DESCRIPTIVE REPORT

Topographic Sheet No. 9

State: Texas

Locality: Corpus Christi
Nueces Bay & Corpus Christi Bay

193 4-5

Chief of Party
Earl O. Heaton
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: 9

REGISTER NO. 4904

State: Texas

General locality: Nueces Bay and Corpus Christi Bay

Locality: Nueces Bay shore and the north shore of Corpus Christi Bay, eastward to Long. 97° 41' 6".

Scale: 1:20,000 Date of survey: Feb., Mar., Sept., 1934

Feb., 1935

Project: HT-118

Chief of party: Earl O. Heaton

Surveyed by: J. W. Somers & W. T. White

Inked by: J. W. Somers & W. T. White

Heights in feet above M.H.W. to ground: 

Contour, Approximate contour, Form line interval: feet

Instructions dated Nov. 5, 1932, Sup. Nov. 16, 1933, 19

Remarks:
DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET Q
Nueces Bay shore and the north shore of Corpus Christi Bay,
eastward to Long. 97° 17'
E. O. Heaton, H. & G. Engr., Chief of Party
J. W. Somers & W. T. White, Topographers
Instructions dated Nov. 5, 1932, Sup. Nov. 16, 1933

Purpose of Survey:
This survey was executed primarily to furnish supplemental control for
hydrographic work and secondarily to aid in the control of photo-topographic
sheets Register No. 5365, 5366, 5367 compiled by the party of Ensign T. M.
Price. If it had not been desirable to start hydrographic work before the
photo-topographic compilation had been completed this sheet would not have
been necessary. In addition to signals located for hydrography the low water line
was established and in places the high water line was obtained as an aid in com-
pletion of the photographs. A few plane table positions were used as control
for the photo compilation.

General Description of the Coast:
The shore line of the north side of Nueces Bay from Portland westward to
Long. 97° 26.5' has a narrow sandy beach near the foot of a bluff bank of an
average height of 35 feet. From Long. 97° 26.5' the bluff swings inshore to
the north and west around a flat marshy cove which is located east of Rosita.
The shore around White Point is marshy and follows close to the foot of the
bluff along the east and south sides. The west shore of White Point is at
the foot of a 3 ft. bank, approximately 100 meters west of the high bluff at
the point.

The form of the south shore line of Nueces Bay from Long. 97° 25' to Long.
97° 26.3' is the result of the recent construction of the Southern Alkali Co.'s.
ship channel and turning basin. This shore has at the north side of the ship
channel and turning basin a spoil dump composed of sand, clay, and shell, light
gray in color and ranging in height from 9 to 18 ft.
The bay shore from Long. 97° 27' to Long. 97° 29.7' is a low marsh area
extending inshore to the railroad.
A part of the north and west shore of Corpus Christi Bay is also shown on
this sheet. From La Quinta westward to Long. 97° 19.4' the shore is a narrow
sand and clay beach at the foot of a bluff bank approximately 30 ft. in height.
The south shore of Indian Pt. is a steep and narrow sand and shell beach and
the north shore is flat and marshy.

Landmarks:
Stack - smoke stack, Southern Alkali Co.
Chimney - red chimney S end of 2 story house, (old Rosita ranch house, 1905)

Character of Control Used:
Sheet "Q" is controlled by 25 second and third order triangulation stations
and by plane table traverse.

Date on Triangulation Stations:
Two dates are shown on this sheet for 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 date is the one which represents the plotted position.
Closing Errors of Traverse and Methods of Adjustment:

<table>
<thead>
<tr>
<th>Traverse</th>
<th>Closure error (meters)</th>
<th>Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counterweight R.B. Bridge to Indian Pt.</td>
<td>3</td>
<td>1.7</td>
</tr>
<tr>
<td>Indian Pt. to stake (3-pt.-fix)</td>
<td>15</td>
<td>2.1</td>
</tr>
<tr>
<td>Quintana to stake (3-pt.-fix)</td>
<td>12</td>
<td>2.8</td>
</tr>
<tr>
<td>Portland to stake (5 pt.-fix)</td>
<td>8</td>
<td>1.2</td>
</tr>
<tr>
<td>Portland to Fay</td>
<td>14</td>
<td>2.7</td>
</tr>
<tr>
<td>Fay to Koonsce</td>
<td>12</td>
<td>4.5</td>
</tr>
<tr>
<td>White Pt. to Koonsce</td>
<td>16</td>
<td>3.5</td>
</tr>
<tr>
<td>Southern Alkali Co. to Corpus Christi municipal stack</td>
<td>10</td>
<td>1.8</td>
</tr>
<tr>
<td>Southern Alkali Co. stack to Viola</td>
<td>10 (re-run)</td>
<td>4.7</td>
</tr>
</tbody>
</table>

All traverse lines were adjusted as prescribed in U.S.C.& G.S. publication No. 144.

Comparison of this Sheet to Other Surveys:

The shore line of this sheet was compared with shore line on chart 1286 and with photo-topographic sheet Register No. 5566.

The comparison with chart 1286 is as follows:

The north shore of Corpus Christi Bay shows a recession of from 10 to 40 meters. The north shore of Nueces Bay from Portland to Long. 97° 26.5' has in general receded from 0 to 40 meters. From Long. 97° 26.5' to White Pt. the marsh delta has built out nearly 200 meters in places. Very little change has taken place at White Point. The south shore of Nueces Bay from Long. 97° 25' to 97° 26.5' has been built out from 0 to 900 meters by the construction of a channel and turning basin for the Southern Alkali Co. From Long. 97° 27' to Long. 97° 29.7' very little change in the shore line was found.

In comparing the shore line on this sheet with that on photo-topographic sheet Register No. 5566 the agreement was found to be satisfactory.

Geographic Names:

1. Indian Point - The south end of the peninsula extending SW from Portland, Texas is well known locally as Indian Point. This name and designation was thoroughly checked in the field by Lt. E. O. Heaton, Chief of Party.

2. The railroad from Corpus Christi to Portland and points north is shown on chart 1286 as the S.A. & A.F.R.R. This road is now owned and operated by the Southern Pacific Lines and is known as Southern Pacific.

3. The railroad from Corpus Christi NW to Viola and points northwest, is shown on chart 1286 as the S.A.U. & G.R.R. This road is owned and operated by the Missouri Pacific R.R. and the name as charted is correct for this branch.

4. White Point is a well established local name. This name has been checked in the field by men of this party and also of the party of Ensign T. M. Price, and it is recommended that it be charted as White Point instead of Whites Point.

5. Avery Point is a well established name for the point where the Southern Alkali Co. is now located.

List of Plane-table Positions:

- SW corner of house - Lat. 27° 52.26', Long. 97° 19.05'
- Bert - chimney, east end of house, 0.5 mile west of Portland
- Bouy - remains of old bouy
- Red - chimney, west end of house
- Chimney, center of house, Lat. 27° 52.52', Long. 97° 24.25'
- Nell - south gable of house
- Chimney, south end of house
- SW corner tin shed (pipe line valve house)
5"x5" concrete post, Lat. 27° 49.70', Long. 97° 29.76'
West end of bridge, Lat. 27° 49.42', Long. 97° 29.55'
- End - west end center line of bridge
5"x5" concrete post, Lat. 27° 49.04', Long. 97° 28.44'
West gable yellow house
Station sign Nueces
- Tow - windmill
- Nu -
- Ace -
- Rail -
- Way -
- Pass -
- Sing -
- Sho -

Character of Marsh:
The marsh east of White Point is a delta formed by sand and clay washed down from the high land north of Nueces Bay. This area is covered with numerous small ponds and tide water bayous. M.H.W. covers about one-fourth of this marsh. The marsh on the south and west shores of Nueces Bay is composed of mud and sand. 75% of this marsh is flooded by M.H.W.

Inspected and approved: Respectfully submitted,

Earl O. Baston, J. W. Somers,
Chief of Party Observer
# DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

LANDMARKS FOR CHARTS  

Corpus Christi, Texas  

March 6, 1935  

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:  

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:  

Earl O. Beaton  
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>2,3 STACK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Δ Southern Alkal stack</td>
<td>27 48 1476.1</td>
<td>97 25 1465.5</td>
<td>N.A.</td>
</tr>
<tr>
<td>1934</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2,3 CHIMNEY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A Rosita ranch house, south chimney, 1905</td>
<td>27 52 851.9</td>
<td>97 28 482.7</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

See descriptive report for Hydrographic Sheet No. 2 for additional landmarks.  

These objects are visible from the water.  

Checked and verified 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 be selected by their interrelationship to 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.  

U.S. GOVERNMENT PRINTING OFFICE: 1934 20479
The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

**LANDMARKS FOR CHARTS**

**Corpus Christi, Texas**

February 5, 1935

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avery Point Channel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BEACON, Front Range, black rectangular daymark on a 20' pile</strong></td>
<td>27° 49' 416&quot;</td>
<td>97° 25' 1608&quot;</td>
<td>U.S. Topography</td>
</tr>
<tr>
<td><strong>BEACON, Rear Range, black rectangular daymark on a 20' pile situated on a 10' spoil</strong></td>
<td>27° 49' 463&quot;</td>
<td>97° 26' 68&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

Checked and verified by:

J. H. Bumney

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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.

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### Geographic Names

**Survey No. 4904**  
**Chart No. 1286**  
**Diagram No. 1286-2**

Approved by the Division of Geographic Names, Department of Interior.  
Referred to the Division of Geographic Names, Department of Interior.  
Under investigation.

<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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>White Point</td>
<td>Same</td>
<td></td>
<td></td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Rosita</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Portland</td>
<td>&quot;</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Indian Point</td>
<td>&quot;</td>
<td>Same</td>
<td></td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Nueces Bay</td>
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<tr>
<td></td>
<td></td>
<td>Rincon Point</td>
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<tr>
<td></td>
<td>Corpus Christi Bay</td>
<td>Same</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Nueces</td>
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</tr>
<tr>
<td></td>
<td>Avery Point</td>
<td>Same</td>
<td></td>
<td></td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Corpus Christi</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**APPROVED NAMES UNDERLINED IN RED**  
H. L. Fleming
Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5346, , , with particular attention to the following details:

   (a) Projection has been checked in the Field.

   (b) Accuracy of location of plane table control points.

   (c) Discrepancies between detail on this survey and the air photo compilations listed above.

   (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5346, , , for a more complete discussion of any errors or discrepancies found.

   Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

   Notes and corrections resulting from the review are shown on this survey in green.

   Errors:

   S.E. Cor. House.
   4 miles.

   W.W. Cor. House.
   6 miles.

   Windmill.
   13 miles.

T 5346 by H. L. Nachlis.

Frank H. Schloem.
REVIEW OF GRAPHIC CONTROL SURVEY T-4904, SCALE 1:2000

Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5367, 5367, with particular attention to the following details:

   (a) Projection has been checked in the Field.

   (b) Accuracy of location of plane table control points. ± 5 m

   (c) Discrepancies between detail on this survey and the air photo compilations listed above. No discrepancies

   (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. None.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5367, 5367, for a more complete discussion of any errors or discrepancies found.

   Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

   Notes and corrections resulting from the review are shown on this survey in green.

   P.M. Kerby
   July 26, 1933

   Frank F. Eulau