U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: PHOTOGRAMMETRIC SHORELINE

Field No.: Ph-1/4 (66)  Office No.: T-8941

LOCALITY

State: T.XAS

General locality: GULF COAST, INTRACOASTAL WATERWAY

Locality: BOLIVAR PENINSULA

1947

CHIEF OF-PARTY
R. A. Gilmore, Chief of Field Party.
T. B. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE: February 12, 1962
DATA RECORD

T-8941

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

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

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

Instructions dated (II) (III): not dated  Copy filed in Division of
letter 711-rs & Feb. 1949 Photogrammetry (IV)

Method of Compilation (III): graphic

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

Scale Factor (III): 1.000

Date received in Washington Office (IV): 6-21-49  Date reported to Nautical Chart Branch (IV): 6-18-49

Applied to Chart No.  Date:  Date registered (IV): 13 Dec. 1957

Publication Scale (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): M.H.W.
Mean sea level except as follows:
Elevations shown as (H) refer to mean high water
Elevations shown as (h) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): INLAND, 1933

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

Plane Coordinates (IV):

\[ \begin{align*}
  x &= 3,353,614.88 \\
  y &= 5,94,804.04
\end{align*} \]  State: Texas  Zone: South Central

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.
DATA RECORD

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

Planetary contouring by (II):
Date: 

Completion Surveys by (II):
Date: 

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

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

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

Control plotted by (III): Washington
Date: 

Control checked by (III):
Date: 

Radial Plot by (III): L. Martin Gazik
Date: 3/17/49

Planimetry
Date: 

Stereoscopic Instrument compilation (III):

Contours
Date: 

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

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

Elevations on Manuscript
checked by (II) (III):
Date: 
Camera (kind or source) (III): U.S.C. & G. Survey Nine lens camera, focal length 8½".

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<th>Time</th>
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Tide (III)

Reference Station: Galveston, Texas
Subordinate Station: Galveston Channel

Washington Office Review by (IV): [Signature]
Final Drafting by (IV): [Signature]
Drafting verified for reproduction by (IV): [Signature]
Proof Edit by (IV): [Signature]

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

Remarks:

Date: 2 Aug. 1950
Date: 5/2/51
Date: 7/3/51
Shoreline Survey T-8941, scale 1:10,000 (Lat. 29°21' to 26', Long. 94°43' to 50') is one of 76 maps in Project Ph-14(46), Intracoastal Waterway, which consists of four parts. This project was planned to furnish data for a new series of Inland Waterway Charts at 1:40,000 scale.

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

T 8941 first part T 8941 1/2 and
T 8941 2/2

Chart Letter No. 84(1948)
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<th>STATION</th>
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<th>LONGITUDE OR $x$-COORDINATE</th>
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1 FT = 3048006 METER

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

M. 2388-12
This manuscript is one of a series of surveys in Project No. PH-14(46) and covers the area along the Intracoastal Waterway at Bolivar Peninsula.

PHOTOGRAMMETRIC PLOT REPORT

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

31. DELINEATION

The manuscript was delineated by graphic methods only.

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

32. CONTROL

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

33. SUPPLEMENTAL DATA

Field Observation, Vol. 2 of 5 vols., Sextant Fixes, was used to determine the locations of all aids to navigation. "Galveston & Texas City (Chart 876)"

34. CONTOURS AND DRAINAGE

Inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS

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

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

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

36. OFFSHORE DETAILS

No comment.
37. **LANDMARKS AND AIDS**

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

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

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

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

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

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

38. **CONTROL FOR FUTURE SURVEYS**

None

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

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

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. Through 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

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

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

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

47. COMPARISON WITH NAUTICAL CHARTS

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

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

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

Items to be applied to nautical charts immediately:

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

Items to be carried forward:

None

Respectfully submitted
17 June 1947

Cartographic Draftsman

Approved and forwarded
7 July 1949

Officer in Charge
Baltimore Photogrammetric Office
48. GEOGRAPHIC NAMES

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

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

* Not shown on manuscript (see nautical chart 510)

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

- Galveston Bay Channel Entrance Range
- Bolivar Peninsula Range
- Texas City Channel Cut A Outer Range
  - Inner
  - Cut B Outer
- Highway Ferry Channel (very short)
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

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

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE</th>
<th>CHARTS AFFECTED</th>
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<td>29 25</td>
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<td>94 49</td>
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I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing by

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| CHARTING NAME | DESCRIPTION                     | SIGNAL NAME | LATITUDE | LONGITUDE | DATUM | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | HARBOR CARTESIAN/DDM | CHARTS AFFECTED |
|---------------|---------------------------------|-------------|----------|-----------|-------|-----------------------------------|------------------|-----------------------|----------------|-------------------|
| LT            | BOLIVAR PENINSULA, RANGE REAR   | N 40° 12' 14" | 29° 23' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | " " " " FRONT                   |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT 2          | BOLIVAR PENINSULA               |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT 12         | " " " "                         |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | PORT BOLIVAR, LEADING           |             | 29° 21' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | BOLIVAR FERRY SLIP              |             | 29° 21' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | BOLIVAR FERRY SLIP LEADING      |             | 29° 21' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | GALVESTON BAY, CHANNEL ENT.     |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | " " " " RANGE, RANGE, FRONT     |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |
| LT            | GALVESTON BAY, CHANNEL ENTRANCE |             | 29° 22' | 156° 29' | 1927  | T-8914                            | 1947             |                       |                |

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Thos. B. Reed
Chief of Party.

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<tr>
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<th>DESCRIPTION</th>
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<td>29 21</td>
<td>1528</td>
<td>94 48</td>
<td>16 N.A. Sextant Fix</td>
<td>Oct 1927</td>
<td></td>
<td></td>
<td>520</td>
</tr>
</tbody>
</table>

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

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

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

Thos. B. Reed
Chief of Party.

<table>
<thead>
<tr>
<th>State</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude O I</th>
<th>D.M. Meters</th>
<th>Longitude O I</th>
<th>D. P. Meters</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Chart or Chart No.</th>
<th>Chart or Chart No.</th>
<th>Charts Affected</th>
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<tbody>
<tr>
<td></td>
<td>LT 18</td>
<td>Galveston Bay, Channel</td>
<td>29 24</td>
<td>1183</td>
<td>94 49</td>
<td>585</td>
<td>N.A.</td>
<td>Sextant Fix</td>
<td>Oct. 1947</td>
<td>XX</td>
<td>886</td>
<td>1282</td>
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</tr>
<tr>
<td></td>
<td>LT 21</td>
<td>(outside of project limits)</td>
<td>29 25</td>
<td>1369</td>
<td>94 50</td>
<td>71</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>XX</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LT 22</td>
<td>Galveston Bay Channel</td>
<td>29 25</td>
<td>1447</td>
<td>94 49</td>
<td>1520</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>XX</td>
<td>&quot;</td>
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<tr>
<td></td>
<td>LT 7</td>
<td>Texas City Channel Cut B Outer Rear Range</td>
<td>29 21</td>
<td>1702</td>
<td>94 49</td>
<td>13</td>
<td>Triang. 1933</td>
<td>XX</td>
<td>520</td>
<td>889</td>
<td>1282</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>LT 7</td>
<td>Texas City Channel Cut B Outer Front Range</td>
<td>29 22</td>
<td>67</td>
<td>94 49</td>
<td>796</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>XX</td>
<td>&quot;</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-282</td>
<td>1:20,000</td>
<td>1850</td>
<td>(no contours)</td>
</tr>
<tr>
<td>T-4860</td>
<td>1:20,000</td>
<td>1933-4</td>
<td>&quot;</td>
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<tr>
<td>T-6051</td>
<td>1:10,000</td>
<td>&quot;</td>
<td>(graphic control)</td>
</tr>
<tr>
<td>T-6052</td>
<td>1:10,000</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6053</td>
<td>1:10,000</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

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

63. **Comparison with Maps of Other Agencies:**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Location</th>
<th>Scale</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE</td>
<td>Bolivar Point</td>
<td>1:25,000</td>
<td>1949</td>
<td></td>
</tr>
<tr>
<td>USGS</td>
<td>&quot;</td>
<td>1:31,680</td>
<td>1933</td>
<td>rep. 1946</td>
</tr>
<tr>
<td>USE</td>
<td>Flake</td>
<td>1:25,000</td>
<td>1949</td>
<td></td>
</tr>
<tr>
<td>USGS</td>
<td>&quot;</td>
<td>1:31,680</td>
<td>1933</td>
<td></td>
</tr>
<tr>
<td>USE</td>
<td>Galveston</td>
<td>1:25,000</td>
<td>1949</td>
<td></td>
</tr>
<tr>
<td>USGS</td>
<td>&quot;</td>
<td>1:31,680</td>
<td>1933</td>
<td>rep. 1943</td>
</tr>
<tr>
<td>USE</td>
<td>The Jetties</td>
<td>1:25,000</td>
<td>1949</td>
<td></td>
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<tr>
<td>USGS</td>
<td>&quot;</td>
<td>1:31,680</td>
<td>1933</td>
<td></td>
</tr>
</tbody>
</table>

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

64. **Comparison with Contemporary Hydrographic Surveys:** None

65. **Comparison with Nautical Charts:**

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

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

66. **Adequacy:**

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

67. **Shoreline:**

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

Texas City Cut A Inner Range:

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

69. Aids to Navigation:

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

The following changes are known to have occurred subsequently:

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

70. Geographic Names:

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

Reviewed by:

Lena T. Stevens

Approved by:

S.L. Sieffert
Chief, Review Section B 11/61
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. Coastal Surveys
NAUTICAL CHARTS BRANCH

SURVEY NO. 8941

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAFHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4/50</td>
<td>886</td>
<td>Helmen</td>
<td>Before Verification and Review</td>
</tr>
<tr>
<td>4/4/50</td>
<td>885</td>
<td>Harold Kleen</td>
<td>Before Verification and Review</td>
</tr>
<tr>
<td>8/1/51</td>
<td>520</td>
<td>H.W. Bergman</td>
<td>Partially Applied; Critical Information Only</td>
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<td>886</td>
<td>J.F. Walker</td>
<td>Before After Verification and Review Complete</td>
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<tr>
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<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

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