8941

E&W

Diag. Cht. No. 1282

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAMETRIC SHORELINE

Field No. Ph-14(46) Office No. T-8941

LOCALITY

State TEXAS

General locality GULF COAST INTRACOASTAL WATERWAY

Locality BOLIVAR PENINSULA

194 2

CHIEF OF PARTY

R. A. Gilmore, Chief of Field Party.
T.B.Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE February 12, 1952

B-1870-1 (1)

8941

DATA RECORD

T - 8941

Project No. (II): PH-14(46) Quadrangle Name (IV):

Field Office (II): Port Lavaca, Texas Chief of Party: Ross A. Gilmore

Photogrammetric Office (III): Baltimore, Md. Officer-in-Charge: Thos. B. Reed

Instructions dated (II) (III): not dated
letter 711-rs 4 Feb. 1949

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 6-21-49 Date reported to Nautical Chart Branch (IV): 6-28-49

Applied to Chart No. Date: Date registered (IV): 13 Dec. 1951

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III): M.H.W.

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): INLAND, 1933

Lat.: 29° 24' 05.648" (173.9m) Long.: 94° 44' 51.955" (1400.8m) Adjusted ~~Unadjusted~~

Plane Coordinates (IV): State: Texas Zone: South Central

Y= 594,804.04 X= 3,353,614.88

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

M-2618-12(4)

DATA RECORD

Field Inspection by (II): Howell, Reynolds — Date: Oct. 1947

Planetable contouring by (II): — Date: ———

Completion Surveys by (II): — Date:

Mean High Water Location (III) (State date and method of location):

Projection and Grids ruled by (IV): W.E.W. — Date: 12/31/48

Projection and Grids checked by (IV): W.E.W. — Date: 12/31/48

Control plotted by (III): Washington — Date:

Control checked by (III): — Date:

Radial Plot ~~or Stereoscopic~~ ~~Control Detail~~ by (III): L. Martin Gazik — Date: 3/17/49

Stereoscopic Instrument compilation (III):
- Planimetry — Date:
- Contours — Date:

Manuscript delineated by (III): D. A. Maskell — Date: 4/20/49 to 5/11/49; 5/19/49 to 6/3/49

Photogrammetric Office Review by (III): R. Glaser — Date: 6 June to 15 June 1949

Elevations on Manuscript checked by (II) (III): — Date:

Camera (kind or source) (III): U.S.C.& G. Survey Nine lens camera, focal length 8¼"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
18426 to 18428 incl.	11/21/46	307	1:10,000	1.2' above MLW
18433 to 18435 incl.	11/21/46	321	1:10,000	" " "

Tide (III)

Diurnal

Ratio of Ranges	Mean Range	~~Spring~~ Range
1.0	1.0	1.4

Reference Station: Galveston, Texas
Subordinate Station: Galveston Channel
Subordinate Station:

Washington Office Review by (IV): Lena T. Stevens Date: 2 Aug. 1950

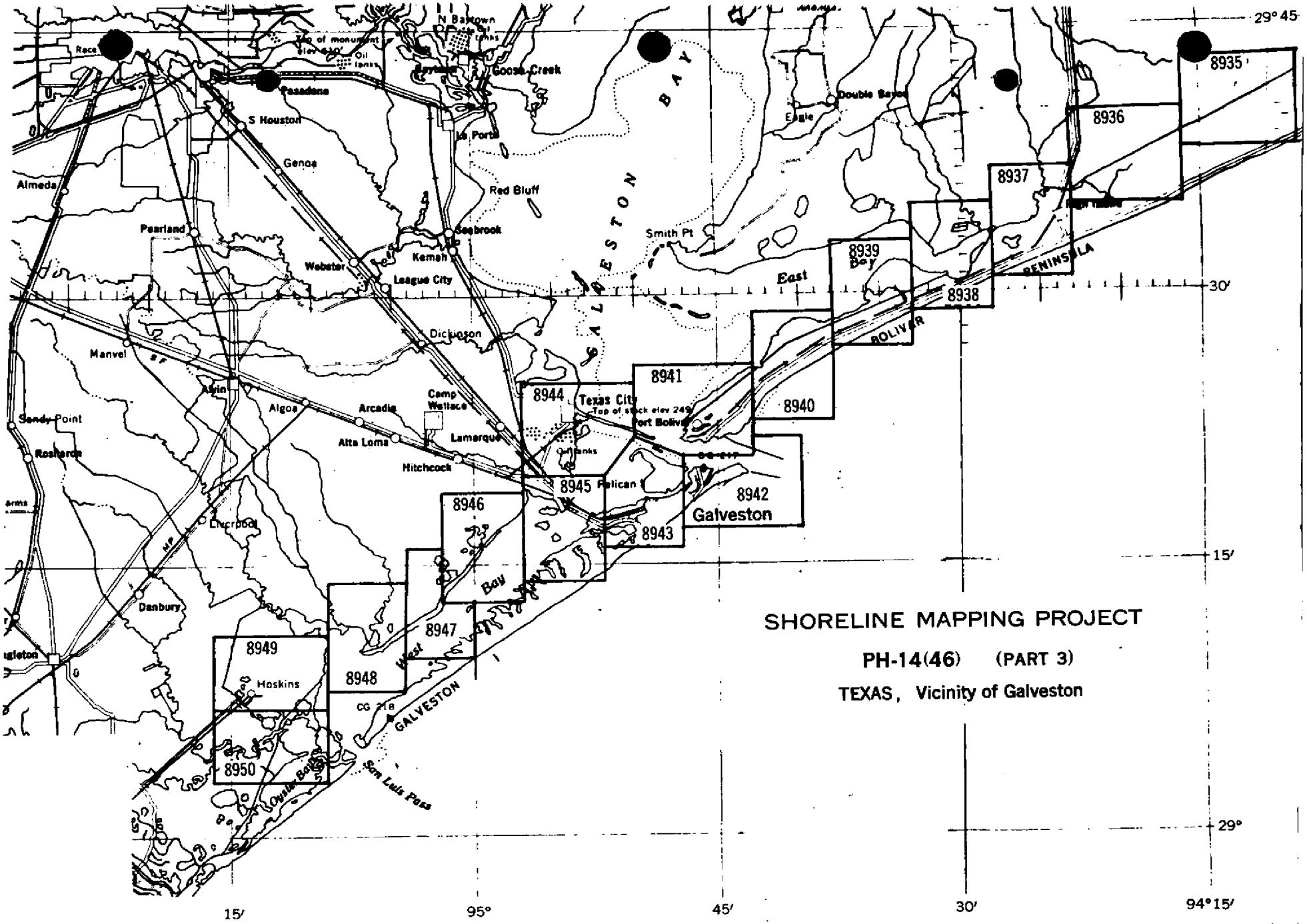
Final Drafting by (IV): Baltimore Office Date:

Drafting verified for reproduction by (IV): Breene S Streifler Date: 5/2/51

Proof Edit by (IV): S Streifler Date: 7/3 1951

Land Area (Sq. Statute Miles) (III): 6
Shoreline (More than 200 meters to opposite shore) (III): 23 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 6 statute miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: Identified: 5
Number of BMs searched for (II): 0 Recovered: 0 Identified: 0
Number of Recoverable Photo Stations established (III): 0
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:


SHORELINE MAPPING PROJECT
PH-14(46) (PART 3)
TEXAS, Vicinity of Galveston
29° 45′
30′
15′
29°
15′
95°
45′
30′
94° 15′
8935
8936
8937
8938
8939
8940
8941
8942
8943
8944
8945
8946
8947
8948
8949
8950
Galveston
Texas City
Port Bolivar
Pelican I
GALVESTON BAY
East Bay
West Bay
BOLIVAR PENINSULA
GALVESTON
Sam Luis Pass
Double Bayou
Eagle
Smith Pt
Red Bluff
Seabrook
Kemah
Webster
League City
Dickinson
Genoa
S Houston
Pasadena
Baytown
Goose Creek
La Porte
Almeda
Pearland
Manvel
Alvin
Algoa
Arcadia
Alta Loma
Camp Wallace
Lamarque
Hitchcock
Liverpool
Danbury
Hoskins
Sandy Point
Rosharon
Oil tanks
Top of monument elev 620′
Top of stack elev 249′

Summary to Accompany T-8941

Shoreline Survey T-8941, scale 1:10,000 (Lat. 29°21' to 26', Long. 94° 43' to 50') is one of 76 maps in Project Ph-14(46), Intracoastal Waterway, which consists of four parts. This project was planned to furnish data for a new series of Inlan d Waterway Charts at 1:40,000 scale.

T-8941 is one of the Part III group which consists of 16 maps (T-8935 to T-8950, incl.) vicinity of Galveston, Texas

T8941 is in 2 parts T8941 W/2 and T8941 E/2

FIELD REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8941

For field data covering Survey T-8941 refer to the Special Report for Project PH-14(46) Locality of Port Arthur, Texas, to Cedar Lakes, Texas. Submitted by Ross A. Gilmore, Chief of Party, (1947) January 28, 1948.

Chart Letter No. 84(1948)

MAP T-8941 PROJECT NO. PH-14(46) SCALE OF MAP 1:10,000 SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
TEXAS CITY CHAN. CUT "B" OUTER FRONT RANGE BN., 1933 r1947	Acc.No. G-2122 P.42	N.A. 1927	29 22 02.161				66.5	7180.8	~~1847.3~~	~~30.788~~
			94 ~~48~~ 49 29.506				795.8	822.4	~~1618.2~~	~~26.971~~
TEXAS CITY CHAN. CUT "B" OUTER REAR RANGE BN., 1933 r1947	" P 42	"	29 21 55.284				1702.1	145.2	~~1847.3~~	~~30.788~~
			94 49 00.496				13.4	1604.8	~~1618.2~~	~~26.971~~
TEX 1933	" P 35	"	29 21 49.490	Destroyed. Removed from manuscript			1523.7	323.6	~~1847.3~~	~~30.788~~
			94 48 36.553				985.9	632.4	~~1618.3~~	~~26.972~~
"O" (USE) 1900 r1947	" P 33	"	29 21 11.227				345.7	1501.6	~~1847.3~~	~~30.788~~
			94 49 26.663				719.2	899.2	~~1618.4~~	~~26.974~~
BOLIVAR PT. LH (USE) 1900 r 1947	G-1252 Vol. II P 160	"	29 21 59.597				1834.9	12.4	~~1847.3~~	~~30.788~~
			94 46 00.263				7.1	1611.1	~~1618.2~~	~~26.971~~
TRAVIS, 1933 r1947	G-2122 p 27	"	29 21 58.598				1804.1	43.2	~~1847.3~~	~~30.788~~
			94 45 22.208				599.0	1019.2	~~1618.2~~	~~26.971~~
DREDGE, 1933 r1947	" p 46	"	29 21 34.718				1068.9	778.4	~~1847.3~~	~~30.788~~
			94 43 50.065				1350.4	267.9	~~1618.3~~	~~26.973~~
BETA (USE) 1932 r 1947	" p 46	"	29 21 30.400				936.0	911.3	~~1847.3~~	~~30.788~~
			94 43 37.245				1004.6	613.7	~~1618.3~~	~~26.973~~
JET 1933 r 1947	" p 46	"	29 21 25.841				795.6	1051.7	~~1847.3~~	~~30.788~~
			94 43 23.595				636.4	982.0	~~1618.4~~	~~26.973~~
P (USE) (1900) 1933 r 1947	" p 34	"	29 23 31.104				957.6	889.7	~~1847.3~~	~~30.788~~
			94 43 30.525				823.1	794.7	~~1617.8~~	~~26.964~~
INLAND 1933 r 1947	" p 34	"	29 24 05.648				173.9	1673.4	~~1847.3~~	~~30.788~~
			94 44 51.955				1400.8	216.9	~~1617.7~~	~~26.962~~

1 FT. = .3048006 METER

COMPUTED BY: M.F.Kirk DATE 31 May 1949 CHECKED BY: R. Glaser DATE 1 June 1949

M-2388-12

COMPILATION REPORT

T - 8941

This manuscript is one of a series of surveys in Project No. PH-14(46) and covers the area along the Intracoastal Waterway at Bolivar Peninsula.

PHOTOGRAMMETRIC PLOT REPORT

Refer to radial plot report for Surveys T-8938 to T-8944, submitted by L. Martin Gazik, 17 March 1949. Bound with D.R. T-8938

31. DELINEATION

The manuscript was delineated by graphic methods only.

Stereoscopic examination of the northeast area of the manuscript was not possible because photograph No. 18436 was not available. It is believed, however, that this has not affected the accuracy of the manuscript.

32. CONTROL

The identification, density and placement of the horizontal control was adequate for satisfactory delineation of this survey. Also see Radial Plot Report for T-8938 to T-8944 submitted by L. Martin Gazik 17 March 1949.

33. SUPPLEMENTAL DATA

Field Observation, Vol. 2 of 5 vols., Sextant Fixes, was used to determine the locations of all aids to navigation. "Galveston & Texas City" (Chart 886)

34. CONTOURS AND DRAINAGE

Inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection is considered generally adequate; however, some portions of the shoreline required careful office interpretation.

It is noted that the field identification of the MHWL in the western part of this survey and along the Intracoastal Waterway Canal seems to be inconsistent with the field identification of the MHWL along Galveston Bay and the Gulf of Mexico. The identification was made on photographs in the same flight and at the same stage of tide. See Review Report Heading 67

The area delineated as breakers was interpreted by stereoscopic examination of the photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

There were no new landmarks recommended by the field party for charting. Several landmarks to be deleted were indicated on chart sections submitted by the 1947 field party in its special report. ch.let. 84 (1948) It was found, however, that these had already been omitted from the latest edition of chart No. 520.

Form 567 for nonfloating and floating aids to navigation are attached to this report. The positions of all floating aids were based on sextant fixes furnished by the field party.

The accuracy of the positions of the following aids are in doubt due to the fact that the sextant fix and its check angle positions could not be held together:

Bolivar Peninsula Buoy 1 (First fix position delineated)
Bolivar Peninsula Buoy 7 (Approximate position delineated)
* Galveston Bay Channel Buoy 16 (The discrepancy between the sextant fix and its check angle positions was so great that both were delineated on the manuscript for evaluation by Washington Office reviewer).

Sextant fixes for Galveston Bay Channel Buoy 23, 25, and 26 could not be plotted as they fell outside the project limits.

The leading lines of Texas City Channel Cut ~~a~~ A Outer Range and Texas City Channel Cut A Inner Range do not intersect as charted. The azimuths of these leading lines were determined by aligning the range lights with sextant fix positions of points on their respective ranges. Because of the diagonal junction between T-8941 and T-8943, parts of these ranges fall on T-8943; however, the leading lines have been delineated only on T-8941 and T-8942. See Review Report Heading 68

38. CONTROL FOR FUTURE SURVEYS

None

* Re-plotted during review. The newly-plotted "check" position was retained on the manuscript because it fell in better relationship to the channel. The "fix" angle was evidently recorded in error.

39. JUNCTIONS

Junction to the east with Survey No. T-8940 will be made when that survey is completed. Junctions to the south with T-8942 and T-8943, and to the west with T-8944 have been made and are in agreement. OK

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. Through 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

The manuscript has been compared with the following War Department, Corps of Engineers quadrangles, scale 1:25,000, edition of 1943:

Flake, Texas
Bolivar Point, Texas
The Jetties, Texas
Galveston, Texas

The manuscript was in good agreement with the above quadrangles except that the manuscript shows an increase in the size of the marsh area along the southern shoreline of the Bolivar Peninsula east and west of longitude 94° 44'. This may be a seasonal difference or be due to a temporary condition at the time of photography.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Chart No. 520, scale , 1:30,000, edition of 1945, corrected to 6 June 1949.

The manuscript and chart were in good agreement except for the same marsh area difference mentioned in paragraph 46.

Examination of chart No 520 also discloses two channels for which this office has no leading line range data. These channels are Highway Ferry Channel and Port Bolivar Channel.

Items to be applied to nautical charts immediately:

Wreck located at lat. 29° 23' 162 m
long. 94° 43' 100 m

Items to be carried forward:

None

Respectfully submitted
17 June 1947

Louis C. Maskelly
Cartographic Draftsman

Approved and forwarded
7 July 1949

Officer in Charge
Baltimore Photogrammetric Office

• Fort Travis (abandoned)

48. GEOGRAPHIC NAMES

- • Baffle Point
- • Bolivar Peninsula
- • Bolivar Roads
- • Galveston Bay
- • Galveston Bay Channel (pending with U.S.B.G.N: whether Houston Ship channel should begin at Bolivar Roads)
- • Gulf of Mexico
- • * Highway Ferry Channel
- • Inner Bar Channel
- • Intracoastal Waterway
- • North Jetty
- • Port Bolivar
- • * Port Bolivar Channel
- • Texas City Channel
- • Texas City Dike

There was no Geographic Names Standard for the area. The above list was compiled from the four War Department quadrangle maps (listed in paragraph 46), Nautical Chart No. 520, and the Coast Guard Light List. The following discrepancy is noted: Houston Ship Channel, so named on Chart 520, is referred to in the Light List as Galveston Bay Channel. The Light List name was accepted for use on the manuscript.

* Not shown on manuscript. (see nautical chart 520)

Names preceded by • are approved. Based on names report for this area. 8-1-50. L. Heck

- Galveston Bay Channel Entrance Range
- Bolivar Peninsula Range
- Texas City Channel Cut A Outer Range
- " " " " " Inner "
- " " " Cut B Outer "
- Highway Ferry Channel (very short)

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NON~~FLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Md. May 23, 19 49

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser R. Glaser

Thos. B. Reed *Chief of Party.*

STATE / CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	~~INTRACOASTAL WATERWAY~~	CHARTS AFFECTED
	GALVESTON BAY CH. BUOY 20	886 Helmer	29 25	307	94 49	1025	N.A. 1927	SEXTANT FIX	OCT 1947		x	x	886 1282
	" " " " 19	886 Helmer	29 25	147	94 49	1138	"	"	"		x	x	" "
	" " " " 15 16 (see pg. 10)	886 Helmer	29 24	109	94 49	314	"	"	"	x	x	x	520 886 1282
	" " " " 11	886 Helmer	29 22	1492	94 48	917	"	"	"	x	x	x	" "
	" " " " 10	886 Helmer	29 22	1435	94 48	671	"	"	"	x	x	x	" "
	Rock Pile ~~" " " " 9~~	886 Helmer	29 22	389	94 48	451	"	"	"	x	x	x	" "
	" " " LTD " 8 listed and charted as Atd. Buoy	886 Helmer	29 22	288	94 48	196	"	"	"	x	x	x	" "
	" " " " 6	886 Helmer	29 21	1737	94 47	1425	"	"	"	x	x	x	" "

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Form 567
April 1945

T-8941

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Md. May 23, 1949

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks, be charted on ~~*(deleted from)*~~ the charts indicated.

The positions given have been checked after listing by R. Glaser

Thos. B. Reed
Chief of Party.

STATE			POSITION											
			LATITUDE			LONGITUDE								
CHARTING NAME	DESCRIPTION	SIGNAL NAME	°	'	D.M. METERS	°	'	D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
LT.	BOLIVAR PENINSULA, RANGE REAR	N to N 12 '48 Removed 886 Helmer	29	23	316 +5.4	94	46	28 -7.6 = 20.4	N.A. 1927	Radial Plot T-8941	Oct. 1947	x	x	x	886 520 1282
LT	" " " FRONT	N to M 6 '50 885-K 886 Helmer	29	~~22~~ 23	~~1841~~ 4.0 +10	94	45 46'	363 correction 41 -4.3 = 358.7	"	"	"	x	x	x	" " " "
LT 2	BOLIVAR PENINSULA	HK 885 886 Helmer	29	22	~~1727~~ 1736 +9.0	94	46	~~634~~ -3.0 = 631.	"	"	"	x	x	x	" "
LT 12	" " 1282	HK 885 886 Helmer	29	22	843	94	47	14	"	"	"	x	x	x	" " "
LT	PORT BOLIVAR, LEADING	OUT — 886 886 Helmer	29	22	18	94	47	53	"	"	"	x	x	x	" " "
LT	BOLIVAR-FERRY SLIP 4.	HK 115 886 Helmer	29	21	1246	94	46	1347	"	"	"	xx		x	" " "
LT	BOLIVAR FERRY SLIP LEADING	HK 115 886 Helmer	29	21	1368	94	46	1264	"	"	"	x	x	x	" " "
LT	GALVESTON BAY, CHANNEL ENT.														
	RANGE RANGE, FRONT	886 Helmer	29	22	~~368~~ 369.7	94	48	~~446~~ 440.5	"	"	" Rebuilt 1948	x	x	x	" " "
LT	GALVESTON BAY, CHANNEL ENTRANCE														
	RANGE, REAR	886 Helmer	29	22	1139	94	48	1136	"	"	"	x	x	x	" " "
LT 13	GALVESTON BAY, CHANNEL	886 Helmer	29	23	658	94	48	1381	"	"	"	x	x	x	" "
LT 14	" " "	886 Helmer	29	23	610	94	48	1141	"	"	"	x	x	x	" "
LT 17	" " "	886 Helmer	29	24	1113	94	49	761	"	Sextant Fix T-8941	"		x	x	886 1282

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Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NON~~FLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

BALTIMORE, MARYLAND 23 May 1949

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks, be charted on *(deleted from)* the charts indicated.

The positions given have been checked after listing by R. Glaser

Thos. B. Reed *Chief of Party.*

STATE				POSITION												
				LATITUDE			LONGITUDE						HARBOR CHART	INSHORE CHART	INTRACOASTAL WATERWAY	
CHARTING NAME	DESCRIPTION	SIGNAL NAME		°	'	D.M. METERS	°	'	D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION				CHARTS AFFECTED
	BOLIVAR ROADS ANCH BUOY B	886 cHelmer		29	21	593	94	44	1342	N.A. 1927	SEXTANT FIX'	OCT 1947	x	x	x	520 886 1282
	" " " " C	886 cHelmer		29	21	498	94	44	1563	"	"	"	x	x	x	"
	" " " " D	886 cHelmer		29	21	385	94	45	334	"	"	"	x	x	x	"
	" " " " E	886 cHelmer		29	21	341	94	45	940	"	"	"	x	x	x	"
	GALVESTON LTD. BELL BUOY 9	886 cHelmer		29	21	102	94	44	933	"	"	"	x	x	x	"
	" " ~~"~~ " 7A	886 cHelmer	HK 885	29	21	228	94	43	1321	"	"	"	x	x	x	"
	BOLIVAR PENINSULA BUOY 1	886 cHelmer	HK 785	29	22	1602	94	46	598	"	"	"	x	x	x	"
	" " " 3	886 cHelmer	HK 115	29	22	1411	94	46	781	"	"	"	x	x	x	"
	" " " 5	886 cHelmer	HK 595	29	22	1264	94	46	930	"	"	"	x	x	x	"
	" " " 7	886 cHelmer	HK 695	29	22	1103	94	46	1069	"	"	"	x	x	x	"
	" " " 11	886 cHelmer	HK 695	29	22	814	94	46	1369	"	"	"	x	x	x	"
	" " " 13	886 cHelmer		29	22	618	94	46	1579	"	"	"	x	x	x	"
	" " LTD " 15	Moved up to be on channel, 886 cHelmer	HK 885	29	22	474	94	47	59	"	"	"	x	x	x	"
	GALVESTON BAY CHAN. BUOY 16	check position		29	24	308	94	49	177							

~~Position in doubt~~ Re-plotted during review (LTS)

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NON~~FLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

BALTIMORE, MD. 23 May, 1949

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser

Thos. B. Reed *Chief of Party.*

STATE			POSITION												
			LATITUDE			LONGITUDE									
CHARTING NAME	DESCRIPTION	SIGNAL NAME	°	'	D.M. METERS	°	'	D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	INTRACOASTAL WATERWAY	CHARTS AFFECTED
	GALVESTON BAY CHAN. BUOY 5	886 Helmer	29	21	1528	94	48	16	N.A. 1927	SEXTANT FIX	OCT 1927	x	x	x	520 886 1282
	" " " " 3	886 Helmer	29	21	918	94	47	1052	"	"	"	x	x	x	"
	" " " LTD" 2	886 Helmer	29	21	488	94	47	338	"	"	"	x	x	x	"
	TEXAS CITY CH. BUOY 2	886 Helmer	29	21	495	94	47	1076	"	"	"	x	x	x	"
	" " " " 7	886 Helmer	29	21	837	94	48	571	"	"	"	x	x	x	"
	" " " LTD 9	886 Helmer	29	21	1260	94	48	1473	"	"	"	x	x	x	"
	" " " 11	886 Helmer	29	21	1539	94	49	448	"	"	"	x	x	x	"
	" " " 11A	886 Helmer	29	22	133	94	49	1336	"	"	"	x	x	x	"
Lt List 1950 p. 838	Bolivar Point 1947 p 807 ~~PORT BOLIVAR CHAN BUOY 2~~	HK 885 886 Helmer	29	21	3475 1390	94	46	1597	"	"	"	x	x	x	"
	BOLIVAR FERRY SLIP LTD														
	BELL BUOY 2	HK 885 886 Helmer	29	21	290 1160	94	46	360 1440	"	"	"	x	x	x	"
	BOLIVAR ROADS LTD BELL BUOY 4 (# list number is 14*)	MK&85 886 Helmer	29	21	1	94	46	397 1387	"						
	BOLIVAR ROADS ANCH BUOY A	886 Helmer	29	21	660	94	44	763	"	"	"	x	x	x	"

* in 1950 List (4 in 1947 List, i.e. Field date)

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Md. May 23, 1949

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser R. Glaser

Thos. B. Reed *Chief of Party.*

STATE			POSITION											
			LATITUDE			LONGITUDE								
CHARTING NAME	DESCRIPTION	SIGNAL NAME	°	'	D.M. METERS	°	'	D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	CHARTS AFFECTED
LT 18	GALVESTON BAY, CHANNEL	886 Helmer	29	24	1183	94	49	585	N.A. 1927	Sextant Fix	Oct. 1947		x	x	886 1282
LT 21	" " " (outside of project limits)	886 Helmer	29	25	1369	94	50	71	"	"	"		x	x	"
LT 22	GALVESTON BAY CHANNEL	886 Helmer	29	25	1447	94	49	1520	"	"	"		x	x	"
LT ~~BEACON~~	TEXAS CITY CHANNEL CUT B OUTER REAR RANGE	886 Helmer	29	21	1702	94	49	13	"	Triang.	1933	x	x	x	520 886 1282
LT ~~BEACON~~	TEXAS CITY CHANNEL CUT B OUTER FRONT RANGE	886 Helmer	29	22	67	94	49	796	"	"	"	xx		x	"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Review Report T-8941
Shoreline Survey
2 August 1950

62. Comparison with Registered Surveys:

T-282	1:20,000	1850	(no contours)
T-4860	1:20,000	1933-4	" "
T-6051	1:10,000	"	(graphic control)
T-6052	1:10,000	"	" "
T-6053	1:10,000	"	" "

Except for off-shore details T-8941 supersedes the older surveys for charting purposes.

63. Comparison with Maps of Other Agencies:

USE	Bolivar Point	1:25,000	1949	
USGS	" "	1:31,680	1933	rep. 1946
USE	Flake	1:25,000	1949	
USGS	"	1:31,680	1933	
USE	Galveston	1:25,000	1949	
USGS	"	1:31,680	1933	rep. 1943
USE	The Jetties	1:25,000	1949	
USGS	" "	1:31,680	1933	

Except for contours and land lines this survey supersedes the older surveys for charting purposes.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts:

520 1:30,000 Feb. 1945, rev. Sept. 1949

Various charted wrecks and piles were not visible on the photographs and have not been delineated. No field inspection notes were furnished for these features.

66. Adequacy:

This manuscript complies with project instructions and is adequate for charting purposes.

67. Shoreline:

The seeming inconsistency in field identification of MHWL arises from the difference in steepness of banks.

68. Range Line

Texas City Cut A Inner Range:

The point on range was deleted from the manuscript because a line drawn thru the triangulation points Range Rear and Range Front lights indicated the point was in error. The new line falls in mid-channel.

69. Aids to Navigation:

Lights and buoys on T-8941 are in positions fixed by the field inspection of 1947.

The following changes are known to have occurred subsequently:

1. Galveston Bay Entrance Range Front -- rebuilt 1948
2. Bolivar Peninsula Range Rear -- destroyed & abandoned
3. " " " Front -- now a "leading" light
4. Bolivar Point Leading Light -- rebuilt 1949

70. Geographic Names:

Chart 520 uses the Engineers name "Houston Ship Channel" to designate the channel from Galveston Bay entrance to Houston. The Light Lists use "Galveston Bay Channel" through the Galveston Bay area, and it is so designated on T-8941.

Reviewed by:

Lena T. Stevens
Lena T. Stevens

Approved by:

S. V. Griffith
Chief, Review Section B 12/14/51
Division of Photogrammetry

H. E. Edmonston
Chief, Nautical Chart Branch
Division of Charts

J. S. Reading
Chief, Div. of Photogrammetry

H. Gottenberg
Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 8941

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3/16/50	886	CHelmer	Before ~~After~~ Verification and Review
4/4/50	885	Harold Keeler	Before ~~After~~ Verification and Review
8/1/51	520	NW Burgoyne	Partially Applied- critical information only ~~Before~~ After Verification and Review
6/13/52	886	JJ Walker	~~Before~~ After Verification and Review Completely
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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