

(4) The road shown on chart 1285, paralleling the bluff from just south of Sharp Point on through Crescent, is no longer in existence, except for a short stretch of about $\frac{1}{2}$ mile south of Austwell.

(5) Two relatively large islands, one in the southern part of Mission Bay and one in northern part of Hynes Bay are now in existence, and which are not shown on chart 1285.

(6) Runaround Island, shown on chart 1285 at Lat. $28^{\circ}-19.3'$; Long. $96^{\circ}-44.3'$; is not apparent on the photographs, although the photographs covering this were taken at low water. The photographs show shallow water at the approximate position of Runaround Island, but this area does not come nearer than the end of the wing prints on any flights and since there are blemishes on the prints in the water areas it is impossible to tell certainly about this island but the hydrographic survey will develop this area later.

4. COMPARISON WITH OTHER SURVEYS (COND'T.)

(7) U. S. C. & G. S. Chart 1117 shows a town of Dubois at latitude $28^{\circ}-18.2'$, longitude $96^{\circ}-48.6'$. There is now no settlement of any kind at this position or close vicinity, although there are a few small scattered farms. Crescent is a locality, but is not a town as it is shown on chart 1117.

(8) There is no pier now at Lat. $28^{\circ}-20.4'$, Long. $96^{\circ}-47.6'$.

(9) The road and railroad layout should be changed to agree with this compilation.

(10) The only piers now at Austwell are shown on this compilation

(11) Two islands formerly shown at Lat. $28^{\circ}-25.5'$ and Long. $96^{\circ}-49.5'$ are not present now.

(12) There is no projecting point or pier at Lat. $28^{\circ}-21.6'$ Long. $96^{\circ}-47.5'$

5. LANDMARKS

There are two landmarks within the limits of this sheet. They were selected by the field inspection party and located direct on the photographs. Since these two landmarks are also triangulation stations, their positions were obtained from the office adjusted list of 1931 triangulation by F. L. G. Form 567 has been filled out for these landmarks and submitted.

Description	Latitude ° '	Longitude ° '
* TANK (ELEVATED)		
(△ Austwell Municipal Tank, 1931)	28 23.1	96 50.5
TANK (ELEVATED)		
(△ Austwell Gin Co. Tank, 1931)	28 23.1	96 50.5

6. RECOVERABLE OBJECTS

There are two recoverable hydrographic and topographic stations within the limits of this sheet. They were selected in the field by the field inspection party and located directly on the photographs. The position of (1) was determined by ~~theodolite~~ ~~photocopy~~ a theodolite three point fix. The position of (2) was determined by the radial plot only. The field inspection party has submitted descriptions for these recoverable objects on Form 524.

Object	Latitude ° '	Meters	Longitude ° '	Meters
(1) Maudelow Store Bldg. (d)	28-25	(+ 974.9)	96-53	(+ 599.0)
(2) Windmill (d)	28-24	(+1346.3)	96-61	(+ 969.6)

7. RECOMMENDATION FOR FURTHER SURVEYS

The compilation of this sheet is believed to have the 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. is usually 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. It was necessary to trace the shoreline and topography of the Guadalupe River Delta from beyond the mid point of wing photographs because there was not 50% overlap between wings of the M and F flights.

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) Ben Benson
Ben Benson

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

February 8 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:

Sheet Field No. 24

Register No. 5398

T. M. Price, Jr.

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE		LONGITUDE		DATUM			
	°	'	D.M. METERS	°				'
* TANK (ELEVATED) (Δ Austwell Municipal Tank, 1931)	28	23	+ 258.7	96	50	+ 869.6	N. A. 1927	Triangulation 1285
TANK (ELEVATED) (Δ Austwell Gin Co. Tank, 1931)	28	23	+ 274.3	96	50	+ 751.4	N. A. 1927	Triangulation 1285
<i>Inspected from San Antonio Bay</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, flagstaves and like objects are not sufficiently permanent to chart.

REVIEW OF AIR PHOTO COMPILATION T-5398

Scale 1:20,000

● Comparison with Graphic Control Surveys.

There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys.

T-767 (1859)(1:20,000).

T-767 is an old plane table survey covering San Antonio Bay.

The SW shore of Hynes Bay corresponds within 25 m. The shoreline is bluff in this area.

The NE shore at Hynes Bay varies \pm 250 m. The shore here is swampy.

Crescent Village has disappeared.

The compilation is adequate to supersede T-767 in all points of detail in the area common to the two surveys.

T-828 (1860)(1:20,000).

T-828 is an old plane table survey covering San Antonio Bay Shore from Webb Point to Mustang Lake.

The swampy area shown at the base of the bluff on T-828 has receded \pm 100 m.

The bluff along the SW and S shore at Hynes Bay and shown on the compilation as stopping at A station Nettle, 1954 was continued southward somewhat inshore to a point off the limits of this sheet. Examination of the photographs showed this to be the case and the symbol was added to the compilation accordingly.

Except for hachures the compilation is adequate to supersede T-828 in all points of detail within the area common to the two sheets.

Comparison with Recent Hydrographic Surveys.

● Hydrographic surveys in this area have not yet been received in this office.

Comparison with Chart 1285.

A very complete and detailed comparison with chart 1285 is given on pages 8, 9 and 10 of the Descriptive Report for this sheet.

Landmarks.

No landmarks are shown in this area on the present chart 1285. Two landmarks are submitted for addition to chart 1285.

Respectfully submitted,

Ralph M. Berry

Ralph M. Berry.

V.B.G. Jones

August 1, 1935.

Approved

K.T. Adams

REVIEW OF AIR PHOTO COMPILATION NO. 5398

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

See data sheet
Compiled by: page 2 of
descriptive
report.
Instructions dated: Nov. 7, 1933

Project: Party # 20
Corpus Christi, Texas

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, theodolite, 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)
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 ~~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.
The hydrographic surveys of this area had not been made at the time of this review.
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, ~~coastlines and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
Small reefs and shoals were outlined with dots from their appearance on the photographs alone, and this does not necessarily represent 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)
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~~
~~XXXXXXX~~ 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 width of some roads has been expanded probably more than necessary for clear printing.

The representation of the shell reefs cannot be taken as being necessarily correct at the present time because of their changing nature and the difficulty of interpreting this feature from the photographs. They were shown primarily to assist the hydrographic party.

18. Examined and approved;

T. M. Price, Jr.
Chief of Party

19. Remarks after review in office:

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

Examained and approved:

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
L. O. Solbert
Chief, Division of Charts

H. B. Borden
Chief, Section of Field Work
G. H. Hinde
Chief, Division of Hydrography
and Topography.

Survey No. T-5398

GEOGRAPHIC NAMES

Date. March 30, 1935

Chart No. 1285, 1117

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>Tivoli</u>	Same			
	<u>Hog Bayou</u>	~~~~~	Same		
	✓ <u>Schwings Bayou</u>	~~~~~	Same		
	✓ <u>Guadalupe River</u>	Same			
	✓ <u>North Guadalupe River</u>	Upper Guadalupe River	North Guadalupe River		
	✓ <u>South Guadalupe River</u>	Guadalupe River	South Guadalupe River		
	✓ <u>Marmonkin Island</u>	—	Same		
	✓ <u>Swan Lake</u>	—	Same		
	✓ <u>Hynes Bay</u>	Same			
	✓ <u>Austwell</u>	"			
	✓ <u>Sharp Point</u>	"			
	✓ <u>Webb Point</u>	"			
	✓ <u>Dagger Point</u>	"			
	<u>Maudlowe</u>	~~~~~			
	✓ <u>San Antonio Bay</u>	Same			
	✓ <u>Mission Lake</u>	"			
	✓ <u>St L B & M Ry (MPL)</u>	~~~~~			
		APPROVED NAMES SUBMITTED IN 1911			
		<i>W. H. H. H.</i>			