9179


Form 804

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>PLANIMETRIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-36(48)A</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9179</td>
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</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>ARANSAS BAY</td>
</tr>
<tr>
<td>Locality</td>
<td>NORTH OF ARANSAS PASS</td>
</tr>
</tbody>
</table>

1951

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

LIBRARY & ARCHIVES

DATE Feb 1 - 1954
DATA RECORD

T-9179

Project No. (II): Ph-36(28)A

Field Office (II): Corpus Christi, Texas

Chief of Party: C.W. Clark

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: Hubert A. Paton

Instructions dated (II) (III): 14 February 1949, Supplement No. 2
(Field) 26 July 1949

Supplement No. 2 (Field) 28 July 1949

Office Compilation Assignment, 8 June 1949

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): 1-3-50

Date reported to Nautical Chart Branch (IV): 1-6-50

Applied to Chart No. 892

Date: Feb 1952

Date registered (IV): 6-0-53

893

Nov 1951

1285

Apr. 1950

1256

Apr. 1950

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

Mass. h. w.l. except as follows: M.H.W.

Elevations shown as (25) refer to mean high water
Elevations shown as (25) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): SKIFF, 1934

Lat 27° 55' 58.80" 1810.0 (36.9) MNG: 97° 02' 35.510" 970.8 (669.6) m

Adjusted

Plane Coordinates (IV):

State: Texas

Zone: South

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: Sept 5, 1951

Mean High Water Location (III) (State date and method of location): 12-9-48; 4-27-49
Identified on field photographs. See also paragraph 35.

Projection and Grids ruled by (IV): W.E.W. Date: 6/23/49

Projection and Grids checked by (IV): H.D.W. Date: 6/27/49

Control plotted by (III): Frank J. Tarcza Date: 7/28/49

Control checked by (III): Willard F. Kirk Date: 9/1/49

Radial Plotting (III): Frank J. Tarcza Date: 9/23/49

Stereoscopic Instrument compilation (III): Planimetry

Contours

Manuscript delineated by (III): Ruth R. Hartley Date: 12/8/49

Photogrammetric Office Review by (III): J.W. Vonasek Date: 12/27/49

Elevations on Manuscript checked by (II) (III): J.W. Vonasek Date: 12/16/49
Camera (kind or source) (III): U.S.C. & G.S. single lens camera, type 0, focal length 6".

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>48-0-1079 to 1083 incl. 12/8/48</td>
<td>1005</td>
<td>1:20,000</td>
<td>Tide negligible - not computed.</td>
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</tr>
<tr>
<td>48-0-1091 to 1094</td>
<td>1018</td>
<td>1:20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>48-0-1622 to 1625</td>
<td>12/9/48</td>
<td>1132</td>
<td>1:20,000</td>
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<tr>
<td>48-0-1644 to 1650</td>
<td>&quot;</td>
<td>1143</td>
<td>1:20,000</td>
<td></td>
</tr>
<tr>
<td>48-0-1787 to 1792</td>
<td>&quot;</td>
<td>1314</td>
<td>1:20,000</td>
<td></td>
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<tr>
<td>48-0-1802 to 1809</td>
<td>&quot;</td>
<td>1323</td>
<td>1:20,000</td>
<td></td>
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<tr>
<td>48-0-1833 to 1836</td>
<td>&quot;</td>
<td>1344</td>
<td>1:20,000</td>
<td></td>
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</table>

Tide (III)

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

Washington Office Review by (IV): C. Theuer

Final Drafting by (IV): E. G. Wheaton

Drafting verified for reproduction by (IV): W. Hallum

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 16 square miles

Shoreline (More than 200 meters to opposite shore) (III): 63 statute miles

Shoreline (Less than 200 meters to opposite shore) (III): 10 statute miles

Control Leveling - Miles (II): 0

Number of Triangulation Stations searched for (II): 8

Recovered: 7 Identified: 7

Number of BMs searched for (II): 11

Recovered: 10 Identified: 7

Number of Recoverable Photo Stations established (III): 8

Number of Temporary Photo Hydro Stations established (III):

Remarks:

Form T-Page 4
Project Ph-36(H) consists of fifty-two quadrangles at 1:250,000, each 7.5 minutes in latitude and longitude, covering the Gulf Coast of Texas and the Intracoastal Waterway from Aransas Bay to port Lavaca and the Mexican border. Adjoining the project to the north is a series of shoreline surveys in Fort IV of Project Ph-16(H).

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

Twenty-six of the quadrangles in this project are topographic surveys and are to be published at 1:250,000 scale by the Geological Survey. The other twenty-six quadrangles are planimetric 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 planimetric maps. The remaining seven, T-9175, T-9176, T-9177, T-9181, T-9189, T-9204, and T-9205, will be published as planimetric maps.

Cloth-backed lithographic prints of the original dytograph sheets at completion scale and the descriptive reports for all maps in this project will be filed in the Bureau Archive. Cloth-backed copies of the published topographic quadrangles at 1:250,000 scale will also be filed.

All special reports except the Geog. Names Report will be filed with the Project Completion Report.
2. **AREAL FIELD INSPECTION.**

This land area is composed of the mainland, parts of St. Joseph and Harbor Island, Lydia Ann Island and other numerous small islands. Parts of Redfish and Aransas Bays and the Gulf of Mexico are in the area.

Redfish Bay is an arm of Aransas Bay, and is a very shallow body of water of little importance. Aransas Bay is a larger protected body of water, and is of considerable importance, to the fishing industry.

That part of Harbor Island within the area is of little importance, being almost entirely marsh and uninhabited. Neither is that part of St. Joseph Island. Although St. Joseph Island is uninhabited, it is not marsh, being a typical barrier beach as found along the Atlantic and Gulf Coasts. It is an area of extensive sand dunes, most of which are constantly shifting. Some cattle are grazed on the scattered grassy areas of the island.

The Intra-coastal Waterway passes through the quadrangle in Aransas Bay and into Lydia Ann Channel between Harbor and St. Joseph Islands.

The Aransas Channel, which is the waterway connecting the town of Aransas Pass with the Intracoastal Waterway and the Gulf of Mexico, passes through the area.

There are no incorporated towns within the area. The town of Aransas Pass is immediately west of the quadrangle, and the town of Rockport is to the north. Ely of Aransas Pass changed to include part of this quadrangle.

Transportation facilities for the area are freight facilities of a branch of the Texas and New Orleans Railroad of the Southern Pacific Lines, that afforded by the waterways, and Texas State Highway No. 35.

Texas State Highway No. 35 is the only through road in the area. It is an excellent route connecting the small towns of the region with the populated shopping and manufacturing districts to the south and north.

Fishing is probably the most important industry in the area with agriculture next in importance. The oil industry has not developed to any great extent.
The various phases of field work were done on 1:20,000 scale, single lens ratio prints and 1:20,000 scale, single lens contact prints, depending on which afforded the best coverage. Where possible, horizontal and vertical control identification and interior field inspection were done on the ratio prints and shoreline inspection and establishment of topographic stations was done on the contact prints.

Interpretation of the photographs was not difficult as they were of recent date. The photographic tones vary from white in sand and shell areas through intermediate ranges of grey to almost black in marsh and grass in water areas.

3. **Horizontal Control.**

Rockport Municipal Water Tank, 1949, was located by this party as a landmark during the course of location of fixed aids to navigation by triangulation methods - with the exception of day beacons. These stations, if needed, can be considered supplemental control. See "Special Report on Supplemental Control, Project Ph-36(48)" and "Special Report, Location of Fixed Aids to Navigation, Project Ph-36(48), Latitude 28° 00' to Baffin Bay."

The following coast and Geodetic Survey triangulation stations and Geological Survey traverse stations were reported lost on Form 526:

- **PORT, 1911,** (north of map).
- **PTS 46Y 1923 Texas H22** (north of map).
- **PTS 47Y 1923 Texas H21** (north of map).
- **PTS 48Y 1923 Texas H19** (north of map).
- Rockport Breakwater Beacon, 1934, (north of map).
- **ISLE, 1934.**

Identification of **RM2 PORT, 1911** was classified doubtful because the disk was not stamped and no other marks were recovered. By all indications the mark recovered and identified was **RM No. 2.**

4. **Vertical Control.**

The following second-order bench marks of this bureau were recovered:

- **B 605**  
  - **B 603**
- **C 605**  
  - **C 603**
- **D 605**  
  - **Shell, 1934**
- **E 605**  
  - **RM No. 1, Shell, 1934**
- **F 605**  
  - **RM No. 2, Shell, 1934**
- **G 605**  
  - **Magnetic Station**
The following bench marks of the Geological Survey were recovered. Their order of accuracy is unknown:

PTS 49Y 1923 Texas H18
PTS 50Y 1923 Texas H17

5. **CONTOURS AND DRAINAGE:**

Contours not applicable.

Drainage is all intermittent and is easily interpreted from the photographs with no explanatory notes.

6. **WOODLAND COVER:**

Woodland cover is mesquite, scrub oak, cactus and chaparral with mesquite the most predominate growth. Classification was all "S" (Scrub) in accordance with Photogrammetry Instructions No. 21, dated 18 August 1948. See Field Inspection Report T-9178 (1949).

7. **SHORELINE AND ALONGSHORE FEATURES.**

Changes in water level of Aransas Bay in most of the area is due to the winds as the periodic tide is negligible except in Lydia Ann Channel.

Shoreline Inspection was done 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.

The majority of the many islands usually have a narrow shell fringe adjacent to deeper water with a definite MHWL along the shell. Toward shoal water the shell gives way to marsh which, in most instances, gradually becomes grass in water.

That part of Harbor Island in this quadrangle is composed of terrain similar to that described in the preceding paragraph. Some of the smaller islands on the Lydia Ann Channel side of the island have more fast land than other islands to the north. On the west side, the island is entirely grass in water. This growth is not solid. The outer edge of this grass in water is very irregular. The approximate outer edge has been generalized and shown on the Photographs.
The approximate mean low water line was shown on the photographs along Lydia Ann Channel where the periodic tide exerts its influence.

All docks, wharves, piers and similar shoreline structures are adequately covered by the photographs.

8. OFFSHORE FEATURES.

A stranded wreck just inside the north entrance to Corpus Christi Bayou was indicated on the field photographs.

There were no other offshore features noted.

9. LANDMARKS AND AIDS.

All landmarks for nautical charts reported on form 497-567.

There are no aeronautical aids.

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

10. BOUNDARIES, MONUMENTS AND LINES.

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

11. OTHER CONTROL.

The following are recoverable topographic stations established:

<table>
<thead>
<tr>
<th>49 (USE)</th>
<th>QUART (USE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COOK</td>
<td>FISH</td>
</tr>
<tr>
<td>DATE</td>
<td>ABLE</td>
</tr>
<tr>
<td>BAKE</td>
<td>ECHO</td>
</tr>
</tbody>
</table>

12. OTHER INTERIOR FEATURES:

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

All buildings were classified in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.
The clearances of the single span bascule draw-bridge on the Port Aransas Causeway over Morris and Cummings Cut were measured and found to be in agreement with the clearances as listed in "List of Bridges Over Navigable Waters of the United States," edition of 1 July 1941.

On the north side of the bridge discussed in the preceding paragraph, there are two overhead cable crossings. The vertical clearance of the lower one was determined by plane table methods and found to be 56.7 feet above estimated mean high water level. The charted clearance is 61 feet. This discrepancy was reported to the Director by letter and a copy attached hereto.

13. **GEOGRAPHIC NAMES.**

Geographic names will be the subject of a special report. The title of the report and area covered thereby are not known at this time.

14. **REPORTS AND SUPPLEMENTAL DATA.**

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

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

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

"Special Report, Coast Pilot Information, Project Ph-36(48)."

A special report on geographic names.

Letter of Transmittal Ph-36, Field 4.

Submitted:
27 May 1949.

I. J. Fitzgerald
Lt. Fitzgerald
Cartographer.

Approved:
14 June 1949.

Charles W. Clark
Lt. Comdr., USC&GS
Chief of Party.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\phi$-COORDINATE</th>
<th>LONGITUDE OR $\lambda$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM 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>
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<tbody>
<tr>
<td>CLEAR, 1934 ✓</td>
<td>G-2874 P.55</td>
<td>N.A. 1927</td>
<td>27 56</td>
<td>53.845</td>
<td>1657.5 (189.5)</td>
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<td>68.1 (1572.1)</td>
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<tr>
<td>SUB.PT. CLEAR, 1934</td>
<td></td>
<td></td>
<td>27 56</td>
<td>02.493</td>
<td>1650.6 (196.4)</td>
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<td>41.6 (1598.6)</td>
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<tr>
<td>SHELL, 1934 ✓</td>
<td>G-2874 P.55</td>
<td>N.A. 1927</td>
<td>27 59</td>
<td>45.415</td>
<td>1398.0 (448.9)</td>
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<td>1186.3 (453.2)</td>
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<tr>
<td>SUBSTITUTE SHELL, 1934</td>
<td></td>
<td></td>
<td>27 59</td>
<td>43.415</td>
<td>1407.0 (439.9)</td>
<td></td>
<td>1207.9 (431.6)</td>
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<tr>
<td>(TExAS H-18) ✓</td>
<td>USGS-ARANAS</td>
<td>N.A.</td>
<td>27 59</td>
<td>19.10</td>
<td>587.9 (1259.0) + 3.1</td>
<td></td>
<td>591.0 (1255.9)</td>
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<tr>
<td>F.T.S. NO. 49-Y, 1923</td>
<td></td>
<td></td>
<td>27 59</td>
<td>50.51</td>
<td>1380.2 (259.3) - 25.4</td>
<td></td>
<td>1354.8 (284.7)</td>
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<td>SUB.PT. F.T.S. 49-Y, 1923</td>
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<td>27 59</td>
<td>50.51</td>
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<td></td>
<td>1354.8 (284.7)</td>
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<tr>
<td>substitutE F.T.S. 50-Y, 1923</td>
<td></td>
<td></td>
<td>27 59</td>
<td>50.51</td>
<td>1380.2 (259.3) - 25.4</td>
<td></td>
<td>1354.8 (284.7)</td>
<td></td>
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<tr>
<td>TRACK, 1934 ✓</td>
<td>G-2874 P.70</td>
<td>N.A. 1927</td>
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<td>03.570</td>
<td>109.9 (1737.0)</td>
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<td>861.4 (778.7)</td>
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<td>27 57</td>
<td>31.513</td>
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<td>G-2874 P.70</td>
<td>N.A. 1927</td>
<td>27 53</td>
<td>25.970</td>
<td>799.4 (1017.5)</td>
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<td>39.249</td>
<td>791.1 (1055.8)</td>
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<td>SKIFF, 1934 ✓</td>
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<td>N.A. 1927</td>
<td>27 55</td>
<td>58.801</td>
<td>1810.0 (36.9)</td>
<td></td>
<td>970.8 (669.6)</td>
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</table>

1 PT. = 3048006 METER

COMPUTED BY: F.J. Tarcza
DATE: July 19, 1949

CHECKED BY: M.L. Rosenberg
DATE: July 26, 1949

SCALE OF MAP 1:20,000

SCALE FACTOR

Page 12
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $y$-COORDINATE</th>
<th>LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. ON PROJECTION LINE IN METERS (BACK)</th>
<th>N.A. 1927 - DATUM CORRECTION (BACK)</th>
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<tr>
<td>SUB. PT.</td>
<td>SKIFF, 1934</td>
<td></td>
<td>27</td>
<td>55</td>
<td>1931.3</td>
<td>(15.6)</td>
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<tr>
<td>ARANSAS BAY LIGHT 97,1949</td>
<td>G-8133</td>
<td>N.A. 1927</td>
<td>27</td>
<td>59</td>
<td>1867.1</td>
<td>-662.6 (1660.7)</td>
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<td>ARANSAS BAY LIGHT 108,1949</td>
<td>G-8133</td>
<td>Field</td>
<td>27</td>
<td>58</td>
<td>480.2</td>
<td>(136.7)</td>
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<td>ARANSAS BAY LIGHT 115,1949</td>
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<td>56</td>
<td>1006.1</td>
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<td>55</td>
<td>539.2</td>
<td>(1307.7)</td>
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<td>54</td>
<td>1224.2</td>
<td>(622.7)</td>
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<tr>
<td>ARANSAS BAY LIGHT 145,1949</td>
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<td></td>
<td>27</td>
<td>52</td>
<td>1779.0</td>
<td>(75.9)</td>
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<tr>
<td>ARANSAS BAY LIGHT 147,1949</td>
<td>G-8133</td>
<td></td>
<td>27</td>
<td>50</td>
<td>1249.0</td>
<td>(597.9)</td>
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<tr>
<td>(TEXAS H-17) PTS No. 50-Y,1923</td>
<td>USGS ARANSAS PASS QUAD</td>
<td>N.A. 1927</td>
<td>27</td>
<td>57</td>
<td>675.0 (1171.9)</td>
<td>+3.1</td>
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</table>

1 FT. = 0.0003048 METER
COMPUTED BY: F.J. Tarcza
DATE: July 19, 1949
CHECKED BY: M.L. Rosenberg
DATE: July 26, 1949
PHOTOGRAMMETRIC PLOT REPORT

The report for the area of this survey is part of the descriptive report for Survey No. T-9175.

31. DELINEATION

Graphic methods were used to compile this manuscript.

Both field inspection and photographic coverage were adequate and no difficulties were encountered.

An enlarged sketch of the bridge over Morris and Cummings Cut has been shown in the margin of the manuscript, because of insufficient space to label the features shown in that area.

A discrepancy overlay is being submitted with the manuscript.

32. CONTROL

The identification, density, and placement of horizontal control were adequate.

33. SUPPLEMENTAL DATA

1. Lithographic copy of T-5369 for comparison.
2. General Land Office map of Aransas showing the boundary between Aransas and Nueces Counties.

34. CONTOURS AND DRAINAGE

Contours - Inapplicable

Drainage - No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

Shoal lines were delineated from office interpretation of the photographs. The low water line on the west side of St. Joseph Island has been shown according to field inspection. No other low water line has been shown.

The MHWL on the west side of St. Joseph Island in the vicinity of Lydia Ann Island was sketched on field photograph No. 1623 and 1624 showing the shoreline as of 27 April 1949.

36. OFFSHORE DETAILS

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

Form 567 and Form 524 are being submitted for the one landmark, "TWIN STACKS". A Form 567 and a planetable survey sheet were submitted by the field party in Project Ph-14(46) for "TWIN STACKS" but this position proved to approximately 70 meters southwest of the one pricked by the 1949 field party.

Twelve daybeacons were located by sextant fixea. Forms 567 for non-floating aids were submitted by the field party 10 June 1949. Forms 567 dated 22 December 1949 are being submitted with this report listing all the aids and landmarks in the area of this survey.

38. **CONTROL FOR FUTURE SURVEYS**

Forms 524 for seven recoverable topographic stations and one landmark are being submitted. One station, ECHO 1949, was listed in the field report but this station is to the south of this manuscript.

A list of the recoverable topographic stations is included in paragraph 49.

39. **JUNCTIONS**

Junctions with Surveys Nos. T-9296 to the north, T-9178 to the west, and T-9185 to the south, have been made and are in agreement. Junction with Survey No. T-9180 will be made when that survey is completed.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment.

41 through 45

Inapplicable.

46. **COMPARISON WITH EXISTING MAPS**

T-9179 was compared with T-5369(1934) (Aransas Pass to Nine Mile Point), scale 1:20,000, of this bureau.
46. **COMPARISON WITH EXISTING MAPS (continued)**

T-9179 was also compared with the U.S.G.S. Aransas Pass, Texas quadrangle, scale 1:62,500, edition of 1925, reprinted 1945.

47. **COMPARISON WITH NAUTICAL CHARTS**

T-9179 has been compared with nautical chart No. 523, scale 1:40,000 published 12 April 1948, corrected to 17 October 1949.

T-9179 has also been compared with Nautical Chart No. 1283, scale 1:80,000 published 28 February 1949, corrected to 14 October 1949.

**Items to be applied to the charts immediately**

None.

**Items to be carried forward**

None.

Respectfully submitted
9 December 1949

Approved and forwarded
30 December 1949

Ruth R. Hartley
Cartographic Draftsman
Compilation and Descriptive Report

Hubert A. Paton
Officer in Charge
Baltimore Photogrammetric Office
48. GEOGRAPHIC NAMES

• Aransas Bay
• Aransas Channel
• Aransas County
• Big Bayou
• California Hole
• Corpus Christi Bayou
• Estes Cove
• Grass Island
• Gulf of Mexico
• Harbor Island
• Hog Island
• Intracoastal Waterway
• Live Oak Peninsula
• Lydia Ann Channel
• Lydia Ann Island
• Middle Pass
• Morris and Cummings Cut
• Mud Island
• Mud Island Point
• Murray Shoal
• North Pass
• Nueces County
• Old Terminal
• Port Aransas Causeway
• Quarantine Shore
• Redfish Bay
• St. Joseph Island
• Shellbanks
• South Bay
• Stedman Island
• Talley Island
• Texas and New Orleans (S.P.Lines)
• The Cove
• Traylor Island
• Trout Bayou
• Turtle Bayou

Names approved 3-29-51
A.I.W.
The following recoverable topographic stations are shown on T-9179:

✓ ABLE, 1949     ✓ FISH, 1949
✓ BAKE, 1949     ✓ QUART, 1949
✓ COOK, 1949     ✓ 49 (USE), 1949
✓ DATE, 1949

One landmark is also shown - "TWIN STACKS".
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9179

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. Photogrammetric 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

41. 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 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

Joseph W. Vonasek

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Twin Stacks</td>
<td>Steel (75 ft. high)</td>
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</tbody>
</table>

Chart Letter 512(49)
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland 22 December 1949

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

Joseph W. Vonasek

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
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<td>ARANSA LIGHT</td>
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<td>New # 60</td>
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</table>

Chart Letter 512 (49)
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

---

### Charting Table

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<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>Station Chart</th>
<th>Offshore Chart</th>
<th>Charts Affected</th>
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Chart letter 512(49)
Field Edit Report, T-9179

51. **Methods.**—Field edit was accomplished by riding out all roads to check their classification and inspect other planimetric features. The water area was inspected by skiff.

Planimeter and tape methods were used to locate all additions and corrections, except an uncharted wreck. A sextant fix was taken to locate the wreck.

Violet ink was used for additions and corrections and green ink was used for deletions.

Additions, corrections and deletions have been noted on the Field Edit Sheet and cross-referenced to the proper photograph. Field edit information is shown on the Field Edit Sheet and the following photographs: 48-0-1091 thru 1093, 1080, 1083, 1645 and 1650.

52. **Adequacy of compilation.**—The manuscript appears well-compiled and will be adequate after application of the field edit information.

53. **Map accuracy.**—No accuracy test was 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. He is a long-time resident of the area and it is believed he is qualified to make the examination. His address is Aransas Pass, Texas.

56. **Boundaries, monuments and lines.**—See item 56, Field Edit Report for quadrangle T-9178.

Respectfully submitted,
5 September 1951

William M. Shearouse
William M. 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

L. A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
<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>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>Texas</td>
<td>Daybeacon 1</td>
<td>4 x 4 posts painted in alternating white and black bands with red reflectors. The posts are 6 ft. out of the water and maintained by Atlantic Oil and Refining Co. The aids are subject to frequent shifting.</td>
<td>27 53</td>
<td>982</td>
<td>97 06</td>
<td>785</td>
<td>N.A.</td>
<td>Planetable Sept.</td>
<td>1927</td>
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<td>97 05</td>
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</table>
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

Leroy A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
<th>Texas</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>aybeacon</td>
<td>4x4 posts painted in alternating white and black bands with red reflectors. The posts are 6 ft. out of the water and maintained by Atlantic Oil and Refining Co. The aids are subject to frequent shifting.</td>
</tr>
<tr>
<td>12</td>
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<tr>
<td>13</td>
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<td>21</td>
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<td>23</td>
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</tbody>
</table>
I recommend that the following objects which 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

Hubert A. Paton  
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
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<td>Dayceacon 24</td>
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<td>27 54</td>
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I recommend that the following objects which have \textit{not} been inspected from seaward to determine their value as landmarks be deleted from the charts indicated.

The positions given have been checked after listing by L. A. Senasack.

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<td>DESCRIPTION</td>
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<td>Daybeacon</td>
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</tr>
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<td>9</td>
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Chart Letter

697 (51)
**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

Baltimore, Maryland 11 October 1951

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 L. A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
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<tr>
<td>LT. 8</td>
<td>Aransas Pass Channel Light 8, Ck.Fl.F. Red Box on dolphin.</td>
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</table>

**L. A. Senasack**

Hubert A. Paton

Chief of Party
62. **Comparison with Registered Topographic Surveys.**

<table>
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<th>Survey</th>
<th>Scale</th>
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<td>Misc. 8</td>
<td>1:20,000</td>
<td>1863</td>
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<td>T-223</td>
<td>1:20,000</td>
<td>1861, 62, &amp; 68</td>
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<td>T-5369 (Supp)</td>
<td>1:20,000</td>
<td>1934</td>
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<td>T-6229 (Graph Control)</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-6662</td>
<td>&quot; 1:20,000</td>
<td>1934</td>
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<tr>
<td>T-9296</td>
<td>1:20,000</td>
<td>1948</td>
</tr>
</tbody>
</table>

This map supersedes these surveys for nautical charting purposes with the exception of location of buoys on T-9296.

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

- USGS Aransas Pass Quad 1:62,500 1925 Reprint 1945
- North and Middle Passes dividing St. Josephs Island are now closed.
- The railroad to Port Aransas shown on the USGS Quadrangle has been replaced by a road.
- Dredging of channels has created many spoil islands in Redfish Bay.

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

65. **Comparison with Nautical Charts.**

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1285</td>
<td>1:60,000</td>
<td>1941 Corr. 1952</td>
</tr>
<tr>
<td>523</td>
<td>1:40,000</td>
<td>1950 Corr. 1952</td>
</tr>
</tbody>
</table>

The shoreline on the Nautical Charts does not agree with the shoreline on the map manuscript because of special treatment of its delineation in this area. See Review Report T-9180 for details.

- A channel, daybeacons and spoilbanks NW of California Hole are not shown on the charts.

66. **Map Accuracy.** This map conforms with the National Standards of Map Accuracy. 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 Ph-36 as bases before review. These charts are being reproduced at this date but are not available for comparison. Charts No. 892 and 893 cover the area of the map manuscript. Extensive changes in the approximate LW line were made during review.

Reviewed by:

[Signature]

C. Theurer

APPROVED

[Signature]

Chief, Review Section
Div. of Photogrammetry

[Signature]

Chief, Nautical Chart Branch
Div. of Charts
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
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<tbody>
<tr>
<td>1/1/51</td>
<td>893</td>
<td>J. M. Gam</td>
<td>Before <em>Verification and Review</em></td>
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<tr>
<td>12/5</td>
<td>1285</td>
<td></td>
<td>After <em>Verification and Review</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(See back cover)</td>
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<tr>
<td>12/6</td>
<td>1286</td>
<td></td>
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<tr>
<td>Feb 1952</td>
<td>892</td>
<td>Norfolk</td>
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<td>1/30/53</td>
<td>892</td>
<td>Jan</td>
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<td>12-30-53</td>
<td>1286</td>
<td>R. J. Anderson</td>
<td>Before <em>Verification and Review</em></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.
Partially applied charts 1285-1286  April 1950  DHBaur