DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. E. Pattan, Director

State: Texas

DESCRIPTIVE REPORT
Topographic Sheet No. 5395
Hydrographic

LOCALITY
COPANO BAY

1935

CHIEF OF PARTY
T. M. Price, Jr., Ensign
Affixed to Check No. 1111 May, 1940
Affixed to Chart 1285 Feb. 1746
Affixed to Ch 592 4/5/52 by Kepple Office
Checked with 892 Sc July 1949

SCE
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. 21

REGISTER NO. 5395

State: Texas

General locality: ARANSAS BAY
Mission Bay and Fish Point

Locality: N.-E.-AND-S.-E.-SHORE-OF-GOPOANO BAY-

Scale: 1/20,000

Photos: Survey, March 19
Date of survey: March 19, 1934
Compilation: January-February 1935

Vessel: Army Air Corps, Five Lens, Type T-5A No. 33-78

Chief of party: T. M. Price, Jr.

Surveyed by: See data sheet in descriptive report

Inked by: C. H. Rulfs

Heights in feet above: to ground to tops of trees

Contour, Approximate contour, Form line interval: feet

Instructions dated: November 7, 1933

Remarks: Compilation of Aerial photographs Nos. R-15 to R-28 and P-1 to P-11 incl.
Sheets reduced to scale and printed by photo-lithographic process.
-2-

NOTES ON COMPILATION

SHEET NO. 21 (REG. NO. 5395)

PHOTOS: R-15 to R-28
P-1 to P-11

DATE OF PHOTOGRAPHS:
R-flight March 19, 1934
P-flight March 19, 1934
TIME:
R-flight 2:37 to 2:47 P.M.
P-flight 2:01 to 2:10 P.M.

BY

DATE

SCALE FACTOR (0.97) (sgd) Ben Benson (P flight) Oct. 16, 1934

PROJECTION (sgd) T. M. Price, Jr. Oct. 27, 1934

PROJECTION CHECKED (sgd) J. S. Smith

CONTROL PLOTTED (sgd) J. E. Reynolds

CONTROL CHECKED (sgd) V. L. Richl

TOPOGRAPHY TRANSFERRED (sgd)

TOPOGRAPHY CHECKED (sgd)

SMOOTH RADIAL LINE PLOT (sgd) R-flight J. L. Smith 1/2/35

RADIAL LINE PLOT CHECKED (sgd) G. H. Rulfs 1/10/35

DETAIL INKED (sgd) G. H. Rulfs 2/27/35

AREA OF DETAIL INKED /34/SQ. STATUTE MILES

LENGTH OF SHORE LINE OVER 200 M. 36.6 STATUTE MILES

LENGTH OF SHORE LINE UNDER 200 M. 6.2 STATUTE MILES

LENGTH OF SHORE LINE OF SMALL INLAND LAKES 33.1 STATUTE MILES

GENERAL LOCATION Aransas Bay

LOCATION N. E. and S. E. Shores of Copano Bay.

DATUM STATION Limna, 1934

Latitude: 28°08'42.399" + 1305.2

Longitude: 97°07'41.580" + 1134.6

(meters) positions from field computations)
1. GENERAL INFORMATION

This sheet was compiled from photographs taken by the U. S. Army Air Corps, using a five lens T-5A camera # 31-76. The photographs used were Flight R, Nos. 16 to 29 and Flight P, Nos. 1 to 11. The flight for the R pictures was made on March 19, 1934 from 2:37 P. M. to 2:47 P. M. covering the north side of Copano Bay from Aransas River to Cavasoo Creek. The flight for the P pictures was made on March 19, 1934 from 2:01 to 2:10 P.M. and covered the South side of Copano Bay from the Rockport causeway to the head of Port Bay. The tide in Copano Bay has only a small predictable range which would not affect interpretation of the photos except possibly for the reefs, however large tidal changes are caused by the wind and therefore the height of the water can be told only by inspection of the ground and comparison of the pictures. It was found that at the time the pictures were taken the tide was low.

2. CONTROL

(a) Sources

Triangulation by Lieut. E. O. Heaton, 1934
Triangulation by Lieut. F. S. Gallen, 1931

Former C. & G. S. stations when recoverable were incorporated in the above schemes of triangulation. The field parties geographic positions were used for the 1934 triangulation. The difference between the unadjusted and final adjusted positions would be plottable at the scale of this compilation. All control is on the N. A. 1927 datum.

(b) Errors

The station Lep, 1934 as located in the field could not be made to fit the radial plot. The station was relocated by the field party but this time was off in the opposite direction. As the station was in a place that lacked sufficient detail for proper location of the station and the plot was carried from one good fix to another holding the other control and giving good intersections with out the use of this station, the definite location of this station was not attempted any farther.

(c) Remarks

The hydrographic and topographic stations (shown by black circles) were located on the ground and the point selected on the photographs by the field inspection party with out reference ties end located by the radial plot. The exception to this is the station "center of draw". The radial plot position of this station was checked by setting an instrument up at the west end of the bridge, turning the angle from a triangulation station to the center line of the causeway, then taping the distance to the
2. CONTROL (CONT'D.)
   (c) (Cont'd.)

center of the draw. This was then laid off graphically on the
sheet and closely checked the radial plot location, however the
instrument location was held to because the radial plot inter-
section was slim.

3. COMPILATION
   (a) Method

   The usual radial line method of plotting from five lens
photographs was used in the compilation of this sheet. The
plots on both flights were carried continuously through the
sheet from sheet # 20 to sheet # 22 by joining the sheets
directly together. This increased the strength of the plot and
assured good junctions. All overlapping flights had enough
common points to insure proper connection.

   (b) Adjustment of plot

   The R flight was not very strongly controlled but by the
method used as described above it was found to be sufficiently
controlled for a good plot.

   Photograph no. R-20 was found to be tilted over 3° so it
was not used in the plot or to trace from. The remainder of R-
flight was found to be distorted considerably from either tilt
or difference in scale, while this did not affect the radial
plot to any extent, it made the tracing of detail difficult.
The plot required no unusual adjustment, and final intersections
obtained were good except where detail was indistinct.

   (c) General Description of Topography and Interpretation.

   The field inspection report covering this section is filed
with the descriptive report for sheet Reg. No. 5369 and in
addition to these notes the following notes are made as the
compiler made the field inspection in this territory.

   (1) Live-oak Peninsula

   The topography of this territory is covered sufficiently
well in the Field Inspection report with the exception of these
features. The land around Salt lake is flat grass covered and
water will stand after a rain, in some places. East of Salt lake
are found a number of lakes. The tree and brush covered portion
of the peninsula is rolling, being composed of many sand dunes
which geologists say indicate the former position of the Gulf
Coast. Especially is this noticeable around stations Oak and
Causeway. The rolling topography would not be noticeable from
the air or water. The trees consist of Live-oak, mesquite, and
The new Hydrographic Survey of this area has not been reviewed in the office up to the date of printing of this compilation, 8/9/35. Minor areas and slow water chart on this compilation are approximate only and intended to be used conditionally in reviewing the new Hydrographic Survey.

R.G. Jones
3. COMPILATION (CONT'D.)

(c) (cont'd.)

(1) (cont'd.)

other forms which go to make up the type generally known by the name chaparral. This has been shown by the general tree and bush symbol.

(2) North Side of Copano Bay

The trees and brush in this section are also covered by the term chaparral. The growth is thick around Mission Bay and thins out toward the north eastward until it plays out almost entirely around Copano creek. There is no cultivation or agriculture development at present in this area, with the exception of possibly some cattle grazing.

(3) The interpretation of the shell islands, reefs and general shoal areas was difficult and only those which showed very definitely on the photographs were indicated. Mission Bay is filled with many small islands and shoal areas as indicated on the sheet.

The large shallow water areas which on the photographs were rather indefinite in outline and extent covered with water but which showed as distinctly shallower than adjacent waters, were outlined with a. Definite shelf reefs which would probably be bare or nearly bare at low water were outlined with dots. This was done because in some cases these reefs were near small islands and a dashed outline might have been confused as a number of small islands. The dotted outline cannot be taken as representing the low water line necessarily.

From the photographs it is very difficult to determine the exact nature of the reefs and islands even with an adequate field inspection because of their number and their changing nature. The reefs and island shown on this compilation are as could be best determined by the use of the photographs and the hydrographic survey will undoubtedly disclose differences. Since it is impossible, because of their changing nature, to represent these reefs in any way that will be true for any length of time, no attempt will be made to change this sheet in this respect to conform with the hydrographic survey.

The paved highway from Rockport which crosses the causeway is the only road on this sheet that is paved and of any importance. The remainder of the roads are dirt or shell roads—-the more used being indicated by a double dash line and poor roads and trails by a single dash line.

(d) Bridges

There are a few small bridges and culverts on the roads in the vicinity of Salt Lake but they are of no importance. The only bridge of any importance is the Copano Bay causeway over the entrance of Copano Bay. This is a timber trestle with concrete superstructure about 8,955 ft. long and near its middle is a single leaf bascule draw span which has a clear width between piers of 42' and vertical clearance of 13' at M. L. W. and 11 ft. at H. W. This data was furnished by U. S.
3. COMPILED (CONT'D.)

(d) (cont'd.)

Engineer's office at Galveston and verified by the field inspection party.

(e) Information from other sources

All information was obtained from photographs, or notes written by the field inspection, with the exception of the clearances on the Basque bridge as stated above and certain names as shown below.

(f) Conflicting names

Live-oak used to name peninsula on charts 1286 and 1117. Live Oak used to name the ridge on this peninsula by U. S. G. S. Quadrangle Aransas Pass and by a county property map of this area. Live-oak given as the proper spelling by dictionary (Funk & Wagnall's, Standard desk) for the name of the tree from which the locality name was taken, and this spelling is recommended.

This is shown as a town on chart 1117. Both the name and town symbol should be removed.

Copano

This is shown as a town on chart 1117. The town symbol should be removed but the name should remain as it represents a locality known by that name.

(g) List of New Names

1) Salt Lake,
   Taken from the property map of Aransas county prepared by Fred M. Percival. This lake is not shown on U. S. C. & G.S. charts. It is shown by U. S. G. S. State of Texas map but is not named. This name has general usage.

2) Lone Tree Point
   This name was obtained from several authorities in Rockport and it has general usage.

3) Live-oak Point
   Same source as (2)

(h) Junctions with adjoining sheets

This sheet is joined on the west by sheet no 5370 (Field no. 20); on the south east by sheet no. 5369 (Field no. 19), and sheet no. 5397 (Field no. 23) and on the east by sheet no. 5396 (Field no. 22). All junctions were satisfactory.
4. COMPARISON WITH OTHER SURVEYS

Surveys of this region were made by U. S. C. & G. S. in about 1891 (chart no. 1285).

(a) General Comparison to Chart no. 1285

(1) There is a large inland lake near Hannibal Point which was not shown on chart #1285.

(2) Mission River has changed its course so that it does not run through the lake on the north side of the bay but connects directly to Mission Bay. The islands at the entrance to Mission Bay have changed considerably.

(3) Live-oak Point is now definitely a part of the mainland instead of almost an island.

(4) Lap Reef is now two small islands instead of one large one. Other reefs seem to be nearly the same but are all subject to frequent changes.

(5) The pier shown at Lat. 28°-09', Long. 97°-07.4' is no longer in existence.

(6) There are m piers in the vicinity of station Oak and one near the south west end of the causeway not previously shown.

(7) The small island formerly shown at Lat. 28°-05.2' Long. 97°-04' has connected to the mainland.

(8) The roads in general have been changed and should be made to conform to this sheet, and the Copano Bay Causeway should be added.

(b) Detailed Comparison to Chart 1285

<table>
<thead>
<tr>
<th>Arenasas Bay</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Change old to new (meters)*</th>
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<tbody>
<tr>
<td></td>
<td>0' 0'</td>
<td>0' 0'</td>
<td>+ 60</td>
</tr>
<tr>
<td>Near 28 06</td>
<td>On 97 02</td>
<td>Near 97 02</td>
<td>- 30</td>
</tr>
<tr>
<td>On 28 06</td>
<td>Near 97 02</td>
<td>+ 27</td>
<td></td>
</tr>
<tr>
<td>Near 28 07</td>
<td>On 97 02</td>
<td>Near 97 02</td>
<td>+ 94</td>
</tr>
<tr>
<td>On 28 07</td>
<td>Near 97 02</td>
<td>+ 94</td>
<td></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Copano Bay South Side</th>
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<th></th>
<th></th>
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<tr>
<td>Near 28 07</td>
<td>On 97 03</td>
<td>+ 20</td>
<td>North</td>
</tr>
<tr>
<td>Near 28 07</td>
<td>On 97 03</td>
<td>- 20</td>
<td>South</td>
</tr>
<tr>
<td>On 28 05</td>
<td>Near 97 03</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Near 28 05</td>
<td>On 97 04</td>
<td>+ 40</td>
<td></td>
</tr>
<tr>
<td>Near 28 05</td>
<td>On 97 05</td>
<td>- 52</td>
<td></td>
</tr>
<tr>
<td>Near 28 05</td>
<td>On 97 06</td>
<td>- 20</td>
<td></td>
</tr>
<tr>
<td>On 28 04</td>
<td>Near 97 07</td>
<td>- 27</td>
<td></td>
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4. COMPARISON WITH OTHER SURVEYS (CONT'D.)

(b) (cont'd.)

<table>
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<th>Copano Bay</th>
<th>North Side</th>
<th>Longitude</th>
<th>Change old to new. (meters)*</th>
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<tr>
<td>Near</td>
<td>28° 07</td>
<td>On</td>
<td>97° 10</td>
<td>- 45</td>
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<tr>
<td>Near</td>
<td>28° 09</td>
<td>On</td>
<td>97° 08</td>
<td>0</td>
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<td>Near</td>
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<td>On</td>
<td>97° 07</td>
<td>+ 16</td>
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<td>On</td>
<td>97° 06</td>
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</tr>
<tr>
<td>Near</td>
<td>28° 11</td>
<td>On</td>
<td>97° 04</td>
<td>- 30</td>
</tr>
</tbody>
</table>

Mission Bay

|               | Near 28° 08     | On         | 97° 10    | - 145                       |
|               | Near 28° 09     | On         | 97° 11    | + 125 South                 |
|               | Near 28° 09     | On         | 97° 11    | + 445 North                 |
| On            | 28° 09          | Near       | 97° 11    | + 115                       |
| On            | 28° 10          | Near       | 97° 10    | + 705                       |
| Near          | 28° 10          | On         | 97° 09    | + 560                       |
| Near          | 28° 10          | On         | 97° 09    | - 210                       |
| On            | 28° 09          | Near       | 97° 09    | - 160                       |
| On            | 28° 09          | Near       | 97° 09    | - 93                        |

The large difference in Mission Bay seemed to be caused by nature on the N. side at the river entrance but on the east and west sides it appears that the old surveys may not have had adequate control.

+ = accumulation  - = recession

All measurements made along the parallels and meridians and not normal to the shore necessarily.

5. LANDMARKS

There is a landmark on chart #1285, as follows:

E. Chy. (Copano Rafts)  28°-08.75'  97°-07.65'

It is recommended that this landmark be removed from the chart as the chimney has partly fallen down and is no longer prominent.

Aside from this there are no objects that are recommended for landmarks. There are no objects sufficiently prominent for landmarks.

6. RECOVERABLE OBJECTS

The following objects are among the points selected by the field party for hydrographic and topographic stations, and their positions were determined by the radial plot of this sheet. The field inspection party has submitted description of these objects on Form 524:

Center of Bridge (d)  28°-07.2'  97°-01.2
Peak of House (d)  28°-09.0'  97°-11.6'
7. RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have the probable error of 5 meters in well defined detail of importance for charting and of 8 meters for other data. It is understood that the widths of roads, etc., have been slightly expanded in order that the detail may be kept clear and from photographing as a solid line in the photo-lithographic process.

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Submitted by (sgd) Carl H. Rullfs

The accuracy of location given above is rather high for work in this scale. A better estimate is an accuracy of location of 3 to 5 mm on the sheet for critical control points and 3 to 8 mm for other detail.

By g.w.s.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Corpus Christi, Texas

February 28, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects should be deleted.

Sheet Field # 21
Reg. No. 5395

T. H. Price, Jr.
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>E. Ch. Copano Ruins</td>
<td>28°06.75' N</td>
<td>97°07.65' W</td>
<td>Ne-Ap-Adjust-2937</td>
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<tr>
<td></td>
<td>28°06.75' N</td>
<td>97°07.65' W</td>
<td>Destruction</td>
</tr>
</tbody>
</table>

A list of objects carefully selected because of their value as landmarks as determined from a vantage point, 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.
GEOGRAPHIC NAMES

Date: July 1, 1935

TEXAS

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

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

Under investigation. Q

<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>Mission River</td>
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<td>Fish Point</td>
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<td>Hannah Point</td>
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<td>Copano Bay</td>
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</tr>
</tbody>
</table>

APPROVED NAMES

[Signature]
Comparison with Graphic Control Surveys.

There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys.

T-827 (1861) 1:20,000. T-827 covers Mission Bay and the western end of Copano Bay.

Although Mission Bay is bounded by a bluff, the position of shore line and bluff vary from the location according to the compilation by amounts varying up to 400 meters. Mission River, now flowing directly into Mission Bay, formerly flowed into the smaller bay now shown with a separate outlet just west of the mouth of Mission River.

Examination of the photographs proves the compilation to be correct.

The compilation is accepted as adequate to supersede T-827 in all points of detail within the area common to the two surveys.

T-838 (1861) 1:20,000. T-838 covers Copano Bay from Mission Bay to its entrance to Aransas Bay.

Except for a bluff shown on T-838 around Salt Lake the two surveys are in agreement within 50 meters. Stereoscopic examination of the photographs does not justify the addition of the bluff as it appears to be not more than a few feet high.

Except for a few bluffs, the existence of which is not disproved by the photographs, the compilation is adequate to supersede T-838 in all points of detail within the area common to the two surveys.

Comparison with Recent Hydrographic Surveys.

Hydrographic surveys in this area are under way but have not as yet been received in this office.

Comparison with Chart 1285.

A very complete and detailed comparison with chart 1285 is given on page 7 of the Descriptive Report for the compilation.

Landmarks and Aids to Navigation.

One landmark is charted in this area and it is recommended for removal. No landmarks are submitted for addition.
No aids to navigation are charted in this area and none are shown on the compilation.

General.

Diagonals checked 0.2 mm. across 6 minutes of longitude by three minutes of latitude. As this is a skew projection, this difference may be due to differential expansion of the celluloid.

Approximately one-half mile of bluff was added just east of Salt Lake. This was shown on the old topographic survey, was noted by the field inspection party, and was apparent upon stereoscopic examination of the photographs.

Respectfully submitted,

Ralph M. Berry

August 8, 1935.

Approved
K.T. Adams
Chief of Party: T. M. Price, Jr.  

Project: Party # 20  
Corpus Christi, Texas  

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)  

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)  

3. Ground surveys by theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)  

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) 
None transmitted  

5. Differences between this compilation and contemporary hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. The hydrographic survey may not be advanced far enough when this sheet is submitted to make this comparison completely. Disagreements in reefs will be impractical to change as noted in report.  

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i) 
No unusual or large adjustments  

7. High water line on marshy coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)  

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."
8. The representation of low water lines, reefs, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
No low water line obtained. Representation of shoals and reefs explained in report.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
No landmarks
One deletion

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 18c)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 68j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
2. The degrees and minutes of Latitude and Longitude are correctly marked.
3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

15. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

T. M. Price, Jr.
Chief of Party

19. Remarks after review in office:

Reviewed in office by: Ralph A. Berg
B. G. Jones

Examined and approved:

K. T. Adams
Chief, Division of Charts

E. B. Jordan
Chief, Section of Field Work

G. H. Monteith
Chief, Division of Hydrography and Topography.