U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: PLANIMETRIC
Field No.: Ph-36(48)A Office No.: T-9178

LOCALITY
State: TEXAS
General locality: REDFISH BAY
Locality: CITY OF ARANSAS PASS

1945

CHIEF OF PARTY
C.W. Clark, Chief of Field Party
H.A. Paton, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES
DATE: Feb 2 - 1954
DATA RECORD

T-9178

Project No. (II): Ph-36(48)A
Quadrangle Name (IV): Aransas Pass

Field Office (II): Corpus Christi, Texas
Chief of Party: C. W. Clark
Photogrammetric Office (III): Baltimore, Md.
Officer-in-Charge: H. A. Patch

Instructions dated (II) (III):
14 February 1949, Supplement No. 2 (Field) 26 July 1949
" No." 28 July 1949
Office compilation assignment, 8 June 1949

Copy filed in Division of
Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000
Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 3-28-50
Date reported to Nautical Chart Branch (IV): 3-30-50

Applied to Chart No. 892
Date: Feb 1952
893
Date registered (IV): 11-19-53
Nov 1951

Publication Scale (IV): Not to be published
Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): ARANSAS, 1931

Lat.: 27° 55' 03.584" (110.3m)
Long.: 97° 09' 53.015" (1449.6 m) Adjusted

Plane Coordinates (IV):
State: Texas
Zone: South

Y=
X=

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)

Planimetric
DATA RECORD

Field Inspection by (II): L.F. Beugnet
Date: April, May 1949

Planetary contouring by (II): None
Date:

Completion Surveys by (II): W. H. Shearouse
Date: Aug 22, 1951

Mean High Water Location (III) (State date and method of location):
Date: 12-9-48

Projection and Grids ruled by (IV): W.E.W.
Date: 6/22/49

Projection and Grids checked by (IV): H.D.W.
Date: 6/24/49

Control plotted by (III): F.J. Tarcza
Date: 7/21/49

Control checked by (III): M.F. Kirk
Date: 8/5/49

Radial Plot or Stereoscopic Control extension by (III):
F.J. Tarcza
Date: 9/30/49

Stereoscopic Instrument compilation (III):
Date:

Planimetry

Contours

Manuscript delineated by (III): D.A. Maskell
Date: 1/27/50

Photogrammetric Office Review by (III): J.W. Vonasek
Date: 3/22/50

Elevations on Manuscript checked by (II) (III): J.W. Vonasek
Date: 3/15/50
U.S.C. & G.S. Single lens type 0, 6" focal length

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
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<td>48-0-1109</td>
<td>12/8/48</td>
<td>1033</td>
<td>1:20,000</td>
<td>Tide negligible</td>
</tr>
<tr>
<td>48-0-1118</td>
<td>12/8/48</td>
<td>1043</td>
<td>1:20,000</td>
<td>Not computed</td>
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<td>1:20,000</td>
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<td>48-0-1783</td>
<td>12/9/48</td>
<td>1312</td>
<td>1:20,000</td>
<td></td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station: Galveston
Subordinate Station: Aransas Pass
Subordinate Station:

Washington Office Review by (IV): C. Theurer
Final Drafting by (IV): A. P. Berry
Drafting verified for reproduction by (IV): W. P. Kellerin
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 56
Shoreline (More than 200 meters to opposite shore) (III): 6
Shoreline (Less than 200 meters to opposite shore) (III): 3
Control Leveling - Miles (II): 0
Number of Triangulation Stations searched for (II): 16
Number of BMs searched for (II): 19
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III):

Remarks: Includes one north of the project limits, PTS No. 454 H23, 1923

Date: 16-22-52
Date: 7-13-53
Project Ma-36(46) consists of fifty-two quadrangles at 1:20,000 scale, 70 minutes in latitude and longitude, extending the 5th County of Texas and the Inland Survey from Adair's Bay to Shreveville and the Mexican border. Adjoining the project to the north is a series of shoreline surveys in Part IV of project Ph-14(46).

Information concerning Ma-36(46) in its broader aspects will be included in a project completion report to be compiled at the conclusion of the review of all surveys in this project.

Twenty-six of the quadrangles in this project are topographic surveys and are to be published at 1:20,000 scale by the Geological Survey. The other twenty-six quadrangles are cinematographic surveys. Of these, nineteen are to be used as bases by the Geological Survey for the compilation of 7.5 minute topographic quadrangles and will not be published as cinematographic maps. The remaining surveys T-995, T-978, T-976, T-915, T-913, T-911, T-919, T-920, and T-921, will be published as cinematographic maps.

Cloth-backed lithographic prints of the original maps and masterscripts at compilation scale and the descriptive reports for all maps in this project will be filed in the Bureau Archives. Cloth-backed copies of the published topographic quadrangles at 1:20,000 scale will also be filed.

All special reports except the Geog. Names Report will be filed in the Project Completion Report.
2. Areal Field Inspection.

The land area embraced by this map lies along the western shore of Redfish Bay, an arm of Aransas Bay, in Southern Texas and is composed of parts of Aransas, Nueces and San Patricio Counties.

The terrain is generally flat with a gradual incline to the interior.

The principal cultural features are the road system, railroad, power transmission and telephone lines, the incorporated town of Aransas Pass and the unincorporated town of Ingleside. Included in the road system is the Port Aransas Causeway. It is a privately owned and operated toll causeway constructed on the bed of the abandoned railroad spur running to Port Aransas.

Texas State Highway No. 35 is the main route for vehicular traffic, affording road connections to the market areas to the north and west. This road enters the quadrangle from T-9177 (1949) on the west, passing through Aransas Pass and thence northward to Rockport and on to Houston.

Farm Road 632 enters the quadrangle from T-9177 (1949) and is the main vehicular route for residents of the southern portion of the area. In addition, there is a well developed system of rural roads serving the farms and ranches.

A branch of the Texas and New Orleans R.R., Southern Pacific Lines, runs to the town of Aransas Pass and furnishes freight transportation only for the entire area.

Three main industries in the area are petroleum, agriculture and fishing.

Petroleum exploration and development is constantly in progress. Crude petroleum is shipped by tanker and tank barge from loading facilities at Harbor City in T-9184 (1949) and Port Aransas in T-9185 (1949), where the oil is pumped through pipe lines to storage facilities.
Agriculture is perhaps the most important industry from the standpoint of participants and money return. Flax is the chief money crop with cotton and truck products following. Cattle raising is not of as much importance as formerly because more and more land is being converted from grazing to cultivation.

A large fishing fleet is based at the town of Aransas Pass. Most of the boats are of small size and fish adjacent inside waters. Some of them though, are deep-sea trawlers. Probably the most important catch is shrimp, in season.

Field inspection is believed to be adequate and complete.

The oil field northwest of the town of Aransas Pass is a producing one. The small white spots discernible on the photographs are deposits of drilling mud at well sites. All wells are not producers. Some are in process of being drilled, others are on pump and some have ceased to produce and have been abandoned. Many of the short roads in the field are no longer used and were deleted. Scattered throughout the field are groups of small tanks. These are known as batteries and consist usually of three tanks, two being of the same height and diameter, the third one much higher and of small diameter.

However, occasionally there are more than three tanks in a group. There are no extensive oil storage tank farms.

Photograph interpretation was not difficult, the photographs being of a recent date.

The photographic tones vary from white in sand and similar areas to a very dark tone in marsh. Intermediate tones are grey and vary in density. The darker grays are grassy lowlands and mesquite. Mesquite is usually also mottled.

3. HORIZONTAL CONTROL.

Ingleside Municipal Water Tank, 1949, is an intersection station of an area triangulation scheme of the Division of Geodesy
executed during the course of field inspection. No supplemental horizontal control of third order or higher accuracy was established by the party.

See "Special Report on Supplemental Control, Project Ph-36(48)."

The following are primary traverse stations of the U.S. Geological Survey, the last one is north of the quadrangle and all others are within the quadrangle:

- PTS No. 52 Y Texas H-14, 1923
- PTS No. 53 Y Texas H-13, 1923
- PTS No. 54 Y Texas H-12, 1923
- PTS No. 45 Y Texas H-23, 1923

Following is a list of stations reported on form 526:

- Aransas Pass, Old Municipal Water Tank, 1931
- Aransas, San Patricio and Nueces County Line Post (USGS).
- PTS No. 51 Y, 1923, Texas H-16 (USGS)
- PTS No. 42 Y, 1923, Texas H-26 (USGS)
- PTS No. 43 Y, 1923, Texas H-25 (USGS)
- PTS No. 44 Y, 1923, Texas H-24 (USGS)
- Pocket Ranch Windmill (USGS).

4. VERTICAL CONTROL

Second order bench marks of the Coast and Geodetic Survey which were recovered are:

\[
\begin{array}{c|c}
\text{VH 605} & \text{X 605} \\
\text{V 605} & \text{D 603} \\
\text{VK 605} & \text{F 603} \\
\text{VW 605} & \text{E 603} \\
\text{VW 605} & \text{D 606} \\
\end{array}
\]

Coast and Geodetic Survey, Aransas Pass Tidal Bench Marks, Nos. 1, 2 and 3 were recovered.
U.S. Geological Survey bench marks as follows, were recovered. The order of accuracy of these is not known to the field party.

HL2 PTS 54 Y
HL3 PTS 53 Y
HL4 PTS 52 Y
HL5
HL3 PTS 45 Y

5. **CONTOURS AND DRAINAGE.**

Drainage is entirely intermittent and is evident on the photographs. Courses of (not streams were) indicated.

6. **WOODLAND COVER.**

Mesquite is the predominant vegetation with scrub oak following. Cactus and chapparal intermingle with the mesquite and oak.

The two former types sometimes reach a height of 20 to 30 feet. These areas were classified "S" in accordance with Photogrammetry Instructions No. 21, dated 18 August 1948, and a note regarding the type and its height added.

7. **SHORELINE AND ALONGSHORE FEATURES:**

See Report

The mean high water line was inspected in accordance with "Field Memorandum No. 1, Mean High Water Line in Marsh and Other Swamp Areas," dated 20 June 1938 and "Supplemental Instructions - Shoreline Inspection," dated 18 March 1944.

There is no perceptible periodic tide in Redfish Bay. The bay is of little importance as it is a very shallow body of water. All changes in the water level are due to the winds.

The low water line is indeterminate by visual inspection.

Around the southwest, southeast and northeast sides of the town of Aransas Pass, there is an earthen dike, which varies in elevation to some extent but is generally level along the top.
Docks, piers and wharves are along the small channel parallel to the shore and along the shore end of the Aransas Channel. These structures are primarily for the fishing fleet, but supplies, fuel and some repairs are obtainable by all small craft.

On the northeast side of the town of Aransas Pass, along the shore, a boat basin has been dredged and linked to the Aransas Channel.

8. OFFSHORE FEATURES.

Adequately covered on the photographs.

9. LANDMARKS AND AIDS.

All landmarks for nautical charts reported on Form 567.

Chart Letter 976

There are no aeronautical aids.

All fixed aids to navigation were located by sextant fixes and are to be covered by a "Special Report, Location of Aids to Navigation, Project Ph-36(48), Latitude 28° 00' to Baffin Bay."

Chart Letter 512

10. BOUNDARIES, MONUMENTS AND LINES.

See "Special Report, Boundaries, Baffin Bay to Latitude 28° 00', Project Ph-36 (48)."

11. OTHER CONTROL.

One U.S.E. station was identified as a recoverable topographic station.

12. OTHER INTERIOR FEATURES.

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947 as amended 24 October 1947.

Buildings and structures were classified in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.
The clearances of a fixed highway bridge over Puerto Bay as listed on page 382 of the Corps of Engineers "List of Bridges Over Navigable Waters of the United States" were measured and the discrepancies as noted below were found and reported to the local District Engineer by letter, a copy of which is attached.

<table>
<thead>
<tr>
<th>Clearances</th>
<th>Bridge Book</th>
<th>Field Meas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal</td>
<td>14.0 feet</td>
<td>12.6 feet</td>
</tr>
<tr>
<td>Vertical</td>
<td>6.5 feet above MHW</td>
<td>5.0 feet above MHW</td>
</tr>
</tbody>
</table>

13. **GEOGRAPHIC NAMES.**

Field investigation of geographic names was in progress at the time of writing this report. All names will be found in a special report, the title and limits of the area it covers are not known at this time.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA.**

The following are special reports and other supplemental data applicable to this map:

"Special Report - Boundaries - Baffin Bay to Latitude 28° 00', Project Ph-36(48)."

A special report on Geographic Names.

"Special Report, Location of Aids to Navigation, Project Ph-36 (48), "Latitude 28° 00' to Baffin Bay."

A special report on Coast Pilot Information.

"Special Report on Supplemental Control, Project Ph-36(48)."

Letter of Transmittal, Ph-36, Field-3.

Submitted:
20 May 1949.

L.F. Beugnet,
Cartographic Survey Aid.

Approved:
9 June 1949.

Charles W. Clark,
Lt. Comdr., USCG
Chief of Party.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATA CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTS No.54-Y, 1923 (TENSA PASS QUAD P.4)</td>
<td>USGS ARANSAS</td>
<td>N.A.</td>
<td>27 53 51.53</td>
<td>1586.2 (260.7)</td>
<td>+3.1</td>
<td>1589.3 (257.6)</td>
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<tr>
<td>SUB. PT. PTS. No.54-Y, 1923</td>
<td></td>
<td></td>
<td>97 14 38.34</td>
<td>1048.6 (592.4)</td>
<td>-2.4</td>
<td>1023.2 (617.8)</td>
<td></td>
</tr>
<tr>
<td>PTS No.53-Y, 1923 (TENSA H-13)</td>
<td>G-1252 P. 1927</td>
<td>N.A.</td>
<td>27 52 47.50</td>
<td>1462.1 (384.8)</td>
<td>+3.1</td>
<td>1165.2 (381.7)</td>
<td></td>
</tr>
<tr>
<td>SUB. PT. ARANSAS, 1931</td>
<td>G-1252 P. 138</td>
<td>1927</td>
<td>27 55 03.584</td>
<td>1019.2 (622.0)</td>
<td>-2.4</td>
<td>993.8 (647.4)</td>
<td></td>
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<tr>
<td>ARANSAS PASS, NEW MUNICIPAL TANK, 1931</td>
<td>G-1252 P.152</td>
<td>N.A. 1927</td>
<td>27 54 30.792</td>
<td>1495.6 (351.2)</td>
<td>+3.1</td>
<td>1498.7 (348.1)</td>
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<tr>
<td>PTS No.52-Y, 1923 (TENSA H-14)</td>
<td>USGS ARANSAS PASS QUAD.</td>
<td>N.A.</td>
<td>27 52 48.59</td>
<td>1113.9 (527.4)</td>
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<td>1088.5 (552.8)</td>
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<tr>
<td>SUB. PT. PTS. 52Y, 1923</td>
<td>G-2874 P.56</td>
<td>1927</td>
<td>27 52 11.354</td>
<td>1050.4 (590.9)</td>
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<td></td>
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<tr>
<td>MAIL, 1931</td>
<td>G-8043 P.12</td>
<td>N.A. 1927</td>
<td>27 52 48.88</td>
<td>1504.6 (342.3)</td>
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<td></td>
<td></td>
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<tr>
<td>SUB. PT. MAIL, 1931</td>
<td>Letter SWNVK 3 Nov. 1949</td>
<td>2974.15 2025.85</td>
<td>906.52 (617.47)</td>
<td>422.67 (1101.32)</td>
<td></td>
<td>Not Plotted</td>
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<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR y-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<tr>
<td>----------------</td>
<td>-------------------------------</td>
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<td>--------------------------</td>
<td>--------------------------------------------------------</td>
<td>------------------</td>
<td>----------------------------------------------------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>Harbor (U.S.E.)</td>
<td>Special Report on South Grid</td>
<td>Texas</td>
<td>817,775.60</td>
<td>2,775.60 (2,224.40)</td>
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<td>846.0 (678.0)</td>
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<tr>
<td></td>
<td>Special Report on North Grid</td>
<td>Texas</td>
<td>2,442,028.44</td>
<td>2,028.44 (2,921.56)</td>
<td></td>
<td>618.3 (905.7)</td>
<td></td>
</tr>
</tbody>
</table>

1 ft. = 304.8006 meter

Computed by: M.F. Kirk  Date: 23 August 1949

Checked by: F.J. Tarcza  Date: 24 August 1949
PHOTOGRAMMETRIC PLOT REPORT

The photogrammetric plot report for this area is included in the Descriptive Report for T-9175, submitted to the Washington Office on 16 December 1949.

31. DELINEATION

This survey was delineated by graphic methods.

For information regarding the delineation of water holes, refer to letter by Charles W. Clark to the Director, U. S. Coast and Geodetic Survey, dated 14 June 1949, subject "Classification of Topographic Features".


A discrepancy overlay has been prepared and is being submitted with this manuscript.

32. CONTROL

The identification and density of horizontal control was adequate.

33. SUPPLEMENTAL DATA

Geographic name standard dated November 4, 1949 on U.S.G.S. Aransas Pass Quadrangle was furnished by the Washington Office.

The map of San Patricio County and the Nueces County Highway Map were used in connection with the boundaries. They are part of the "Special Report on Boundaries".

A highway map of District 16 furnishes some highway information. It was submitted by the field party as Name Sheet 34 (Special Names Report No. 129).

Some sextant fixes were given in Form 250, Volume 5 of 6, Field Observations, Proposed Chart 892-(1), submitted by Ross A. Gilmore, dated 1948 (Ph-14(46)). These were used to plot the positions of Aransas Causeway Channel Daybeacons 24 and 26, and a dolphin.

34. CONTOURS AND DRAINAGE

Contours - Inapplicable
Drainage - No comment.
35. **SHORELINE AND ALONGSHORE DETAILS**

The shoreline inspection is considered adequate.

36. **OFFSHORE DETAILS**

No comment.

37. **LANDMARKS AND AIDS**

Forms 567 for Nonfloating Aids and Landmarks are submitted with this report.

The position for U.S.E. station PC 307+64.1 was necessary in order to plot sextant fixes for Aransas Causeway Channel Daybeacons 24 and 26. The position was obtained from the U.S. Engineers by letter, copy of which is attached.

It was not possible to plot Daybeacon 22 using the sextant fix furnished by the field party. By substituting DRAW 1934, for Aransas Pass Light, both of which are in approximately the same line of sight, a satisfactory position for Daybeacon 22 was obtained. This aid changed to Light 14. Position checked by Field Editor.

38. **CONTROL FOR FUTURE SURVEYS**

Two forms 524 for two Recoverable Topographic Stations are submitted with this report. These stations are listed under paragraph 49.

39. **JUNCTIONS**

Junctions with Survey No. 9179 to the east, with Survey No. 9177 to the west, and with Survey No. 9184 to the south, are in agreement.

To the north are the project limits.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment. See Review Report.

41.-45. Inapplicable
46. COMPARISON WITH EXISTING MAPS

This manuscript was compared with the U. S. Geological Survey, Aransas Pass quadrangle, scale 1:62,500 edition of 1925, reprinted 1935 and Air Photo Compilations No. T-5369, T-5370, and T-5367 (1934).

47. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-9178 has been compared with U. S. C. &G. S. Chart No. 523, scale 1:40,000, published April 12, 1948 and corrected to 17 October 1949.

Items to be applied to nautical charts immediately

None.

Items to be carried forward

None.

Respectfully submitted
16 February 1950

Doris A. Maskell
Cartographic Photo. Aid

Approved and forwarded
30 March 1950

Hubert A. Paton
Comdr., USC&GS
Officer in Charge
GEOGRAPHIC NAMES

- Aransas County
  - Aransas Pass (town)
  - Avenue A
  - Avenue E
- Bayside Road
- Central Church
- Central Ward School
- Corpus Christi Bay
- Ingleside
- Live Oak Ridge
- Mexican Cemetery
- McCampbell Ranch
- McCampbell Slough
- Nueces County
  - Port Bay
  - Prairie View Cemetery
- Redfish Bay
- Rincon
- Rincon Ranch
- San Patricio County
  - Shell Gin
- Texas and New Orleans Railroad
- Willow Tank
  - Texas 53
  - Farm Road 632

Names approved
4-5-51
A.J.L.
49. NOTES FOR THE HYDROGRAPHER

The two recoverable topographic stations shown on the manuscript are:

SEPH, (USE) 1949
EM 2, ARANSAS 1931
PHOTOGRAMMIC OFFICE REVIEW
T-9178

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

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

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planetary contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer
Supervisor, Review Section or Unit

40. 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:
To: The District Engineer, U.S. Engineer Department, Galveston District, Galveston, Texas.

Subject: Bridge Clearance.

During the course of field work on a current planimetric and topographic mapping project, the horizontal and vertical clearances of the highway bridge over Puerta Bay, Aransas County, were measured and the following discrepancies between these measurements and those published in "List of Bridges Over Navigable Waters of the United States," dated 1 July 1941, were noted:

<table>
<thead>
<tr>
<th>Published Source</th>
<th>Field Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal clearances</td>
<td>14.0</td>
</tr>
<tr>
<td>Vertical Clearances</td>
<td>6.5 above MHW</td>
</tr>
</tbody>
</table>

The estimated mean high water referred to is the line of barneles and other markings of the water level on structural members.

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

The positions given have been checked after listing by

Joseph W. Vonasek

Hubert A. Paton  Chief of Party.

<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 AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>HARBOR CHART</th>
<th>BOREDER CHART</th>
<th>CHARTS AFFECTED</th>
</tr>
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<tbody>
<tr>
<td>TANK</td>
<td>(Elev.) Steel, water, (125 ft. high)</td>
<td></td>
<td>27 54</td>
<td>947 8</td>
<td>97 08</td>
<td>1581 1</td>
<td>N.A.</td>
<td></td>
<td></td>
<td>528, 1288</td>
</tr>
<tr>
<td>(Aransas Pass, New Municipal Tank, 1931)</td>
<td></td>
<td></td>
<td></td>
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</table>

Chart Letter 976 (49)

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.
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

[Signature]

Joseph W. Vorasek

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
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<tr>
<td>Aransas Causeway Channel Daybeacon</td>
<td>Light 14</td>
<td>27 53 1382 97 07 948</td>
<td>N.A. Sextant 1927 Ph-36(48)</td>
<td>1949</td>
<td>xx</td>
<td>523</td>
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<td>Light 16</td>
<td>27 54 52 97 08 482</td>
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<td>Light 18</td>
<td>27 54 206 97 08 370</td>
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See Chart Letter 697(51) for new positions

Chart Letter 512(49)

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.
Field Edit Report, T-9178

51. **Methods.**—Field edit was accomplished by riding out all roads to check their classification and inspect other planimetric features, and walking to other areas to furnish information requested by the reviewer.

Planimeter and tape methods were used to locate all corrections and additions. On the field edit sheet violet ink was used for corrections and additions and green ink for deletions. Violet ink was also used for additions on the photographs. All corrections, additions and deletions have been noted on the field edit sheet and cross-referenced to the respective photographs. Field edit information is shown on one Field Edit Sheet plus an all section used for checking the aids to navigation around Aransas Pass. Also the following photographs: 48-0-1108 thru 111 and 1118 thru 1122.

52. **Adequacy of compilation.**—From visual inspection the map appears well-compiled and will be adequate after application of field edit information.

53. **Map accuracy.**—No horizontal accuracy tests were specified. From visual inspection the accuracy of the map appears good.

54. **Recommendations.**—No recommendations are offered.

55. **Examination of proof copy.**—Mr. F. C. Bigelow, Secretary of the Town of Aransas Pass, has agreed to examine a proof copy of the map. It is believed he is qualified to make the examination as he is highly familiar with the area and can read a map with ease. His address is Aransas Pass, Texas.

No discrepancies were noted in geographic names.

56. **Boundaries, Monuments and Lines.**—The question raised by the reviewer as to where the county line crosses new fills, causeways and openings to flooded areas could not be definitely determined. The County Surveyor of Nueces County, the County Engineer of Nueces County and the County Surveyor of Aransas County were contacted. None of them could say with any certainty, as the line has never been surveyed. They all state it "follows the natural shoreline" and that's all they know. The following recommendations are offered.

1. **Crossing openings to flooded areas.**—Continue the line as though the opening was natural shoreline.

2. **Crossing new fills and causeways.**—Cross these on line with natural shoreline, or break the line and pick up on other side.

The Aransas Pass—Port Aransas causeway is now owned by Nueces County
and generally accepted as being entirely within Nueces County. This would indicate that the natural shoreline originally ran where the west end of the causeway now is.

There is no particular controversy, locally, over this line. Interested people are aware of its indefinite location and simply say "nobody knows" exactly where it is. The boundary has been shown in its approximate position.

According to the Secretary of the town of Aransas Pass, the limits of the town are not monumented.

The city limits of Aransas Pass have recently been extended to include a part of Redfish Bay. A copy of the legal description is submitted to aid the compiler in drafting these limits on the map manuscript.

This boundary shown in its approximate position.

Respectfully submitted,
22 August 1951

William H. Shearouse
William H. Shearouse, Cartographer
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

Frank M. Wisiecki

<table>
<thead>
<tr>
<th>STATE</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>Description</td>
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<tr>
<td>--------------</td>
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</tr>
<tr>
<td>Daybeacon</td>
<td>Aransas Pass Channel Daybeacon 18 Red Band with pointer on white pile, Red reflector</td>
</tr>
<tr>
<td>LT. '16'</td>
<td>Aransas Pass Channel Lt.16, Fl.R., 4 sec. Red box on dolphin</td>
</tr>
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62. **Comparison with Registered Topographic Surveys** —

<table>
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<tr>
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<th>Scale</th>
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<tr>
<td>T-720 (rec)</td>
<td>1:50,000</td>
<td>1858</td>
</tr>
<tr>
<td>T-823</td>
<td>1:20,000</td>
<td>1861, 62, and 68</td>
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<tr>
<td>T-5369 (Supp)</td>
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<tr>
<td>T-9296</td>
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This map supersedes these surveys for nautical charting purposes.

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

USGS Aransas Pass Quad, 1:62,500 1925 Reprint 1945

Dredged channels and fills have changed the shoreline at Aransas Pass since the USGS survey was made.

The railroad to Port Aransas has been replaced by a road.

The discovery of oil NW of Aransas Pass has caused considerable cultural changes.

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

65. **Comparison with Nautical Charts** —

Nautical Chart 523 1:40,000 1950

A boat slip south of Aransas Pass has not been shown on the chart. Applied 7/15/54 - 6/81

The area in Redfish Bay south of the causeway to Port Aransas is shown in green on the chart. This area should be shown in blue, the same as the area north of the causeway.

66. **Map Accuracy** — This map conforms with National Map Accuracy Standards. See Review Report T-9176 for results of a horizontal accuracy test in this area.

67. **Application to Nautical Charts** — A new series of Intracoastal Waterway Charts, scale 1:40,000, were compiled using the maps of this project as bases. These charts have not been published at this date. The map manuscript was applied to Chart Nos. 892 and 893 before review. Minor changes in the storm water line and approximate low water line were made during review.

Reviewed by:

[Signature]

C. Theurer

APPROVED:

[Signature]

S. J. Griffith

Chief, Review Section

Div. of Photogrammetry

[Signature]

Chief, Div. of Photogrammetry

[Signature]

Chief, Div. of Charts

[Signature]

Chief, Div. of Nautical Chart Branch

[Signature]

Chief, Div. of Coastal Surveys
## NAUTICAL CHARTS BRANCH

**SURVEY NO. 79178**

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
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<th>CARTOGRAPHER</th>
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<td>1/1/51</td>
<td>893</td>
<td>DA McNamara</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>Feb. 1952</td>
<td>892</td>
<td>Norfolk</td>
<td>Before After Verification and Review Completely</td>
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<td>1/10/56</td>
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<td>D.L. Hudson</td>
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<td>8-14-69</td>
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<td>J. Richter</td>
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