

5399

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON, Director

State: TEXAS

DESCRIPTIVE REPORT

Photo
Topographic

Sheet No. 5399

~~Hydrographic~~

LOCALITY

SAN ANTONIO BAY

~~MOSQUITO POINT TO MISSION BAY~~

Guadalupe Bay

1935

CHIEF OF PARTY

T. M. PRICE JR., ENSIGN

U. S. GOVERNMENT PRINTING OFFICE: 1923

5399

applied to chart 1117.

May, 1940

J.H.S.

applied to chart 1285 - May, 1940

PR 6

applied to chart 890

November 10, 1950

M. Hunsberger

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO. 5399

TOPOGRAPHIC TITLE SHEET
PHOTO

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. (25).....

REGISTER NO. 5399

5399

State..... TEXAS

General locality..... SAN ANTONIO BAY

Locality..... *Guadalupe Bay Lake*
~~MOSQUITO POINT TO MISSION~~

Scale 1/20,000..... Date of ~~survey~~ Photographs: Jan. 8, 1934
Compilation: Jan.-Feb., 1935

~~U.S. Army~~ U.S. Army Air Corps..... Camera: 5-Lens, Type T-3A, #3176

Chief of party..... Ensign T. M. Price Jr.

Surveyed by..... See data sheet in Descriptive Report

Inked by..... W. Mack Crook

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 F-5 to F-32 incl.,

5-Lens. Sheet reduced to scale and printed by photo-lithographic

Process.

- NOTES ON COMPILATION -

Sheet No. 25

(Reg. No. 5399)

PHOTOS: Five-Lens F-5 to F-32 incl.

DATE OF PHOTOS: Jan. 8, 1934, 2:13 to 2:29 P.M.

SCALE FACTOR: (1.01) (sgd.)	<i>Ben Benson by J. L. P.</i> Ben Benson	10/15/34
PROJECTION (sgd.)	<i>T. M. Price Jr.</i> T. M. Price Jr.	10/25/34
PROJECTION CHECKED (sgd.)	<i>J. L. Smith by J. L. P.</i> J. L. Smith	10/26/34
CONTROL PLOTTED (sgd.)	<i>V. L. Riehl</i> V. L. Riehl	10/29/34
CONTROL CHECKED (sgd.)	<i>R. G. Moore Jr.</i> R. G. Moore	10/30/34

TOPOGRAPHY TRANSFERED

TOPOGRAPHY CHECKED

SMOOTH RADIAL LINE PLOT (sgd.)	<i>Carl H. Rulfs by J. L. P.</i> Carl H. Rulfs	12/20/34
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RADIAL LINE PLOT CHECKED (sgd.)

DETAIL INKED (sgd.)	<i>W. Mack Crook</i> W. Mack Crook	3/6/34
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AREA OF DETAIL INKED	<u>90</u>	sq. statute miles.
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LENGTH OF SHORE LINE OVER 200 m.	<u>25</u>	statute miles.
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LENGTH OF SHORE LINE UNDER 200 m.	<u>28</u>	statute miles.
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LENGTH OF SHORE LINE OF INLAND LAKES	<u>17</u>	statute miles.
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GENERAL LOCATION SAN ANTONIO BAY, TEXAS

LOCATION MOSQUITO POINT to MISSION BAY *Lake*

DATUM STATION: FERRY R.M., 1911-31

LATITUDE : 28°-25'-00.165" (+5.1) ✓
 LONGITUDE: 96°-44'-52.307" (+1423.6) ✓
 (position from office adjusted list)

COMPILER'S REPORT

for

PHOTO TOPOGRAPHIC SHEET FIELD NO. 25 (REG. NO. 5399)

1. GENERAL INFORMATION

This sheet was compiled from photographs taken by the U. S. Army Air Corps using a five lens camera Type T-3A, #31-76. The photographs used were five lens # F-5 to F-32 incl., and were taken January 8, 1934, 2:13 P.M. to 2:29 P.M. The tide at the time of taking the photos was low.

2. CONTROL

(a) Sources

Triangulation by Lieut. F. L. Gallen, 1931
Triangulation by Lieut. E. O. Heaton, 1934
Two three point fixes, Bug and Green made by field inspection party with fourth order accuracy:

			meters	
Bug	Latitude	28° 24' 15.18"	(+467.3)	Not recoverable
	Longitude	96° 46' 37.78"	(+1028.5)	
Green	Latitude	28° 31' 08.02"	(+246.9)	Recoverable,
	Longitude	96° 47' 10.23"	(+278.2)	Described

Highway traverse made by the Texas State Highway Department, (see "CONTROL" page 3 in Report filed with Sheet Reg. No. 5398)

All control adjusted to N. A. 1927 datum.

(b) Errors

No errors in control were found in the compilation of this sheet.

(c) Remarks

A nearby point instead of the station itself was used for control in the case of Bug, Green and Roemer, 1931, due to the difficulty of locating the station directly on the photographs. These points were determined by short traverse and azimuth locations, and plotted graphically on the sheet from the control station itself.

Triangulation of the C. & G. S. previous to 1931, wherever the marks could be recovered was relocated and incorporated in the 1934 scheme of triangulation. The field parties unadjusted geographic positions were used for the 1934 triangulation.

3. COMPILATION

(a) Method

The usual radial line method of plotting for 5-lens photographs was used in the compilation of this sheet.

(b) Adjustment of Plot

The photographs covered by this sheet showed no sign of excessive tilt. The radial plot required no unusual adjustment.

3. COMPILATION (CONTINUED)

(b) Adjustment of Plot (continued)

The control and plot of adjoining sheets was made effective as far as possible by transferring common points from the plot of those sheets to this one. There was sufficient control and the inter-sections obtained were good.

(c) General Description of Topography and Interpretation

For interpretation of this sheet the following notes are given, in addition to the General Report for Espiritu Santo, San Antoino, and Mesquite Bays, filed by the field inspection party with the Descriptive Report of Sheet Reg. No. 5363.

A bluff, having a height of 2 or 3 feet at Mosquito Point, extends northward almost the full length of this sheet, steadily increasing in height until a maximum of 12 feet is reached at about Lat. $28^{\circ} 30'$. This bluff, though sheer at Mosquito Point and marking the M. H. W. there, becomes a steep slope covered with trees as the northern limits of the sheet is reached, and is separated from the M. H. W. line by marsh from Lat. $28^{\circ} 25'$ to Lat. $28^{\circ} 29'$. From that point northwards to the limit of the sheet it marks the dividing line between the marshy lowlands of the Guadalupe delta and the higher brush lands and prairies. At this place the low lands below the bluff are of a generally marshy nature and subject to inundation by almost annual rises in the Guadalupe River. However the section between the Tivoli-P^o Lavaca Highway and Mission Bay normally has large dry areas, grass covered, which are used for grazing livestock. An auto trail extends into this section.

The portion of the Guadalupe delta bounded by Mission Bay, Guadalupe Bay, and Hynes Bay is generally marshy. Marmonkin Island was at one time drained by the ditches shown and a pumping station^d was maintained to keep it dry. However this project was abandoned and much of the island is again marshy. 25 to 30 foot trees line the banks of the north and south branches of the Guadalupe River bounding the Island. A low, dry grass covered area appears just south of Marmonkin Island. Patches of marsh under M. H. W. lie off shore at several points in Mission Bay.

The area east of the bluff and south of Lat. $28^{\circ} 23'$ consists of prairie, primarily used for a pasture. Just north of this lies a section heavily covered by brush and trees, in height not exceeding 15 feet, mostly scrub oak and huisache. North of $28^{\circ} 25'$ this becomes low scattered brush and finally prairie. Trees appear all along the bluff north of $28^{\circ} 25'$ and some brush may be found between the bluff and the Victoria-Seadrift highway.

Approximately half of the area north of Seadrift and east of the bluff is under cultivation, the rest being, in general, used for pasture. This area is well drained by a network of drainage ditches, of which all but the smallest ones were shown on this sheet. However, a narrow strip of low ground, with some small patches of marsh, extends for several miles southeast of Lat. $28^{\circ} 32'$ Long. $96^{\circ} 45'$.

^{Certain}
~~Many very~~ Small ditches, field roads (turn rows) and ditches along the roads have been omitted to avoid crowding of detail, or because they were unimportant.

The high levees or spoil banks along some of the larger ditches were shown because of their prominence in that flat country, a 10 foot spoil bank being visible for several miles.

3. COMPILATION (CONTINUED)

(c) General Description of Topography and Interpretation

Highways of importance to the locality were shown as double solid lines regardless of the materials of their construction. The Tivoli-Port Lavaca highway is a through highway, paved, and is part of the Hug-The-Coast highway extending from Corpus Christi to Houston. The Victoria-Seadrift and Seadrift -Port Lavaca highways are graded shell.

Through roads of minor importance were shown as double dash lines, and poor, seldom used roads and trails indicated by a single dash line.

The dotted lines outlining shell reefs and shoals, are the apparent outlines as interpreted from the photographs, and may not be taken as the actual low water line. These reefs are constantly shifting and in any case they are difficult to accurately interpret from the photos. They were shown primarily as an aid to the hydrographic party.

Houses thought to be visible from the water were shown. Their size has been exaggerated slightly so that they will photograph clearly. Public buildings in the towns have been indicated.

The railroad extending east from Seadrift towards Port O'Connor terminates about $2\frac{1}{2}$ miles from Seadrift, just beyond some cattle loading pens. East of this point the rails and ties have been removed from the road bed and merely the fill of the bed, about 3 feet high, now remains. This abandoned section is indicated by a long-dash line which parallels the highway.

Where a road, a ditch, and a levee were too close to represent clearly, their relative positions were changed only sufficiently to permit clear printing.

(d) Bridges

No bridges over navigable waters appear within the limits of this sheet. The fixed highway bridges over bayous and the relief bridges were shown with the standard bridge symbol and labeled with a notation giving clearances which was obtained by the field inspection party. No attempt was made to show all highway and railroad bridges over ditches along the Seadrift-Victoria highway and railroad as none of the bridges were sufficiently large to show clearly on this scale.

(e) Information From Other Sources

The only sources of information were those furnished by the photographs and notes written on the photographs by the field inspection party.

(f) Conflicting Names

(1) Mission Bay

Shown on C. & G. S. chart # 1285 and # 1117 as Mission Lake. The name Mission Bay is in general use now, according to the statement of Mr. Douda, a surveyor of Seadrift, Texas.

(2) South Guadalupe; North Guadalupe

Shown on C. & G. S. chart # 1285 as Guadalupe River and Upper Guadalupe. Same Authority as (1) above for South Guadalupe and North Guadalupe as the present usage in naming the branches of the Guadalupe River at its mouth.

3. COMPILATION (CONTINUED)

(f) Conflicting Names (continued)

(3) Hog Bayou is also known locally as Steamboat Bayou.

(4) Long Mott is the spelling used by the U. S. P. O. and the U. S. G. S.; Chart # 1285 and # 1117 shows Longmott. The town symbol on chart # 1117 is too large. The spelling is correct in the Coast Pilot Books.

(5) See (2) under New Names.

(g) List of New Names

(1) Marmonkin Island

The Island formed by the fork of the Guadalupe river is locally known as Marmonkin Island. Authority: Mr. Douda, Seadrift, Texas.

(2) Missouri Pacific Railroad

Shown on C. & G. S. charts # 1285 as Saint Louis, Brownsville and Mexico Railroad is now owned and operated by the Missouri Pacific Railroad. Information from station agent at Tivoli, Texas.

(3) Other new names given by same authority as in (1) are: Hospital Lake, Mossy Bayou, North Guadalupe, South Guadalupe.

(4) New names furnished by the Texas State Highway Department are: Goff Bayou, Shallow Bayou, Frenchman's Bayou and Hog Bayou.

(5) New Names from various sources: Welder Ranch.

(h) Junction With Adjoining Sheets

This sheet is joined by Sheet Reg. No. 5364 (field No. 14) on the Southeast; by sheet Reg. No. 5363 (field No. 13) on the Southwest; and by Sheet Reg. No. 5398 (field No. 24) on the west.

The junction with adjoining sheets is satisfactory.

4. COMPARISON WITH OTHER SURVEYS

A survey of this area was made by the U. S. C. & G. S. about 1891 (Chart # 1285). The following is a detailed comparison to that chart:

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

	On			Near			Change, old to new (meters)*
	O	I		O	I	"	
Latitude	28	21	Long.	96	42	30	-110
"	28	23	"	96	42	00	- 30
Longitude	96	44	Lat.	28	24	30	-120
"	96	46	"	28	24	30	-185
Latitude	28	26	Long.	96	45	00	- 20
"	28	26	"	96	46	30	-145
"	28	28	"	96	47	30	+ 55
Longitude	96	48	Lat.	28	27	30	+160
"	96	49	"	28	28	30	- 15

* + Accumulation; - Recession.

Mosquito Point moved approx. 90 meters east and 30 meters south.

Swan Point moved approx. 130 meters North and 55 meters west.

4. COMPARISON WITH OTHER SURVEYS (CONTINUED)

- ✓(2) None of the Islands shown on this sheet in Guadalupe Bay and Mission Bay appear on chart # 1285 and those formerly shown are no longer present.
The small pier shown on chart # 1285 as west of the R. R. pier at Seadrift is no longer in existence.
- ✓(3) There is a small pier at Mosquito Point that is not shown on chart # 1285.
- ✓(4) Long Mott is shown on # 1285 at approx. $28^{\circ} 27'$ and $96^{\circ} 45'$, near the shore line. The present location of Long Mott is approx. $28^{\circ} 29'$ and $96^{\circ} 46'$ and is more than 2 miles from the bay shore. Because of this it is recommended that a change to that effect be noted in the Inside Route Pilot, Page 129, last paragraph. This states that a draft of $2\frac{1}{2}$ feet can be carried to Long Mott.
- ✓(5) The true position of the railroad serving Seadrift is almost 1 mile east of the position shown on # 1285.
- ✓(6) The bluff shown on # 1285 as extending only from Swan Point to Seadrift in reality extends along that shore from Mosquito Point to Latitude $28^{\circ} 31'$.
- ✓(7) The banks of the Guadalupe River are shown as marsh on Chart # 1285. Trees line both banks of the stream.
- ✓(8) The N. W. shore of Mission Bay is shown to be generally marshy, on chart # 1285, while part of it is in reality normally dry and used for pasture.
- ✓(9) There are many small lakes and streams on the Guadalupe delta which are not shown on chart # 1285.
- ✓(10) The tank shown at Seadrift on chart # 1285 is no longer in existence and should be deleted.

5. LANDMARKS

- ✓One landmark appears within the limits of this sheet. It was located in the field by the field inspection party and picked directly on the photographs. It has been listed on Form 567 and submitted.

Description	Latitude	Longitude
✓ House	$28^{\circ} 24' +931.3 \text{ m.}$ -915.7 m.	$96^{\circ} 42' + 1310.3 \text{ m.}$ $- 322.9 \text{ m.}$
Delete on Chart # 1285		
✓ Tank	$28^{\circ} 24.9'$	$96^{\circ} 42.7'$

6. RECOVERABLE OBJECTS

Five recoverable H. & T. stations appear on this sheet. They were chosen by the Field Inspection Party in the field and were located directly on the photographs. All positions were determined by radial plot alone.

Object	Latitude	Longitude
Silo	$28^{\circ} 29' +1608 \text{ m.}$	$96^{\circ} 46' +1313.8 \text{ m.}$
Peak of House	$28^{\circ} 28' + 397.8 \text{ m.}$	$96^{\circ} 46' +1418.9 \text{ m.}$
West Gable of House	$28^{\circ} 25' +1550.0 \text{ m.}$	$96^{\circ} 44' +1096.6 \text{ m.}$
Green	$28^{\circ} 31' + 246.9 \text{ m.}$	$96^{\circ} 47' + 278.2 \text{ m.}$
Chimney	$28^{\circ} 23' +441.2 \text{ m.}$	$96^{\circ} 39' +1623.7 \text{ m.}$

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 photolithographic 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) W. Mack Crook
W. Mack Crook

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: T. M. Price Jr.

Compiled by: See page 2
of descriptive report.Project: Party 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, 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)
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 adjustment.
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)
Small reefs were outlined with dots ^{from} for 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
U. S. C. 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.
- ✓ 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 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.
- 18. Examined and approved;

T. M. Price Jr.
Chief of Party

- 19. Remarks after review in office:

Reviewed in office by: *R.M. Berry* - *B.G. Jones*

Examined and approved:

C. K. Green
Chief, Section of Field Records
L. O. S. S. S.
Chief, Division of Charts

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

March 20 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 Reg. No. 5399
Field No. 26

T. M. Price Jr.

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETER- MINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
HOUSE (2 story, 8 gables)	28	- 24	931.3	96	- 42	1310.3	N.A. 1927	Photo Comp.	1285
Inspected from San Antonio Bay									
checked by:									

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

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

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

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

March 20, 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~~ ~~marked~~ ~~deleted:~~

Sheet Reg. No. 5399
Field No. 25

T. M. Price Jr.

Chief of Party.

[illegible]

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

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

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

Survey No. T-5399

GEOGRAPHIC NAMES

Date. July 5, 1935Chart No. 1117 & 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
	<u>Frenchmans Bayou</u>		Same		
	<u>Shallow Bayou</u>		"		
	<u>Hospital Lake</u>		"		
✓	<u>Goff Bayou</u>		"		
	<u>Mossy Bayou</u>		"		
✓	<u>Long Mott</u>	Longmott			
✓	<u>Mission Lake</u>	Same			
✓	<u>South</u>	"			
✓	<u>Guadalupe River</u>	"			
✓	<u>North</u>	"			
✓	<u>Guadalupe River</u>	"			
✓	<u>Marmonkin Island</u>		Same		
✓	<u>Guadalupe Bay</u>	Same			
	<u>Canebrakes</u>	(One word. Webster)			
✓	<u>Marsh Point</u>	Same			
✓	<u>Seadrift</u>	"			
✓	<u>San Antonio Bay</u>	"			
✓	<u>Swan Point</u>	"			
✓	<u>Mosquito Point</u>	"			
✓	<u>Hog Bayou</u>		Same		
		APPROVED NAMES RECORDED IN RED			
		<i>H. J. Woods</i>			

REVIEW OF AIR PHOTO COMPILATION T-5399

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 differences are small except:

- (1) Marsh Point, where the shore has receded about 200 m.
- (2) West of Seadrift, where the shore has receded about 100-200 m.
- (3) Swan Point, which has moved northward 40 meters.

T-5399 is adequate to supersede T-767.

Comparison with Recent Hydrographic Surveys.

Hydrographic surveys in this area are not yet in the office.

Comparison with Chart 1285.

A very complete and detailed comparison with the chart is given on pages 6 and 7 of the descriptive report for this sheet.

Landmarks.

The only landmark shown on the chart in this area should be deleted according to the landmark list submitted with this compilation.

One landmark is submitted for addition to chart 1285.

Respectfully submitted,

Ralph M. Berry

Ralph M. Berry.

July 30, 1935.