

8945

Photo. No. 128

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric Shoreline

Field No. \_\_\_\_\_ Office No. T-8945

Project PH-14(46)

LOCALITY

State Texas

General locality Gulf Coast Intracoastal  
Waterway

Locality West Bay to Offatt Bayou

1947

CHIEF OF PARTY

Ross A. Gilmore, Chief of Field Party

Thos. B. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE December 19, 1951

B-1870-1 (1)

8945

# DATA RECORD

T - 8945

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); Supplement 1, 22 July 1947  
Letters dated 5 June 1947, 29 July 1947, and  
4 February 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): 10-3-49 Date reported to Nautical Chart Branch (IV):

Applied to Chart No. 520

Date: Aug. 1, 1951

Date registered (IV): 20 Nov. 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): JONES, 1933

Lat.: 29° 17' 45.097" (1388.5m) Long.: 94° 55' 27.644 (746.1)

Adjusted  
~~unadjusted~~

Plane Coordinates (IV):

State: Texas

Zone: South Central

Y= 554,391.47

X= 3,298,766.43

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.




Areas contoured by various personnel  
 (Show name within area)  
 (II) (III)

Shoreline

# DATA RECORD

Field Inspection by (II): Charles H. Bishop

Date: 8/18/47 to  
10/31/47

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

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

Same as date of photographs supplemented by field inspection

Projection and Grids ruled by (IV): W.E.W.

Date: 1/6/49

Projection and Grids checked by (IV): W.E.W.

Date: 1/6/49

Control plotted by (III): M.F.Kirk  
J.Honick

Date: 5/11/49  
4/21/49

Control checked by (III): F.J.Tarcza  
M.F.Kirk

Date: 5/11/49  
5/11/49

Radial Plot ~~in Stereoscopy~~

Date: 6-22-49

~~Control extension~~ by (III): F.J.Tarcza

Planimetry  
Stereoscopic Instrument compilation (III):  
Contours

Date:

Date:

Manuscript delineated by (III): D.A.Maskell

Date: 6/14/49 to  
7/29/49

Photogrammetric Office Review by (III): J.W.Vonasek

Date: 9/19/49 to  
9/23/49

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

Date:

Camera (kind or source) (III): U.S.C. & G.S. nine lens camera, focal length  $8\frac{1}{4}$ "

Number	Date	Time	Scale	Stage of Tide
18412	11/21/46	1439	1:10,000	1.1 above MLW
18413	"	1440	"	"

Tide (III)

Reference Station: Galveston, Galveston Channel  
Subordinate Station: Galveston " "  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	1.0	1.4

From Predicted Tide Tables

Washington Office Review by (IV): *Lena F. Stevens*

Date: 1 Sept. 1950

Final Drafting by (IV): *Baltimore Office*

Date:

Drafting verified for reproduction by (IV): *Breene W. Streifer*

Date: 5/15/51

Proof Edit by (IV): *W. Streifer*

Date: 7/25 51

Land Area (Sq. Statute Miles) (III): 7

Shoreline (More than 200 meters to opposite shore) (III): 38 statute miles

Shoreline (Less than 200 meters to opposite shore) (III): 9 statute miles

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 8

Recovered: 4

Identified: 3\*

Number of BMs searched for (II):

Recovered:

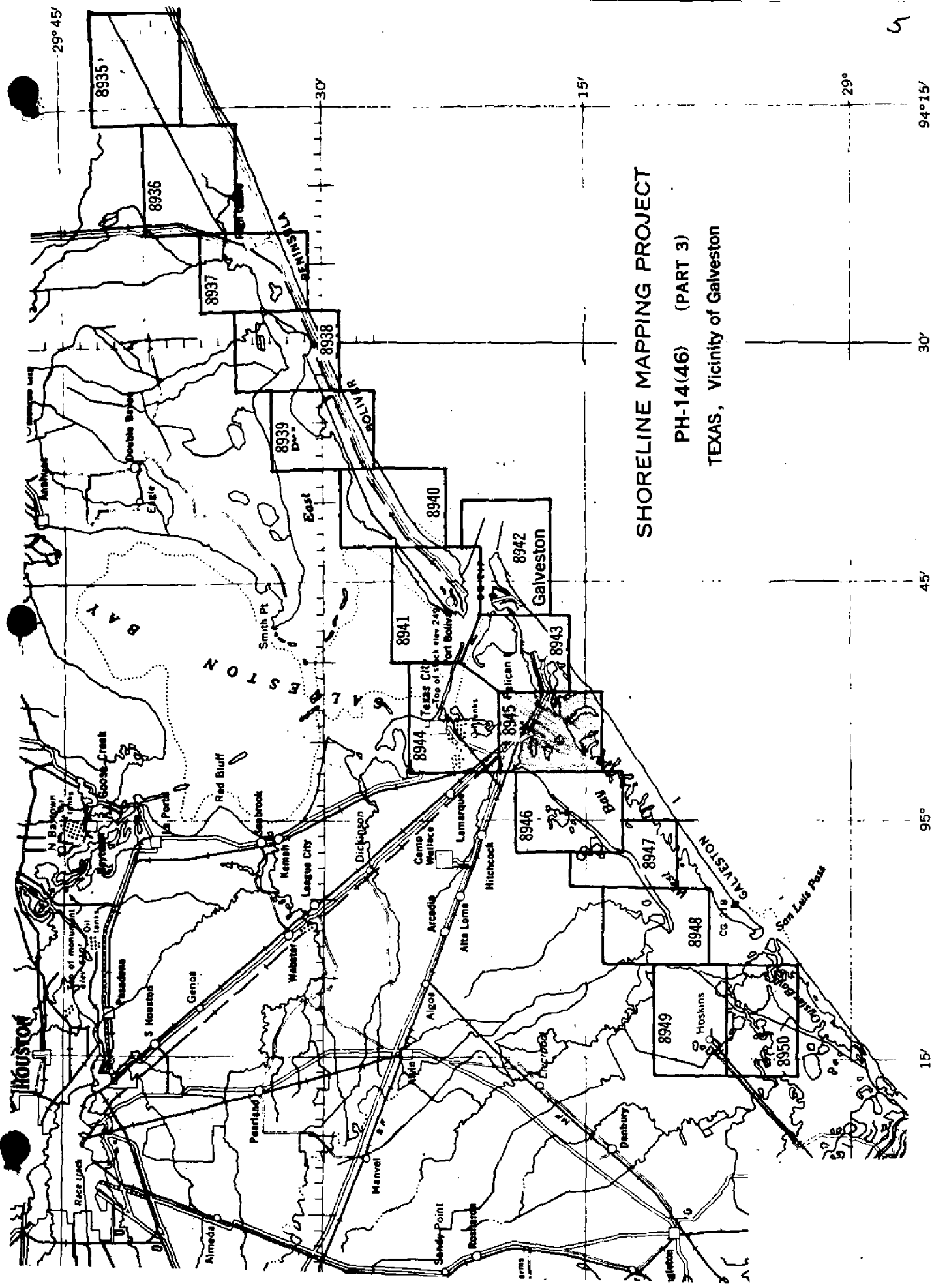
Identified:

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks:

\* This includes WEST BAY 3 (USE) 1900 which is lost but RM 2 is identified.



SHORELINE MAPPING PROJECT  
PH-14(46) (PART 3)  
TEXAS, Vicinity of Galveston

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Summary to Accompany T-8945

Shoreline survey T-8945, scale 1:10,000 (Lat.  $29^{\circ}14'$  to  $20'$ , Long.  $94^{\circ}52'$  to  $57'$ ) 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 Inland Waterway charts at 1:40,000 scale.

T-8945 is one of the Part III group, which includes the 16 maps T-8935 to T-8950, inclusive, vicinity of Galveston, Texas.

Field Report  
Shoreline Manuscript T-8945

For field data covering survey T-8943, 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, January 28, 1948.

Chart Letter No. 84(1948). Filed in the Nautical Chart Branch, Division of Charts.



MAP T- 8945

PROJECT NO. PH-14(46)

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\mu$ -COORDINATE LONGITUDE OR $\lambda$ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD	(BACK)	FORWARD	(BACK)
✓ GALVESTON S. BASE (USE) 1900	G-2122 P 28	N.A. 1927	29 19 48.949 94 54 50.193			1507.0	340.3		
✓ FRANCE, 1933	G-2122 P 32	"	29 18 31.665 94 56 31.080			1354.2	264.6		
✓ JONES, 1933	G-2122 P 28	"	29 17 45.097 94 55 27.644			974.9	872.4		
✓ E. CAUSEWAY TOWER, 1931	G-3873 P 95	"	29 17 48.229 94 53 07.150			838.7	780.4		
✓ OFFATTS, 1933	G-2122 P 33	"	29 16 19.372 94 52 21.249			1388.5	458.8		
✓ WEST BAY BN. NO. 19, 1933	G-2122 Pg. 38	"	29 15 10.090 94 56 58.730			746.1	873.3		
✓ WEST BAY 3 (USE), 1900	G-2122 Pg 28	"	29 15 03.577 94 55 31.943			1484.9	362.4		
✓ NASS, 1933	G-2122 P 32	"	29 14 34.424 94 52 52.019			193.0	1426.4		
✓ GIN, 1933	Form 524 24867	"	29 18 15.655 94 54 0.592			596.4	1250.9		
✓ R.M. No. 2 WEST BAY No. 3 (USE)			29 15 94 55			573.6	1046.1		
** This station computed by M.F. Kirk9 May 1943						310.7	1536.6		
						1585.7	34.3		
						110.1	1737.2		
						862.5	757.6		
						1059.8	787.5		
						1404.7	215.5		
						482.0	1265.3		
						16.0	1603.3		
						86.8	1760.5		
						972.3	647.8		

1 FT. = 3048006 METER  
COMPUTED BY: J. Honick

DATE

4/14/49

CHECKED BY: W.J. Hughes

DATE

4/18/48

M-2386-12

88



SCALE FACTOR

None

[illegible]

COMPUTED BY:

DATE \_\_\_\_\_

CHECKED BY:

DATE \_\_\_\_\_

M-2388-12

9



## RADIAL PLOT REPORT

PROJECT PH-14(46)

SURVEYS T-8945 to T-8950, incl.

AREA COVERED:

This radial plot covers the areas of Surveys T-8945, T-8946, T-8947, T-8948, T-8949, and T-8950, located along the Intracoastal Waterway from Galveston to Freeport, Texas. They form part of a series of shoreline surveys in Project PH-14(46).

MAP MANUSCRIPTS

The acetate sheets furnished the compilation office for these surveys were ruled with polyconic projections and Texas South Central grids, at a scale of 1:10,000. ~~No base sheets were furnished.~~

All control stations and substitute stations were plotted on the map manuscripts using beam compass and meter bar.

PHOTOGRAPHS

The photographs used in this radial plot are all nine lens photographs, scale approximately 1:10,000, taken with the USC&GS nine lens camera, focal length 8 $\frac{1}{4}$  inches. Twenty-six photographs were used. They are numbered as follows:

18385 and 18386  
18392 to 18415 inclusive.

The symbols for pass points and control stations used on these photographs are in accordance with Photogrammetry Instructions No. 12, dated 17 March 1947.

TEMPLATES

Vinylite templates were made of all photographs using the master template furnished by the Washington Office to correct for paper distortion and transforming errors.

CLOSURE AND ADJUSTMENT TO CONTROL

Vinylite <sup>base</sup> sheets, previously used for another project, were used for this radial plot. Control stations and intersections of projection lines on the map manuscripts were transferred directly to these base sheets. The pass points and photograph centers from Survey T-8943 (1946) previously completed in the Washington Office, near the junction with the area of this radial plot, were also transferred to the base sheets. The templates for these photographs were laid first and the plot was extended southwesterly across surveys T-8945 and T-8946 without encountering any difficulty. In continuing the plot across Surveys T-8947, T-8948, T-8949 and T-8950, a satisfactory closure was not obtained. It was then decided, since the photographs Nos. 18393 and 18385



CLOSURE AND ADJUSTMENT TO CONTROL (continued)

were controlled by stations SLOUGH, 1932, CLUTE, 1933, and LIGHT, 1927, to run northeasterly and tie with pass points previously established on Survey No. T-8946. It was found, however, that when the templet for photograph No. 18396 was laid, control stations RIDGE, 1933 and MUD ISLAND NORTH BASE (USE) 1906 could not be held by 2.5 mm. In checking the identification and pricking of the control stations in the area, no apparent errors were found, and in order to hold stations RIDGE and MUD ISLAND NORTH BASE (USE) 1906, it was necessary to let station CLUTE, 1933 fall off its plotted position. Although the identification of CLUTE was marked positive, misidentification of the reference points, of which there were several similar images in the vicinity of the station, was easily possible. The fact that the plot joined satisfactorily with the plot on T-5362 (1:20,000) (revised 1949) was considered as an additional check on disregarding CLUTE. The plots could not be made to join using the position of CLUTE as pricked by the field party.

In the area between photographs 18396 and 18405 there was only one fair control station, Sub Pt. MUD ISLAND N. BASE (USE) 1906, and that fell near the edge of several photographs. RULE, 1933 was identified as "doubtful" and appeared on only one photograph at the extreme edge. Therefore, it was disregarded. The Chocolate Bay Range A lights were identified by the field party but not as control. Positions from a planetable survey, T-4852 November 1947, were available and plotted. In the absence of any other control, an attempt was made to hold these. Both could not be held at the same time in the radial plot. After several attempts were made to bridge between the fixes on Surveys T-8946 and T-8950 holding one of these lights, it was decided that only the Front Range light could be held and obtain a fairly satisfactory radial plot.

TRANSFER OF POINTS

The positions of all pass points and photograph centers were transferred to the map manuscripts by placing the manuscripts on the completed plot, matching common projection line intersections and pricking directly on the map manuscripts. The position of photograph center No. 18414 was moved about 1 mm northwest from the position of the previous plot. Since one more control station was available on that photograph in this radial plot, and it is a water center, the new position is believed more accurate.

ADEQUACY OF CONTROL

There are thirty-eight (38) horizontal control stations within the area of this radial plot. Twenty-one of these have been identified by the field party. Of these, four were identified by use of a substitute point, one by pricking a reference mark, and the remainder identified direct.

Two of the stations could not be held in the radial plot.

ADEQUACY OF CONTROL (Continued)

RULE, 1933 was identified as "Doubtful" by the field inspection party. It appeared on only one photograph on the extreme edge and was ✓ of no value in the radial plot. w of T-8948

CLUTE, 1933 was identified direct and "Positive". When its geographic position was held to form a fix at the end of the radial plot, it was impossible to extend the plot northward and hold any other control stations. A radially plotted position was established 2.4 mm northeast of the geographic position. An examination of the pricking and plotting revealed that it was in a marshy area devoid of readily identifiable objects. The position of the station in the direction of the error depended on the pricking of a small bush which, it is believed, could have been misidentified. T-8950

A sketch showing the distribution of control and photograph centers, and a list of control stations are attached to this report.

The control in Surveys T-8945, T-8946 and T-8950 was adequate. However, the area between these has almost no usable control. The only two identified stations in Survey T-8948 and in the larger part of adjoining surveys on both sides are graphic control points and both of these cannot be held at the same time in the radial plot. Another control station near these two, *fix* GATOR, 1933, was not identified but would have strengthened the plot considerably. The horizontal control in Surveys T-8947, T-8948 and T-8949 is considered inadequate for an accurate radial plot, when using a single photographic flight with center mostly over water.

SUPPLEMENTAL DATA

It was necessary to use a planetable survey position of one of the Chocolate Bay Range A lights for control in the weak center area of this plot, due to absence of any identified control on Survey T-8948. Since both could not be held in the radial plot, attempts were made to hold each individually. Only with the Front Range Light was it possible to complete a fairly satisfactory plot. Holding this light the radially plotted position of CHOCOLATE BAY RANGE A REAR LIGHT falls 2.6 mm north of its geographic position. Without control in this area it is not possible to ascertain the cause of the discrepancy. No record was found to show that either light has been moved.

PHOTOGRAPHY

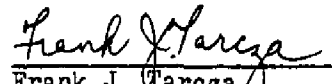
The coverage, overlap and definition of photographs were adequate. However, the radial plot would have been strengthened considerably in the weak center area if the flight line had been further inland. Many photograph centers, particularly Nos. 18401 to 18404, incl. were in water areas and at least half of these photographs were entirely water areas. The flight lines were weak and unreliable making it necessary to depend on pass points entirely. Although there was evidence of some tilting in several

- 4 -

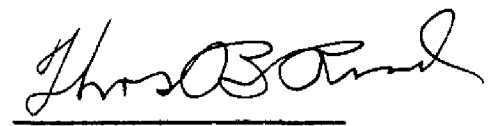
PHOTOGRAPHY (Continued)

photographs, none was serious and it was impractical to make a tilt determination due to lack of control. The entire area is flat and the small tilt will not seriously affect the positions established in the plot. It was noted that there was considerable adjustment in Chamber No. 7 of all nine-lens photographs used. This was found to be due to transforming errors and believed to be corrected adequately by using the master templet. Chamber No. 2, adjoining No. 7, also showed evidence of transforming errors in most photographs.

Respectfully submitted

  
Frank J. Tarca  
Cartographic Engineer

Approved and forwarded  
June 1949

  
Thos. B. Reed  
Officer in Charge  
Baltimore Photogrammetric Office



No.	Station	Identification
1.	GALVESTON, COTTON CONCENTRATION CO. W.T., 1933	Direct
2.	GALVESTON, HIGH GRADE PACKING CO. W.T., 1933	Direct
3.	GALVEZ, 1933	By Sub. Pt.
4.	OFFATTS, 1933	None
5.	EAST CAUSEWAY TOWER, 1931	Direct
6.	GIN, 1933 (Topo.)	None
7.	GALVESTON, SOUTH BASE (USE) 1900	None
8.	JONES, 1933	Direct
9.	FRANCE, 1933	None
10.	HITCHCOCK, 1933	By Sub. Pt.
11.	WEST BAY 3 (USE) 1900	R.M. No. 2 pricked
12.	WEST BAY BEACON, No. 15, 1933	Pricked as beacon
13.	WEST BAY BEACON, NO. 17, 1933	None
14.	WEST BAY BEACON, NO. 19, 1933	None
15.	WEST BAY BEACON, NO. 21, 1933	None
16.	WEST BAY BEACON, NO. 23, 1933	None
17.	WEST BAY BEACON, NO. 25, 1933	None
18.	WEST BAY BEACON, NO. 27, 1933	None
19.	WEST BAY BEACON, NO. 29, 1933	None
20.	WEST BAY BEACON, NO. 33, 1933	Direct
20.	WEST BAY BEACON, NO. 2, 1933	Pricked as beacon
21.	WEST BAY BEACON, NO. 4, 1933	Pricked as beacon
22.	WEST BAY BEACON, NO. 37, 1933	Direct
23.	KARANKA, 1933	Direct
24.	CLAY, 1933	None
25.	CHOCOLATE BAY RANGE & REAR LIGHT, 1947	Pricked as light
26.	GATOR, 1933	None
27.	CHOCOLATE BAY RANGE A FRONT LT, 1947	Pricked as light
28.	RULE, 1933	Direct
29.	SULPHUR, 1933	None
30.	MUD ISLAND NORTH BASE (USE) 1906	By Sub. Pt.
31.	BASTROP, 1933	None
32.	RIDGE, 1933	By Sub. Pt.
33.	SLOUGH, 1932	Direct
34.	WILL, 1933	None
35.	CLUTE, 1933	Direct
36.	LIGHT, 1927	Direct
37.	WELL, (USE) 1912	Direct







## COMPILATION REPORT

T - 8945

### FIELD INSPECTION REPORT

For field data covering Survey T-8945 refer to the Special Report for Project Ph-14(46), Port Arthur, Texas, to Cedar Lakes, Texas, submitted by Boss A. Gilmore, Chief of Party, dated January 1948.

### PHOTOGRAMMETRIC PLOT REPORT

Refer to the Radial Plot Report for Surveys T-8945 through T-8950 submitted by Frank J. Tarcza, 22 June 1949. *(Attached hereto)*

#### 31. DELINEATION

The manuscript was delineated by graphic methods only. The shoreline south of 29°15' could not be delineated as accurately as desired because of poor picture coverage.

#### 32. CONTROL

The identification, the density, and the placement of the horizontal control were adequate for satisfactory delineation of this survey. See the Radial Plot Report for T-8945 through T-8950, submitted by Frank J. Tarcza, 22 June 1949.

#### 33. SUPPLEMENTAL DATA

Data in Form 250, Field Observations, Vols. 3 and 4 of 5 volumes, (Sextant Fixes), was used to plot the positions of the aids to navigation, and points on range.

The quadrangles listed in paragraph 46 of this report were furnished as geographic names standards.

#### 34. CONTOURS AND DRAINAGE

Inapplicable.

#### 35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate.

#### 36. OFFSHORE DETAILS

Several obstructions located by the field party were plotted on the manuscript from positions listed on page <sup>497</sup>50 of the field report.



37. LANDMARKS AND AIDS

LANDMARK TOWER, 1947 (West Causeway Tower) was not radially plotted because only two small angle cuts were possible. Its position was plotted on the manuscript by pricking directly from the photograph, holding to triangulation station EAST CAUSEWAY TOWER, 1947, which is within 6 mm of the landmark.

Refer to page 12 of the field report, <sup>(Chart No. 84, 1944)</sup> report regarding Galveston Freeport Buoys 30, 31, 32, 42, 47, and 53. <sup>listed in 49th list</sup> (i.e.: "listed, charted, non-existent" Oct. 1947)

Galveston Freeport Buoy 82 was broken off one foot below water level at time of field inspection and was symbolized on the manuscript as an obstruction.

The check angle given with the sextant fix for Galveston Freeport Buoy 100 did not hold and was rejected.

Refer to forms 567 submitted with the field report and with this report.

West Bay Channel Day Beacon 11 identified by the field party was radially plotted. The plotted position falls approximately .5 mm west of the sextant fix position. The radially plotted position has been rejected because it could be identified accurately on only one photograph.

38. CONTROL FOR FUTURE SURVEYS

Two recoverable topographic stations located on T-4867 (1933) were searched for by the field party. GIN, 1933 was recovered and used to control the radial plot. GOLF, 1933 was destroyed by airport construction. Forms 524 for these and seven other stations that were not searched for are submitted with this report. GIN, 1933 is the only one plotted on the manuscript.

SLIM 1933  
BEER "  
LEGS "  
MULE "  
KIP "  
WAY "  
ROPE "

39. JUNCTIONS

Junction to the north with Survey T-8944 was not possible because photograph coverage was not sufficient to detail the area to the neat line of the manuscript. Junction to the east with T-8943 and to the west with T-8946 was made and is in agreement. The south limits of this survey are the limits of the project.



40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. BRIDGES

The vertical clearances of the two bridges at Galveston are taken from page 44 of the field report. The field party stated that the estimated MHW is the more dependable plane of reference. The clearances computed from predicted tides did not agree and were disregarded.

42 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:

Virginia Point, Texas

Lake Como, Texas

Galveston, Texas

Previous Survey T-4867 (1933) exists in the area of this survey but was not available for comparison.

47. COMPARISON WITH NAUTICAL CHARTS

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

Items to be applied to nautical charts immediately

None.

Items to be carried forward:

None.

Respectfully submitted  
1 August 1949

*Louis G. Maskell*  
Cartographic Draftsman

Approved and forwarded  
30 September 1949

*Thos B. Ann*  
Officer in Charge  
Baltimore Photogrammetric  
Office

T-8945

West Bay Channel Daybeacons No. 11, 13, 15, 17, and 19 were replotted in this office with a recently calibrated three-arm protractor. The positions obtained were in agreement with the triangulation positions of these daybeacons within the accuracy of the sextant and radial plot method of location. As there is no record of these daybeacons having been moved since the 1933 triangulation positions were obtained, the triangulation positions have been accepted as being correct. The sextant fix positions have been removed from the manuscript, triangulation stations West Bay, beacon No. 11, No. 13, No. 15 and No. 17, 1933 have been plotted on the manuscript, and their positions listed on Form M-2388-12. Form 567 has been corrected to show the triangulation positions of these daybeacons, and the Nautical Chart Branch has been notified of this change.



L. C. Lande, Chief  
Graphic Compilation Section  
Division of Photogrammetry

31 March 1950

## PHOTOGRAMMETRIC OFFICE REVIEW

T-8945

1. Projection and grids Jan 2. Title Jan 3. Manuscript numbers Jan 4. Manuscript size Jan

## CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy Jan 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) Jan 7. Photo hydro stations Jan 8. Bench marks Jan 9. Plotting of sextant fixes Jan 10. Photogrammetric plot report Jan 11. Detail points Jan

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline Jan 13. Low-water line Jan 14. Rocks, shoals, etc. Jan 15. Bridges Jan 16. Aids to navigation Jan 17. Landmarks Jan 18. Other alongshore physical features Jan 19. Other along-shore cultural features Jan

## PHYSICAL FEATURES

20. Water features Jan 21. Natural ground cover Jan 22. ~~Planetable contours~~ 23. ~~Stereoscopic instrument contours~~ 24. ~~Contours in general~~ 25. ~~Spot elevations~~ 26. Other physical features Jan

## CULTURAL FEATURES

27. Roads Jan 28. Buildings Jan 29. Railroads Jan 30. Other cultural features Jan

## BOUNDARIES

31. ~~Boundary lines~~ 32. ~~Public land lines~~

## MISCELLANEOUS

33. Geographic names Jan 34. Junctions Jan 35. Legibility of the manuscript Jan 36. ~~Discrepancy overlay~~ 37. Descriptive Report Jan 38. Field inspection photographs Jan 39. Forms Jan 40. Joseph W. Loucek Joseph Steinberg  
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler\_\_\_\_\_  
Supervisor

43. Remarks:

REMARKS

6. Recoverable topographic stations from previous surveys are not shown on this manuscript.

*Joseph W. Vonnack*  
\_\_\_\_\_  
Reviewer



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, Maryland

26 August 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

Joseph W. Vonasek

Thos. B. Reed

Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE		DATUM					
				° ' "	D. M. METERS	° ' "	D. P. METERS					
✓	TXAS	GALVESTON FREEPORT RANGE	B FRONT	29 18	960	94 52	1104	N.A.	1947			520
✓	"	"	B REAR	29 18	1005	94 53	248	"	"	X	X	1282, 886
✓	"	"	C REAR	29 18	1631	94 52	734	"	"	X	X	"
✓	"	"	D FRONT	29 16	1729	94 53	1119	"	"	X	X	"
✓	"	"	E FRONT	29 16	1065	94 53	1490	"	"	X	X	"
✓	"	"	D REAR	29 16	1515	94 53	391	"	"	X	X	"
✓	"	"	E REAR	29 16	714	94 55	249	"	"	X	X	"
✓	"	"	F FRONT	29 17	857	94 54	1032	"	"	X	X	"
✓	"	"	F REAR	29 16	1783	94 54	512	"	"	X	X	"
✓	DAYBEACON	DEER ISLAND DUMP		29 16	1830	94 54	637	"	"	X	X	"
✓	"	"		29 16	899	94 55	245	TRIANGULATION 1933	"	X	X	"
✓	"	WEST BAY CHANNEL		29 16	274	94 55	1002	"	"	X	X	"
✓	"	"		29 15	1401	94 56	258	"	"	X	X	"
✓	"	"		29 15	827	94 56	956	"	"	X	X	"
✓	"	"		29 15	815	94 56	972	"	"	X	X	"

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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.

26 August

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

Joseph W. Vonasek

Thos. B. Reed

Chief of Party.

STATE		TEXAS		POSITION				METHOD OF LOCATION AND SURVEY NO.		DATE OF LOCATION		HARBOR CHART		INSHORE CHART		CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM	LOCATION AND SURVEY NO.	LOCATION	CHART	CHART	AFFECTED	AFFECTED				
			° ' "	D. M. METERS	° ' "	D. P. METERS											
DAYBEACON ✓ 19	WEST BAY CHANNEL	✓	29 15	311 <del>298</del>	94 56	1586 <del>1608</del>	N.A. 1927	TRIANGULATION SEXTANT FIX	Nov. 1947	X	X	520 XL282, 886					
✓ 1	WEST BAY EAST DUMP		29 17	710	94 53	428	"	T-8945 SEXTANT FIX	Nov. 1947	X	X	"					
✓ 2	"		29 17	582	94 53	528	"	"	"	X	X	"					
✓ 1	OFFATTS BAYOU		29 16	1361	94 52	1555	"	"	"	X	X	"					
✓ 2	"		29 16	1271	94 52	1492	"	"	"	X	X	"					
✓ 4	"		29 16	1271	94 52	1220	"	"	"	X	X	"					
✓ 6	"		29 16	1364	94 52	896	"	"	"	X	X	"					
✓ 8	"		29 16	1401	94 52	651	"	"	"	X	X	"					
✓ 10	"		29 16	1331	94 52	162	"	"	"	X	X	"					
✓ 2	GALVESTON AIRPORT CHANNEL		29 17	520	94 53	469	"	"	"	X	X	"					
✓ 4	"		29 17	238	94 53	349	"	"	"	X	X	"					
✓ 6	"		29 16	1806	94 53	233	"	"	"	X	X	"					
✓ 8	"		29 16	1498	94 53	106	"	"	"	X	X	"					
✓ 10	"		29 16	1238	94 52	1564	"	"	"	X	X	"					

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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STRIKE OUT ONE

Baltimore, Maryland

26 August

1949

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The positions given have been checked after listing by

Joseph W. Vonasek

Thos. B. Reed

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED			
				LATITUDE		LONGITUDE				D.A.T.U.M.	HARBOR CHART	INSHORE CHART	OFFSHORE CHART
				° ' "	D. M. METERS	° ' "	D. P. METERS						
TEXAS	BUOY 23 GALVESTON FREEPORT			29 18	889	94 52	302	N.A. 1927	Sextant Fix T-8945	Nov. 1947	X X X	1220, 1282 886	
	"	"		29 18	941	94 52	293	"	"	"	X X X	"	
	"	"		29 18	884	94 52	410	"	"	"	X X X	"	
	"	"		29 18	944	94 52	424	"	"	"	X X X	"	
	"	"		29 18	878	94 52	552	"	"	"	X X X	"	
	"	"		29 18	941	94 52	548	"	"	"	X X X	"	
	"	"		29 18	876	94 52	713	"	"	"	X X X	"	
	"	"		29 18	744	94 52	987	"	"	"	X X X	"	
	"	"		29 18	805	94 52	1019	"	"	"	X X X	"	
	"	"		29 18	672	94 52	1117	"	"	"	X X X	"	
	"	"		29 18	734	94 52	1131	"	"	"	X X X	"	
	"	"		29 18	552	94 52	1249	"	"	"	X X X	"	
	"	"		29 18	576	94 52	1282	"	"	"	X X X	"	
	"	"		29 18	469	94 52	1336	"	"	"	X X X	"	

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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STRIKE OUT ONE

Baltimore, Md.

26 August, 1949

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

The positions given have been checked after listing by

Joseph W. Vonasek

Thos. B. Reed  
Chief of Party

STATE		TEXAS		POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM							
			°	'	D. M. METERS	°		'	D. P. METERS					
40	GALVESTON FREEPORT	↖	29	18	493	94	52	1380	N.A. 1927	Nov. 1947	x	x	x	520 1282, 886
41	"		29	18	358	94 1/2	52	1399	"	"	x	x	x	"
42	"		29	18	245	94	52	1478	"	"	x	x	x	"
43	"		29	18	277	94	52	1507	"	"	x	x	x	"
44	"		29	17	1826	94	53	13	"	"	x	x	x	"
45	"		29	18	00	94	53	48	"	"	x	x	x	"
46	"		29	17	1082	94	53	481	"	"	x	x	x	"
47	"		29	17	753	94	53	605	"	"	x	x	x	"
48	"		29	17	797	94	53	640	"	"	x	x	x	"
49	"		29	17	617	94	53	677	"	"	x	x	x	"
50	"		29	17	635	94	53	756	"	"	x	x	x	"
51	"		29	17	526	94	53	843	"	"	x	x	x	"
52	"		29	17	367	94	53	894	"	"	x	x	x	"
53	"		29	17	407	94	53	958	"	"	x	x	x	"
54	"													
55	"													
56	"													

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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, Maryland

26 August, 1949.

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

The positions given have been checked after listing by

Joseph W. Vonasek

Thos. B. Reed Chief of Party.

STATE		TEXAS		POSITION				METHOD OF LOCATION AND SURVEY NO.		DATE OF LOCATION		HARBOR CHART		INSHORE CHART		CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM										
			° ' "	D. M. METERS	° ' "	D. P. METERS											
BUOY 57	GALVESTON-FREEPORT	886 Helms	29 17	296	94 53	978	N.A. 1927	SEXTANT	Nov. 1947	X	X	520	1282, 886				
58	"		29 17	331	94 53	1053	"	"	"	X	X	"	"				
59	"		29 17	187	94 53	1141	"	"	"	X	X	"	"				
60	"		29 17	252	94 53	1203	"	"	"	X	X	"	"				
61	"		29 17	131	94 53	1279	"	"	"	X	X	"	"				
62	"		29 17	192	94 53	1317	"	"	"	X	X	"	"				
63	"		29 17	92	94 53	1489	"	"	"	X	X	"	"				
64	"		29 17	167	94 53	1446	"	"	"	X	X	"	"				
65	"		29 17	71	94 53	1569	"	"	"	X	X	"	"				
66	"		29 17	153	94 53	1557	"	"	"	X	X	"	"				
67	"	29 17	73	94 54	132	"	"	"	X	X	"	"					
68	"	29 17	147	94 54	76	"	"	"	X	X	"	"					
69	"	29 17	84	94 54	252	"	"	"	X	X	"	"					
70	"	29 17	159	94 54	186	"	"	"	X	X	"	"					

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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STRIKE OUT ONE

Baltimore, Maryland

26 August 1949

I recommend that the following objects which have ~~(been used)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(fastened to)~~ the charts indicated.

The positions given have been checked after listing by

Joseph W. Vonasek

Thos. B. Reed  
Chief of Party

STATE	TEXAS	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	CHARTS AFFECTED	
					LATITUDE		LONGITUDE		DATUM							
					°	'	D. M. METERS	°		'						D. P. METERS
BUGY	71	GALVESTON FREEPORT			29	17	121	94	54	381	N.A. 1927	SEXTANT FIX T-8945	Nov. 1947	X X X	520 1282,886	
	72	"	"		29	17	181	94	54	355	"	"	"	X X X	"	
	73	"	"		29	17	153	94	54	485	"	"	"	X X X	"	
	74	"	"		29	17	200	94	54	468	"	"	"	X X X	"	
	75	"	"		29	17	264	94	54	842	"	"	"	X X X	"	
	76	"	"		29	17	300	94	54	769	"	"	"	X X X	"	
	77	"	"		29	17	356	94	54	1155	"	"	"	X X X	"	
	78	"	"		29	17	418	94	54	1184	"	"	"	X X X	"	
	79	"	"		29	17	471	94	54	1559	"	"	"	X X X	"	
	80	"	"		29	17	490	94	54	1438	"	"	"	X X X	"	
	81	"	"		29	17	561	94	55	237	"	"	"	X X X	"	
	82	"	"		29	17	608	94	55	436	"	"	"	X X X	"	
	83	"	"		29	17	677	94	55	462	"	"	"	X X X	"	
	84	"	"		29	17	604	94	55	639	"	"	"	X X X	"	
	85	"	"		29	17	604	94	55	639	"	"	"	X X X	"	

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
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STRIKE OUT ONE

Baltimore, Md.

26 August 1949.

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by

Joseph W. Vonasek

Thos. B. Reed Chief of Party.

STATE TEXAS			POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	INTERCOASTAL	CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE									DATUM
			°	'	D. M. METERS	°	'							
BUOY 86	GALVESTON-FREEPORT	↑	29	17	665	94	55	642	N.A. 1927	SEXTANT FIX 1-8945	NOV. 1947	X X X	520 1282, 862	
87	GALVESTON-FREEPORT		29	17	575	94	55	797	"	"	"	X X X	"	
88	"		29	17	665	94	55	794	"	"	"	X X X	"	
89	"		29	17	524	94	55	1159	"	"	"	X X X	"	
90	"		29	17	577	94	55	1182	"	"	"	X X X	"	
91	"		29	17	468	94	55	1523	"	"	"	X X X	"	
92	"		29	17	526	94	55	1557	"	"	"	X X X	"	
93	"		29	17	402	94	56	326	"	"	"	X X X	"	
94	"		29	17	458	94	56	355	"	"	"	X X X	"	
95	"		29	17	347	94	56	641	"	"	"	X X X	"	
96	"		29	17	398	94	56	644	"	"	"	X X X	"	
97	"		29	17	265	94	56	1114	"	"	"	X X X	"	
98	"		29	17	319	94	56	1134	"	"	"	X X X	"	
99	"		29	17	215	94	56	1431	"	"	"	X X X	"	

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**STRIKE OUT ONE**

**Baltimore, Maryland**

September 1949.

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

The positions given have been checked after listing by

Joseph W. Vonasek

*Chief of Party.*

Thos. B. Reed

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**TO BE CHARTED  
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Baltimore, Md.

26 August 1949

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The positions given have been checked after listing by

Joseph W. Venasak

*Chief of Party.*

Thos. A. Reed

[illegible]

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GEOGRAPHIC NAMES

- ✓ • Anderson Ways
- ✓ • Auzston Bayou

- ✓ • Galveston Bay
- ✓ • Galveston Causeway
- ✓ • Galveston Island
- ✓ • Galveston Municipal Airport

- ✓ • Hance Bayou
- ✓ • Highland Bayou

- ✓ • Island = r.r. tower & sta. stop.

- ✓ • Jones Lake

- ✓ • Melager Cove
- ✓ • Middle Deer Island

- ✓ • North Deer Island

- ✓ • Offatts Bayou

- ✓ • South Deer Island

- Teichman Point

- ✓ • Virginia Point

- ✓ • West Bay
- ✓ • Wilson Point

Names preceded by • are  
approved. 9-1-50. L. Heck

Review Report T-8945  
Shoreline Survey  
1 September 1950

62. Comparison with Registered Topographic Surveys.-

T-4867	1:20,000	1933-4
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63. Comparison with Maps of Other Agencies.-

USE Galveston	1:25,000	1949 (1942 photos)
USE Virginia Point	" "	" "

64. Comparison with Contemporary Hydrographic Surveys.-

None

65. Comparison with Nautical Charts.-

1282	1:80,000	ed. Feb. 1945, rev. Sept. 1948
520	1:30,000	" " " " " 1949

Various charted pipes, piles, and rocks are not on the manuscript. Field inspection data are lacking, and they are not visible on the photographs.

"Pipeline-crossing sign and cable-crossing signs",<sup>which</sup> are recorded on the manuscript by points only, indicate cable and pipeline crossing. The structures of the signs are plainly visible on the photographs. They lie on each side of the channel and north of the railway bridge. No mention is made of clearances, or whether pipeline and cables are submerged; nor are their shore ends indicated.

Chart 520 mentions a cable crossing at the bridges and gives a 99 foot clearance, but the entry does not make it clear over which bridge it passes, or if over both.

A check on this data reveals that the Feb. 1945 edition of Chart 520 indicated no cable, and that the information was first entered on the chart manuscript on Feb. 6, 1947. The figures were taken from the USE Intracoastal Waterway, 1945 maps.

A further check is recommended.

Changes made during review: several shoreline changes were made, dolphins at Jones Lake entrance, towers on the northern peninsula of Galveston Island, and range valves were added.



Page 2  
T-8945

66. Accuracy.-This map complies with project instructions and is adequate for charting purposes.

Reviewed by:

Lena T. Stevens  
Lena T. Stevens

APPROVED

S. V. Griffith  
Chief, Review Section HRB. 11/29/51  
Div. of Photogrammetry

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

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. of Coastal Surveys

