DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic Sheet No. 4860

State: Texas

LOCALITY
Upper Galveston Bay
Bay Front to Moses Bayou

183 3

CHIEF OF PARTY
Earl O. Beaton
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. C

REGISTER NO. 4860

State. Texas

General locality. Upper Galveston Bay

Locality. Bay Front to Moses Bayou

Scale 1:20,000. Date of survey. Feb. to July, 1933

Vessel. Project: HY-118

Chief of party. E. O. Heaton

Surveyed by. W. C. Russell and C. W. O'Melveny

Inked by. W. C. Russell and C. W. O'Melveny

Heights in feet above mean sea level to ground to tops of trees

Contour, Approximate contour. Form line interval. feet

Instructions dated. November 5, 1932

Remarks:

...
General Description of the Coast:

Along the bayshore from Bay Front to Moses Bayou the country is a flat coastal plain unmarked by any natural features of especial prominence. A bluff averaging 12 ft. in height runs from Bay Front to Edwards Point (Edwards Point is also locally known as Eagle Point). At Red Bluff and at Clifton-by-the-Sea the bluff becomes more nearly 20 ft. and 18 ft. respectively. The bluff slopes from about 12 ft. at Edwards Point to 6 ft. at April Fool Pt. From April Fool Point to Moses Bayou it ranges from 2 to 6 ft. in height. From triangulation station Red Bluff to station Sales there is a strip of marsh between the shore line and bluff about 500 m. wide at the north end and gradually narrowing until shore line and bluff line are very close together at station Sales. At Bay Front there is a marsh averaging about 100 m. in width, with these exceptions and until one arrives at Dickinson Bayou there is no marsh on the bayshore; the country is a high, flat, grassy, plain.

A large grove of oak trees extends a belt along the edge of the bluff from Red Bluff to a point about one mile south and then westward about 1/4 mile. From the Houston Yacht Club north to Bay Front are scattered oak trees. West of the yacht club about 1/2 mile, a large grove of pine trees is found, about 50 ft. high, extending 2 miles north and visible from the bay.

The entire coast line from Bay Front to San Leon is studded with real estate developments which present a fair system of highways along the coast between the two places.

The mouth of Clear Creek is at Seabrook. This creek forms the entrance to Clear Lake - a shallow body of water of no navigational importance. Roughly crescent shaped, the lake lies in a basin about 2 miles long. The north side of the lake is a gentle slope running to an average height of 12 ft. The line of the slope from the Galveston Bay shore swings west at Seabrook to join with the top of the slope on the north of Clear Lake. The south shore of Clear Lake is entirely wooded bluff averaging 6 to 12 ft. with trees about 20 to 40 ft. high. The north shore is wooded for about one half mile west of the east shore of the lake.

All of the north shore has been developed into well kept country estates. A highway runs along the north shore and is a part of the road from Seabrook to the town of Dickinson. On the south shore no road exists paralleling the shore as on the north side. Real estate developments have been started but not completed.

At the west end of the lake the creek bottom becomes a marsh of considerable extent also marks the east end of Clear Lake on the north bank of Clear Creek. At the east end of the lake the south bank of Clear Creek rises to a bluff about 20 ft. high. Just east of this bluff about a quarter-mile, the creek is spanned by two drawbridges, highway and railroad. There is a shipyard for small boats just west of the bridges on the south bank of this creek.

Approaching from the south in the channel, the most pronounced feature visible ahead will be Red Bluff because of its height and the line of trees off-setting the grassy plain to the southward. Another prominent landmark
visible from the channel is the mansion of former Governor Sterling of Bayridge. This is an unusually large two story white house and it is located about one mile west of Morgans Pt. This house does not appear on this sheet the limits of which fall short of it by about a half-mile.

**Landmarks:**

Some of the more prominent objects are as follows - listed as though approaching from the south:

- **TANK (elevated) - Edwards Point.**
- **TANK, elevated, (©High) - an elevated water tank at Clifton-by-the-Sea.**
- **TANK, elevated, white concrete, (©Con) - an elevated water tank about one mile south of Red Bluff.**
- **BUILDING - clubhouse of the Houston Yacht Club.**
- **STACK, white concrete, (©Smokestack of St. Mary's Seminary at Sylvan Beach)**
- **TANK, SHOREACRES, elevated, black, metal - water tank at Shoreacres.**
- **TANK, elevated, steel, (©School) - an elevated water tank at the Harris County reform school.**
- **TANK, elevated, steel, (©West) - an elevated water tank on the west side of the lake.**

**Control:**

The control for this work consists of stations located by second and third order triangulation and supplemental stations located by plane-table traverse and plane-table triangulation.

The spoil dumps along the Houston Ship Channel were located by three point fixes, and distance ties made to nearby beacons.

<table>
<thead>
<tr>
<th>Traverse Closure and Methods of Adjustment</th>
<th>Closure Error</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meal to Sylvan</td>
<td>4</td>
<td>1.9</td>
</tr>
<tr>
<td>Sylvan to Club</td>
<td>7</td>
<td>2.8</td>
</tr>
<tr>
<td>Club to Red Bluff</td>
<td>9</td>
<td>1.5</td>
</tr>
<tr>
<td>Red Bluff to Sales</td>
<td>12</td>
<td>2.4</td>
</tr>
<tr>
<td>Sales to Hanson</td>
<td>9</td>
<td>3.3</td>
</tr>
<tr>
<td>Sales to Peden</td>
<td>12</td>
<td>3.2</td>
</tr>
<tr>
<td>Peden to West</td>
<td>3</td>
<td>2.1</td>
</tr>
<tr>
<td>West to Hanson (S. side of Clear Lake)</td>
<td>8</td>
<td>5.9</td>
</tr>
<tr>
<td>Hanson to Clifton</td>
<td>6</td>
<td>3.0</td>
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<tr>
<td>Clifton to Eagle Point</td>
<td>18</td>
<td>4.0</td>
</tr>
<tr>
<td>Eagle Point to San Leon</td>
<td>16</td>
<td>3.4</td>
</tr>
<tr>
<td>San Leon to Dickenson</td>
<td>16</td>
<td>2.8</td>
</tr>
<tr>
<td>San Leon to Fool</td>
<td>6</td>
<td>2.3</td>
</tr>
<tr>
<td>Fool to Moses</td>
<td>7</td>
<td>3.7</td>
</tr>
</tbody>
</table>

All traverses were adjusted as prescribed in Special Publication #144.

**List of Plane-table Positions:**

- **Peak - south gable, small one-story bungalow.**
- **Chim - center line of chimney on white stucco house.**
- **Mill - windmill, 60 ft. high.**
- **Play - S.E. cor., red-roofed sun-house.**
- **Roof - N.E. cor., white house with green roof.**
- **Yel - N.E. corner, brick house, cream covered front porch.**
- **Green - SE cor., white house, green blinds.**
- **Wat - W. T. and W.M. 45 ft. high.**
- **Con - W.T. 60 ft. high, 10 ft. diameter.**
Water - W.T. 20 ft. high.
Tank - W.T. 20 ft. high.
Tar - W.T. 20 ft. high.
Tom - S.E. cor., yellow house, green trim.
House - S.E. cor., brown house.
Whit - W.T. 25 ft. high.
Alpha - W.T. 50 ft. high.
Mast - weather bureau mast, 40 ft. high.
Log - flagpole, 40 ft. high.
Post - conc. post on seawall, 6 ft. high.
School - W.T., 75 ft. high.
Pole - flagpole, 35 ft. high.
Base - Flagpole, 20 ft. high, white base.
Tel - Telephone pole, 40 ft. high.
Bale - High tension pole, 60 ft. high.
Clay - " " " " " " " " " "
Bath - NE cor., yellow bath house.
Sky - windmill, 25 ft. high.
New - W.T. 25 ft. high.
Heal - W.T. 55 ft. high.
Square - NE cor., 2 story house, green roof.
High - W.T. 40 ft. high.
Ton - Peak of roof, yellow house.
Flag - W.T. 15 ft. high. (on Hydro. Sh. 22)
Low - NE cor., bungalow, red roof.
San - W.M. 18 ft. high.
Fet) -
Top - W.T. 15 ft. high on top of white garage.
W.T. 30 ft. high (Edwards Point)
Store - NE cor., Horton's store.
Mae - W.T. 15 ft. high.
West - W.T. 25 ft. high.
Doll - S.E. cor., unp. house.
Dig - Flagpole, 28 ft. high.
Joke - Windmill, 15 ft. high.
Red - Red brick, chimney in center of 2 story, gray house.
Flag - Flagpole, 15 ft. high. (on Hydro. Sh. 23)
House - S.E. cor., unpainted house.
Mark - Iron pipe channel marker, 6 ft. high.
Use - 12 x 12 post 10 ft. high marked U.S.E. 0+00.

Changes in Coast Line:
In comparing this topographic sheet with chart #1282, corrected
to July 1934, from field inspection and local information, there is
evidence of erosion all along the shore line except in a few places
around Sylvan Beach and Clear Lake, where retaining walls have been built
and backfilled. From chart and topographic comparison the greatest evidence
of erosion is between Red Bluff and Edwards Point. From a point about
2 mile S of Seabrook to Edwards Pt. and around Red Bluff, the bluff is
practically vertical and high water meets the bottom of the bluff. This
shore line is subject to fairly rapid erosion, due to wave and storm
action. The different control datums in the two surveys render it difficul
to ascertain how much of the change in shore line is due to erosion.
Taylor Bayou as shown on the chart between Sylvan Beach and Red Bluff
no longer empties into Galveston Bay. It begins about ½ mile from the
shore and extends in a south-westerly direction as shown on the chart.
The bayou whose chart location is just north of topographic station Peak is no longer in existence.

Due to present dredging operations along the Houston Ship Channel changes in spoil dumps have been made. A new spoil dump is shown east of Redfish Bar Cut Lt. The dash line on the northwest side of the spoil dump west of Redfish Bar Cut Lt. is the probable location of shore line of the spoil dump. Dredging operations were not complete in this area at the time the topography was executed in January 1934.

The spoil dumps as shown on the topographic sheet below beacon 22 will probably change in outline due to present dredging operations.

The peninsulas shown at Seabrook, Miller Pt., and April Fool Pt. are now cut off by water and islands formed.

The spoil dumps on both sides of the Seabrook Channel are not shown on the present chart.

At the Houston Yacht Club a yacht basin has been formed by a wooden bulkhead on the north and spoil dump on the south.

Character of Marshes:

The marsh areas on this sheet are covered with low marsh vegetation. The areas delineated as marsh at Morgans Pt., between Red Bluff and Seabrook and around Clear Lake are about 50% covered with water when the tide is one foot above mean high water. The marsh areas around Dickinson Bayou and Moses Bayou are covered with water at ordinary high tide.

Proposed Deletions: from Present Chart:

See accompanying chart section for deletions to be made.

Junctions with Other Surveys:

A good junction of spoil dumps along the Houston Ship Channel could not be made, with the survey of J. A. Bond, 1930. From local information received, dredging operations have been carried on in the vicinity of beacon #24, causing the discrepancy that exists between the two surveys.

A junction at Bayridge on the bay shore was made with the 1930 survey. There is about a 10 m. discrepancy in most cases in comparing shore line and road. The 1930 survey is apparently too far west at the junction. This discrepancy might be due to lack of control at the edge of the 1930 sheet.

Well Established Local Names:

Shoresacres, a land development, between Oaks and Red Bluff on the bayshore, is a well established local name and it is recommended that it be added to the chart.

Clifton-by-the-Sea, a land development, about 1 mile east-southeast of Bayview on the bay shore is a well established local name and it is recommended that it be added to the chart.

Edwards Pt. is sometimes locally referred to as Eagle Pt. due to the fact that a tourist camp on the bay shore at Edwards Pt. is called Eagle Pt. Tourist Camp (named after Congressman Eagle who is trying to have this name adopted).

Kemah is a small settlement on the bay shore just south of Seabrook. Clear Lake is the dividing line between Seabrook and Kemah. This settlement has a Post Office called Kemah. The name is well established and is recommended to be put on the chart.

Bayview is a land development just north of Clifton-by-the-Sea. The name is well established locally, and it is recommended that it be added to the chart.
Bay Front is a land development on the bay shore, and it lies in an area which begins about 200 m. SW of triangulation station Neal and extends toward the property of St Mary's Seminary. The name is well established locally, and it is recommended that it be added to the chart.

Dickinson Bay is that body of water between topographic station Usa. 5 and April Pool Pt. The name is well established locally and appears on the U.S.G.S. sheet of this area. It is recommended that it be added to the chart.

Channels:

On this sheet the Houston Ship Channel extends from below Redfish Bar Cut - marked by an occulting, red, automatic light in the old lighthouse structure - to and beyond the northern limits of the sheet. This ship channel is well marked by beacons not shown on this sheet, but which were located by triangulation in 1932-1933. The spoil dumps shown at Redfish Bar Cut were surveyed in January 1934 while dredging by the U. S. Engineers was being done. The remainder of the channel shown on this sheet up to Beacon 22 is being widened by the U. S. Engineers at the date of this report, and will be subject to change by reason of newly-formed dumps on the east side of the channel. All beacons west of the channel between Redfish Bar Cut light and Beacon #22 will be removed in the near future due to present dredging operations.

The beacons along Clear Lake Channel consist of 4" x 4" posts about 32' above M.H.W. with a white cross day marker. They should not be construed as permanent aids to navigation, although they mark the main channel through Clear Lake. Other channels in Clear Lake are privately maintained and are of no appreciable depth or importance.

Dickinson Bayou En. #1 which is described on hydrographic sheet #23 marks the entrance of Dickinson Bayou Channel, the turn of which is marked by a 12" x 12" post 10' high (Use). These two markers are of a permanent nature and are distinct aids to navigation, and it is recommended that they should be charted.

Dates on Triangulation Stations:

Two dates are shown on this sheet at triangulation stations which have been recovered. The date of original establishment is shown in parenthesis and the last date of occupation is also shown. This was done because the datum was changed in 1927. The last is the one which represents the plotted position.

Approved:

Earl O. Heaton,
Chief of Party, C.& G.S.

Respectfully submitted,

C. W. O'Malley
Surveyor
LANDMARKS FOR CHARTS
AIDS TO NAVIGATION

Corpus Christi, Texas

August 20, 1934

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:

Earl O. Heaton
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEACON (Alladish Bar Cut Lt.)</td>
<td>29 30 912.1 94 52 891.7</td>
<td>N.A. Triang. 1927</td>
<td>1282</td>
</tr>
<tr>
<td>BEACON 14</td>
<td>29 31 1565.9 94 53 914.9</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON 22</td>
<td>29 36 767.3 94 57 155.6</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON 24</td>
<td>29 37 1416.0 94 57 977.8</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON (Seabrook Beacon)</td>
<td>29 53 147.0 94 59 1609.1</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON 1</td>
<td>29 27 765.7 94 54 1510.6</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON = 12x12 post 10'</td>
<td>29 28 123.3 94 57 15.5</td>
<td>&quot; &quot; Topo.</td>
<td></td>
</tr>
<tr>
<td>BEACON (Houston Y.C.R.H.Bn.)</td>
<td>29 37 26.1 95 00 106.5</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON (Houston Y.C.R.H.Bn.)</td>
<td>29 37 35.7 95 00 51.3</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>BEACON (Houston Yacht Club Bn.)</td>
<td>29 37 529.6 94 59 1196.3</td>
<td>&quot; &quot; &quot;</td>
<td></td>
</tr>
</tbody>
</table>

1. 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, flagstaffs and like objects are not sufficiently permanent to chart.

Copy Checked and Verified by:

U.S. GOVERNMENT PRINTING OFFICE: 1934 25078
# LANDMARKS FOR CHARTS

**Directions of Commerce**  
**U.S. Coast and Geodetic Survey**

**Corpus Christi, Texas**  
**August 30, 1934**

**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:

**Earl H. Heaton**  
Chief of Party

### DESCRIPTION

<table>
<thead>
<tr>
<th>Position</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Determination</th>
<th>Charts Affected</th>
</tr>
</thead>
</table>
| **STACK, white concrete**  
(Steak of St. Mary's Seminary) | 29 39' | 482.8 | 95 00' | 904.3 | U.A. 1927 | Triang. 1282 |
| **TANK, SHOREACKS**  
elevated, black, metal  
(Shoreacke W.T.) | 29 37' | 351.7 | 95 00' | 1546.3 | " | " |
| BUILDING, H.E. cor. Houston Yacht Club  
"chart outline" | 29 37' | 95.0 | 95 00' | 120.8 | " | Topo. " |
| TANK, elevated white, concrete  
(eCon) | 29 35' | 506.7 | 94 59' | 1279.6 | " | " |
| TANK, elevated  
(eHigh) | 29 30' | 1209.6 | 94 58' | 875.6 | " | " |
| TANK, elevated  
at Edwards Point. | 29 39' | 1321.2 | 94 54' | 976.6 | " | " |
| TANK, elevated, steel  
(eWest) | 29 33' | 1062.8 | 95 04' | 1053.4 | " | Triang. " |
| TANK, elevated, steel  
(eSchool) | 29 33' | 1826.0 | 95 04' | 175.7 | " | Topo. " |

**Note:** All objects are visible from the water.

Verified and copy 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, tail stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.**

U.S. GOVERNMENT PRINTING OFFICE: 1934 53579
<table>
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<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
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<td>Bayview Sta.</td>
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<td>29° 35.6' 95° 02.2'</td>
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<td>✓</td>
<td>Seabrook</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 33.5' 95° 01.1'</td>
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<tr>
<td>✓</td>
<td>Clear Lake</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 33.5' 95° 03.5'</td>
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<tr>
<td>✓</td>
<td>Clear Creek</td>
<td>USGS</td>
<td>Clear Creek</td>
<td>Clear Creek</td>
<td>29° 32.8' 95° 04.7'</td>
</tr>
<tr>
<td>✓</td>
<td>Tod</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 34' 94° 01.1'</td>
</tr>
<tr>
<td>✓</td>
<td>Surf</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 35.1' 94° 59.8'</td>
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<tr>
<td>✓</td>
<td>Red Bluff (Point)</td>
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<td>29° 36.1' 94° 59.0'</td>
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<tr>
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<td>Red Bluff (Town)</td>
<td>USGS</td>
<td>Red Bluff</td>
<td></td>
<td>29° 36.1' 94° 59.5'</td>
</tr>
<tr>
<td>✓</td>
<td>Shore Acres</td>
<td>Shore Acres</td>
<td>Shore Acres</td>
<td></td>
<td>29° 37.3' 95° 00.5'</td>
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<tr>
<td>✓</td>
<td>Oaks</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 37.3' 95° 00.6'</td>
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<tr>
<td>✓</td>
<td>Sylvan Beach</td>
<td>USGS</td>
<td></td>
<td></td>
<td>29° 39.1' 95° 00.5'</td>
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<tr>
<td>✓</td>
<td>Bay Front</td>
<td>Bay Ridge</td>
<td>Bay Ridge</td>
<td>Bay Front</td>
<td>29° 39.6' 95° 00.2'</td>
</tr>
</tbody>
</table>

(Make Note concerning exact location of "Bay Ridge" as shown on map in descriptive report).

Place on land, the location in Des Report.

H. A. 29° 40'. 95° 00.2' Od. A.
GEOGRAPHIC NAMES
TEXAS

Names underlined in red approved Sept 29, 1934

*, Approved by the Division of Geographic Names, Department of Interior.

☑, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in Local Use</th>
<th>Names Assigned by Field</th>
<th>Location</th>
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<td>Calveston Bay'</td>
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<td>29° 30' 94° 50'</td>
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<tr>
<td>✔</td>
<td>Dickinson Bayou</td>
<td>USGS Same</td>
<td></td>
<td></td>
<td>29° 27.5' 94° 58.5'</td>
</tr>
<tr>
<td>✔</td>
<td>Dickinson Bay</td>
<td>USGS Same</td>
<td></td>
<td></td>
<td>29° 28' 94° 56.4'</td>
</tr>
<tr>
<td>✔</td>
<td>Moses' Bayou</td>
<td>Moses Bayou '</td>
<td></td>
<td></td>
<td>29° 25.5' 94° 57.2'</td>
</tr>
<tr>
<td>✔</td>
<td>April Fool Pt.</td>
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<td></td>
<td></td>
<td>29° 22' 94° 56.5'</td>
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<tr>
<td>✔</td>
<td>Edwards Pt.</td>
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<td></td>
<td></td>
<td>29° 29.5' 94° 54.6'</td>
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<tr>
<td>✔</td>
<td>San Leon</td>
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<td></td>
<td></td>
<td>29° 28.8' 94° 55.5'</td>
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<tr>
<td>✔</td>
<td>Shell I.</td>
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<td>29° 27.3' 94° 55.6'</td>
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<tr>
<td>✔</td>
<td>Clifton By The Sea</td>
<td>USGS Same</td>
<td></td>
<td>Clifton By The Sea local name</td>
<td>29° 30.7' 94° 58.5'</td>
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<tr>
<td>✔</td>
<td>Bay View</td>
<td>Bayview</td>
<td></td>
<td>Bayview local name</td>
<td>29° 30.9' 94° 59.4'</td>
</tr>
<tr>
<td>✔</td>
<td>Kemah P.O.</td>
<td></td>
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<td>Kemah local name</td>
<td>29° 32.9' 95° 02.1'</td>
</tr>
<tr>
<td>✔</td>
<td>Jarbo Bayou</td>
<td></td>
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<td>Jarbo Bayou</td>
<td>29° 31.8' 95° 02.1'</td>
</tr>
</tbody>
</table>
Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 4860 (1933)

Bay Front to Moses Bayou, Galveston Bay, Texas
Surveyed: February to July, 1933
Instructions dated: November 5, 1932

Plane Table Survey

Chief of Party - E. O. Heaton.


The records conform to the requirements of the Topographic Manual, with the following exceptions:

a. Scaled one-half meter distances were not laid off for distortion measurement.

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junction was made with T-4867 (1933). There is a discrepancy of about 10 meters in the junction with T-4614 (1930). The present survey is considered correct at this junction because of better control and because mention of the discrepancy in the Descriptive Report indicates careful checking in the field.


a. T-283 (1850).

The general features of this survey are in good agreement with the present survey. The erosion which is taking place along this shore was responsible for a shift in the shoreline of 150 meters at Red Bluff and about 200 meters at Edwards Point.

b. T-331 (1951).

Only about two miles of shoreline is common to this survey and the present survey. A comparison at lat. 29°38' indicates that the high water line is now about 100 meters inshore from its former location. This was caused by wave action (see D. R., page 3).

5. Field Drafting.

The field inking of the survey is satisfactory.
6. **Additional Field Work Recommended.**

The survey is complete and no additional field work is necessary.

7. **Superseding Old Surveys.**

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

- T-283 (1850) in part.
- T-330 (1851) " "

8. **Note to Compiler.**

Attention is called to the fact that the railroad track along the shore, which is shown on this survey, no longer exists and that Taylor Bayou no longer drains into Galveston Bay. Bay Ridge as shown on the chart is changed to Bay Front to conform with local usage.

9. **Reviewed by - A. F. Jankowski, October, 1934.**

Examined and approved:

C. K. Green, Chief, Section of Field Records.

[Signature]

Chief, Division of H. & T.

[Signature]