U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Planimetric

Field No.       Office No.  T-9185
Project Ph-36(48)A

LOCALITY

State     Texas
General locality  Corpus Christi Bay
Locality     Aransas Pass

1961

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

LIBRARY & ARCHIVES

DATE
DATA RECORD

T = 9185

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: Hubert A. Paton

Instructions dated (II, III):
14 February 1949, Supplement No. 2 (Field)
26 July 1949 and 28 July 1949
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): 3-1-50
Date reported to Nautical Chart Branch (IV): 8-16-53

Applied to Chart No. 892
Date: Feb 1952
893
Nov 1951

Date registered (IV): 8-16-53
Publication Scale (IV): Not to be published
Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (2) 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): RAD, 1934

Lat.: 27° 49' 23.252" (715.7m)
Long.: 97° 03' 47.322" (1295.1m)

Plane Coordinates (IV):
State: Zone:

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 names within area)

(II) (III)

PLANIMETRIC
DATA RECORD

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

Planetable contouring by (II):  None  Date: 

Completion Surveys by (II):  W.H. Shearouse  Date: Sept 24, 1951

Mean High Water Location (III) (State date and method of location): 12-8-48

Identified on field photographs

Projection and Grids ruled by (IV):  W.E.W.  Date: 6-24-49

Projection and Grids checked by (IV):  H.D.W.  Date: 6-29-49

Control plotted by (III):  F.J. Tarcza  Date: 8-4-49

Control checked by (III):  M.F. Kirk  Date: 8-24-49

Radial Plot or Stereoscopic  Date: 23 September 1949
Control extension by (III):  F.J. Tarcza

Planimetry

Stereoscopic Instrument compilation (III): Contours

Manuscript delineated by (III):  L.A. Senasack  Date: 27 January 1950

Photogrammetric Office Review by (III):  R. Glaser  Date: 15 Feb. 1950

Elevations on Manuscript  None  Date: 
checked by (II) (III):
U.S.C.& G.S. single lens, type 0, focal length, 6 inches
U.S.C.& G.S. single lens, type C, focal length, 6 inches

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>48-0-1077 to 48-0-1078 incl. 12-8-48</td>
<td></td>
<td>1002</td>
<td>1:20,000</td>
<td>Not computed</td>
</tr>
<tr>
<td>48-0-1095 to 48-0-1097 incl. 12-8-48</td>
<td></td>
<td>1020</td>
<td>1:20,000</td>
<td>(Tide negligible)</td>
</tr>
<tr>
<td>48-0-1614 to 48-0-1622 incl. 12-9-48</td>
<td></td>
<td>1131</td>
<td>1:20,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>48-0-1650 to 48-0-1656 incl. 12-9-48</td>
<td></td>
<td>1145</td>
<td>1:20,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>48-0-1809 to 1813 incl 12-9-48</td>
<td></td>
<td>1325</td>
<td>1:20,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>48-0-1823 to 48-0-1833 incl. 12-9-48</td>
<td></td>
<td>1340</td>
<td>1:20,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>47-C-4080 to 47-C-4082 incl. 1947</td>
<td></td>
<td>1947</td>
<td>1:10,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>47-C-4091 and 47-C-4092</td>
<td></td>
<td>1947</td>
<td>1:10,000</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station: Galveston, Texas
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):  C. Theurer
Final Drafting by (IV):  E.  J.  Zuhlen
Drafting verified for reproduction by (IV):  W.  M.  Schnell
Proof Edit by (IV):  H.  Striplaw

Diurnal

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Standard Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>1.0</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Date:  Oct 20, 1952
Date:  6-5-53
Date:  7-3-53

Land Area (Sq. Statute Miles) (III):  44 statute miles
Shoreline (More than 200 meters to opposite shore) (III):  12 statute miles
Shoreline (Less than 200 meters to opposite shore) (III):  0
Control Leveling - Miles (II):  0
Number of Triangulation Stations searched for (II):  31
Number of BMS searched for (II):  7
Number of Recoverable Photo Stations established (III):  16
Recovered:  17  Identified:  16
Recovered:  3  Identified:  3

Remarks:
Project Ph-36(b) consists of fifty-two quadrangles of 1:60,000, each 7° minutes in latitude and longitude, covering the Gulf Coast of Texas and the Intracoastal Waterway from San Antonio Bay to Cameronville and the Mexican Border. Adjoining the project to the north is a series of shoreline surveys in Part IV of Project Ph-14(h).

Information concerning Ph-36(b) in its broader aspect 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 1:24,000 scale by the Geological Survey. The other twenty-six quadrangles are photometric 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 photometric maps. The remaining seven, T-9175, T-9176, T-9177, T-9181, T-9182, T-9204, and T-9206, will be published as photometric maps.

Cloth-backed lithographic prints of the original topographic maps 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 1:24,000 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.

This quadrangle is located along the southeastern coast of Texas and just south of the town of Aransas Pass. The land area is composed of parts of Harbor Island, Mustang Island and St. Joseph Island and is in the counties of Aransas and Nueces.

The small town of Port Aransas is principally a resort town and the major occupation is the renting of boats and guides for offshore or inshore fishing trips. Large quantities of oil are also loaded into tankers at the port. Port Aransas is connected to the mainland to the north by a privately owned, toll causeway.

Aransas Pass affords an outlet to the Gulf of Mexico for sea going vessels.

The area along the gulf shore is covered by high sand dunes which give way to lower dunes covered by grass and low brush to the westward. The area is not suitable for agricultural products but a few cattle are grazed on the islands.

Field inspection is believed to be adequate and complete.

Along the west shore of Mustang Island, the sand dunes covered with vegetation give way to low sand and mud flats. These flats flood intermittently on spring and storm tides and at such times as high, sustained westerly winds push the water toward that shore.

One item was left for the field editor. Dredging operations in Aransas Channel were in operation and the spoil was being dumped on both sides of the causeway. The spoil will affect the mean high water line in places and this should be indicated by the field editor. The spoil has been indicated on the photographs so far as had been dredged at the time of the field inspection of this quadrangle.

3. HORIZONTAL CONTROL

All U. S. Coast and Geodetic Survey Control was searched for or recovered. The following stations are classified lost.
POGY - 1934
HERD - 1933
ARANSAS PASS AND WAREHOUSE TERMINAL TANK - 1933
CLINE POINT BEACON - 1934
ST JOSEPH ISLAND BEACON - 1934
PORT ARANSAS GOVERNMENT DOCK BEACON - 1934
ARANSAS PASS, SPUR DYKE BEACON NO. 4 - 1934
ARANSAS PASS REAR RANGE BEACON - 1934
CORPUS CHRISTI CHANNEL EXTREME REAR RANGE BEACON - 1934
TURTLE COVE CHANNEL, REAR RAIND - 1934

One U.S.Navy station of third-order accuracy was identified for Horizontal Control.

4. VERTICAL CONTROL

Port Aransas Tidal Bench Marks Nos. 5, 6, and 7 were recovered and identified on the photos. Four other Bench Marks were searched for but not recovered. The order of accuracy of the Bench Marks were unknown by this party.

No additional vertical control was established by this party.

5. CONTOURS AND DRAINAGE

As this is a planimetric map no contouring was done.

The only drainage in the area is run off directly into Aransas and Corpus Christi Bays and the Gulf of Mexico. No drainage was indicated on the field photographs.

6. WOODLAND COVER

Scattered mesquite and scrub oak are found in the area. Where an appreciable area was covered, classification was in accordance with Photogrammetry Instructions No. 21, dated 18 August 1948.

7. SHORELINE AND ALONGSHORE FEATURES

See Review Report - T9380

Shoreline inspection was done in accordance with "Field Memorandum No. 1 - Mean High Water Line in Swamp and Other Marsh Areas," dated 20 June 1938 and "Supplemental Instructions - Shoreline Inspection," dated 18 March 1944.
Attention is called to the area around Harbor Island. Here the approximate limits of the marsh and grass in water have been indicated on the photographs.

There is no evident low water line within the limits of this quadrangle. In general, the mean low water line is parallel to and very close to the mean high water line.

All dock, wharves and piers are adequately covered by field inspection notes on the photographs.

All shore ends of submarine cable crossings have been located and identified on the photographs.

8. **OFFSHORE STRUCTURES**

Two submerged wrecks are recommended to be investigated by a hydrographic party. One is in Aransas Pass near the south jetty, Latitude 27° 50', Longitude 97° 02' 30". The other in the Channel to the east of Aransas Pass Lighthouse Latitude 27° 51' 40".

The only other offshore features are the two jetties at the entrance of Aransas Pass into the Gulf of Mexico. These jetties are constructed of concrete with rock piled on both sides and are readily visible on the photographs.

9. **LANDMARKS AND AIDS**

One landmark was selected for nautical charts. See form 567 submitted for this quadrangle.

See "Special Report, Location of Fixed Aids to Navigation, Project Ph-36(49) Latitude 26° 00' to Baffin Bay."

10. **BOUNDARIES, MONUMENTS AND LINES**

See "Special Report, Boundaries, Baffin Bay to Latitude 26° 00', Project Ph-36(49)".

11. **OTHER CONTROL**

The following Recoverable Topographic Stations were established for location by the radial plot.
ECHO
CON
USE STATION (UNSTAMPED)
HILL
SE CORNER UNIVERSITY OF TEXAS TRACT
NE CORNER UNIVERSITY OF TEXAS TRACT
NW CORNER TRACT "B"
SW CORNER USED RESERVATION
SE CORNER USED RESERVATION
NE CORNER TRACT "B"
SE CORNER LIGHTHOUSE RESERVATION
Form 524 is submitted for all stations

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.

There are no bridges over navigable water in the area.

One small airport is located southwest of the town of Port Aransas. The runways are surfaced with shell and is suitable for small light craft only. The runways were located on the photographs by planimetric methods.

13. GEOGRAPHIC NAMES

The field investigation of Geographic names is in progress. All names will be found in a special report, the title and area covered by the report are not known at this time.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The following are Special Reports and other Supplemental data affecting 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.

Letter of Transmittal, Ph-36, Field-10.
Submitted:
17 June 1949

J. A. FITZGERALD
Cartographer

Approved:
21 June 1949

CHARLES W. CLARK
Lt. Comdr. USCGS
Chief of Party
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\lambda$-COORDINATE</th>
<th>LONGITUDE OR $\phi$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM CORRECTION</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CORPUS CHRISTI CHANNEL LIGHT 2, 1942</td>
<td>Field Comp. P.3</td>
<td>N.A. 1927</td>
<td>27 50</td>
<td>25.327</td>
<td>779.6 (1067.3)</td>
<td>779.6 (1067.3)</td>
<td>1478.9 (162.9)</td>
</tr>
<tr>
<td>CORPUS CHRISTI CHANNEL LIGHT 7, 1949</td>
<td>&quot;</td>
<td>&quot;</td>
<td>27 50</td>
<td>05.259</td>
<td>161.9 (1685.0)</td>
<td>161.9 (1685.0)</td>
<td>343.2 (1298.7)</td>
</tr>
<tr>
<td>CORPUS CHRISTI CHANNEL LIGHT 8, 1949</td>
<td>&quot;</td>
<td>&quot;</td>
<td>27 50</td>
<td>10.645</td>
<td>327.7 (1519.2)</td>
<td>327.7 (1519.2)</td>
<td>378.3 (1263.6)</td>
</tr>
<tr>
<td>GUN USE (1948)</td>
<td>USE Special Report on Sup. Grid</td>
<td>TEXAS SOUTH GRID</td>
<td>790.658.52</td>
<td>658.52 (4341.48)</td>
<td>200.7 (1323.3)</td>
<td>200.7 (1323.3)</td>
<td>781.6 (742.5)</td>
</tr>
<tr>
<td>HARBOR ISLAND RANGE NEAR LIGHT, 1949</td>
<td>Field Comp. P.3</td>
<td>N.A. 1927</td>
<td>27 50</td>
<td>52.544</td>
<td>1617.4 (229.5)</td>
<td>1617.4 (229.5)</td>
<td>1522.6 (119.1)</td>
</tr>
<tr>
<td>FENCE(USE),1948</td>
<td>USE Special Report on Grid</td>
<td>TEXAS SOUTH GRID</td>
<td>794.589.27</td>
<td>4589.27 (410.73)</td>
<td>1398.8 (125.2)</td>
<td>1398.8 (125.2)</td>
<td>448.2 (1075.8)</td>
</tr>
<tr>
<td>4002 (USE) 1948</td>
<td>&quot;</td>
<td>&quot;</td>
<td>790.898.51</td>
<td>498.51 (4.101.49)</td>
<td>273.9 (1250.1)</td>
<td>273.9 (1250.1)</td>
<td>694.1 (830.0)</td>
</tr>
<tr>
<td>COW (USE) 1948</td>
<td>&quot;</td>
<td>&quot;</td>
<td>789.998.74</td>
<td>4998.74 (1.26)</td>
<td>1523.6 (0.4)</td>
<td>1523.6 (0.4)</td>
<td>627.7 (896.3)</td>
</tr>
<tr>
<td>LEO (USE) 1948</td>
<td>&quot;</td>
<td>&quot;</td>
<td>790.624.22</td>
<td>424.22 (4575.78)</td>
<td>129.3 (1394.7)</td>
<td>129.3 (1394.7)</td>
<td>240.5 (1283.5)</td>
</tr>
<tr>
<td>SUP. PT: RM No.1</td>
<td>&quot;</td>
<td>&quot;</td>
<td>27 51</td>
<td>97 02</td>
<td>1372.3 (474.5)</td>
<td>1372.3 (474.5)</td>
<td>1496.8 (144.7)</td>
</tr>
<tr>
<td>POGY 1934</td>
<td>&quot;</td>
<td>&quot;</td>
<td>27 51</td>
<td>49.898</td>
<td>1535.9 (310.9)</td>
<td>1535.9 (310.9)</td>
<td>602.3 (1039.2)</td>
</tr>
<tr>
<td>ARANSAS PASS LIGHT HOUSE, 1931</td>
<td>G-1252 P.152</td>
<td>&quot;</td>
<td>27 51</td>
<td>49.898</td>
<td>1535.9 (310.9)</td>
<td>1535.9 (310.9)</td>
<td>602.3 (1039.2)</td>
</tr>
<tr>
<td>POGY, 1934</td>
<td>G-2874 P. 55</td>
<td>&quot;</td>
<td>27 51</td>
<td>42.745</td>
<td>1315.7 (531.1)</td>
<td>1315.7 (531.1)</td>
<td>1573.8 (67.7)</td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR ( \phi )-COORDINATE</td>
<td>LONGITUDE OR ( \lambda )-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td>N.A. 1927-28 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>----------------------------------</td>
<td>----------------------------------</td>
<td>---------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-------------------------------------------------------------</td>
</tr>
<tr>
<td>PORT ARANSAS COAST GUARD WEATHER BUREAU MAIT, 1934</td>
<td>G-2874 P.81</td>
<td>N.A. 1927</td>
<td>27 50</td>
<td>16,541</td>
<td>509.1 (1337.7)</td>
<td>899.6 (742.3)</td>
<td></td>
</tr>
<tr>
<td>PORT ARANSAS COAST GUARD CUPOLA, 1934</td>
<td>G-2874 P.81</td>
<td></td>
<td>27 50</td>
<td>15,537</td>
<td>478.2 (1368.6)</td>
<td>886.0 (755.8)</td>
<td></td>
</tr>
<tr>
<td>RAD, 1934</td>
<td>G-2874 P.69</td>
<td></td>
<td>27 49</td>
<td>23,252</td>
<td>715.7 (1131.1)</td>
<td>1295.1 (347.0)</td>
<td></td>
</tr>
<tr>
<td>SUB.PT. RAD, 1934</td>
<td></td>
<td></td>
<td>27 49</td>
<td></td>
<td>723.1 (1123.7)</td>
<td>1261.1 (381.0)</td>
<td></td>
</tr>
<tr>
<td>KNOLL, 1934</td>
<td>G-2874 P.55</td>
<td></td>
<td>27 47</td>
<td>31,964</td>
<td>983.9 (863.0)</td>
<td>380.6 (1262.0)</td>
<td></td>
</tr>
<tr>
<td>SUB.PT. KNOLL, 1934</td>
<td></td>
<td></td>
<td>27 47</td>
<td></td>
<td>1142.3 (704.6)</td>
<td>402.2 (1240.4)</td>
<td></td>
</tr>
<tr>
<td>HARBOR ISLAND RANGE FRONT LIGHT, 1949</td>
<td>G-8133 P.3</td>
<td></td>
<td>27 50</td>
<td>13,718</td>
<td>1345.7 (501.2)</td>
<td>1073.4 (568.4)</td>
<td></td>
</tr>
<tr>
<td>CORPUS CHRISTI CHANNEL LIGHT 1, 1949</td>
<td>G-8133 P.3</td>
<td></td>
<td>27 50</td>
<td>20,088</td>
<td>618.3 (1228.5)</td>
<td>1447.4 (194.4)</td>
<td></td>
</tr>
</tbody>
</table>
COMPILATION REPORT

T - 9185

PHOTOGRAVMETRIC PLOT REPORT

Refer to radial plot report for this area which is bound with the descriptive report for T-9175.

31. Delineation

This survey was delineated by graphic methods only.

Cattle trails and ponds are delineated as recommended in a letter from Lt. Comdr. Charles W. Clark to the Director, dated 14 June 1949.

All boundaries were delineated using data obtained from "Special Report on Boundaries, Baffin Bay to latitude 28°" dated May 1949 and supplemented by boundary maps furnished by the field party. At least one boundary corner was identified on the field photographs for all boundaries except the U.S. Military Reservation just north of Aransas Pass on St. Joseph Island. All bearings given for boundaries were accepted as true bearings.

A discrepancy overlay is being submitted with the manuscript.

32. Control

The identification, density and placement of the horizontal control was adequate. See radial plot report concerning identification of GUN (USE) 1948.

33. Supplemental Data

Geographic Names Standards No. 1, 2, and 4, dated 4 November 1949, were furnished by the Washington Office.

Special Report Boundaries—Aransas Bay to Baffin Bay, Project Ph-36 (48).

Boundary Sheet 22, Map of Yardcraft Facility Port Aransas, Texas.

Boundary Sheet 20, Aransas Pass Lighthouse Reservation extended to Harbor Line.

Boundary Sheet 30, Port Aransas, Texas, Lands to be exchanged.

Boundary Sheet 1, Aransas County, General Land Office, Austin, Texas.

Boundary Sheet 3, Nueces County Highway Map.

Special Report, Location of Aids to Navigation, Project Ph-36(48) Latitude 28° 00' to Baffin Bay.
33. **SUPPLEMENTAL DATA** (continued)

Special Report on Supplemental Control, Project Ph-36(48)
Latitude 28°00' to Baffin Bay.

34. **CONTOURS AND DRAINAGE**

Refer to item 5 of this report.

35. **SHORELINE AND ALONGSHORE DETAILS**

Refer to item 7 of this report.

Shoreline inspection was adequate

Sheal lines were delineated from office interpretation of the photographs.

36. **OFFSHORE DETAILS**

Refer to item 8 of this report.

37. **LANDMARKS AND AIDS**

Form 567 for 24 non-floating aids to be charted are being submitted with this report. Also being submitted herewith are forms 567 for one landmark to be charted and one landmark to be deleted.

The Corpus Christi Channel Out A East Range Front and Rear Lights were radially plotted from identification on photograph 47-C-4092 (Ph-14(46)). Some difficulty was encountered in locating the position of the rear range light on the PH-36(48) photographs. Additional data on these lights accompany this report in letter No. 7312-14 from the Chief, Division of Photogrammetry, dated 9 December 1949, and on Forms 524 submitted by the field party for Ph-14(46). It is noted that the adjusted geographic positions of these lights as listed in the above mentioned letter are considered to be of only fourth order accuracy, whereas, the same positions subsequently received on geographic position forms are listed as being of third order accuracy.
38. CONTROL FOR FUTURE SURVEYS

Forms 524 for a total of nineteen recoverable topographic stations are being submitted with this report. Eleven of these stations, submitted by the 1949 field party under Lt. Comdr. C. W. Clark, are listed in item 11 of this report. An additional form 524 for ARANSAS PASS RADIO BEACON was submitted by the same party but was not listed. The forms for the remaining seven stations were submitted by the field party for project PH-14(46) under Lt. Comdr. Ross A. Gilmore; they are as follows:

CORPUS CHRISTI CHANNEL CUT A EAST RANGE FRONT LIGHT
CORPUS CHRISTI CHANNEL CUT A EAST RANGE REAR LIGHT
ARANSAS PASS DREDGING SOUTH SIDE RANGE FRONT DAYBEACON

" " " REAR 
" " " NORTH " " "
" " " " FRONT 

HARBOR ISLAND REAR RANGE BEACON, 1934

A list of the nineteen recoverable topographic stations is included in item 49 of this report.

39. JUNCTIONS

Junctions with Surveys No. T-9179 to the north and T-9184 to the west have been made and are in agreement. To the east and south are water areas.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. LANDING FIELDS AND AERONAUTICAL AIDS

Refer to item 12 paragraph 4 of this report.

No aeronautical aids have been reported for the area of this survey.

42 to 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

This manuscript was compared with the U. S. Geological Surveys Aransas Pass, Texas, quadrangle, scale 1:62,500 edition of 1925, reprinted 1945.

47. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-9185 has been compared with U.S.C.& G.S. Chart No. 523, scale 1:40,000, published 10 October 1949 corrected to 19 December 1949, No. 1285, scale 1:80,000, published 28 February 1949 corrected to 23 January 1949 and No. 1286, scale 1:80,000, published 1 August 1949 corrected to 12 December 1949.
47. COMPARISON WITH NAUTICAL CHARTS (continued)

**Items to be applied to nautical charts immediately**
None.

**Items to be carried forward**
None

Respectfully submitted
27 January 1950

[Signature]
Leroy A. Senasack
Cartographic Survey Aid

Approved and forwarded
28 February 1950

[Signature]
Hubert A. Paton
Comdr., US C&GS
Officer in Charge
Aransas Channel
Aransas County
* Aransas Pass Lighthouse
Aransas Pass
Commissioner Precinct 1
Commissioner Precinct 4
Corpus Christi Bay
Corpus Christi Channel
East Flats
East Shore
Gulf of Mexico
Harbor Island
Holiday Beach
Lydia Ann Channel
Morris and Cummings Cut
Mustang Island
North Jetty
Nueces County
Port Aransas
Port Aransas Causeway
South Jetty
South Pier
St. Joseph Island

U. S. Military Reservation

* Triangulation station - (geographic name does not appear on manuscript)

Names underlined in red are approved.
4-2-51
L. Heck
49.

NOTES TO THE HYDROGRAPHER

The following is a tabulation of recoverable topographic stations shown on the manuscript:

ARANSAS PASS DREDGING NORTH SIDE RANGE FRONT DAYBEACON
ARANSAS PASS DREDGING NORTH SIDE RANGE REAR DAYBEACON
ARANSAS PASS DREDGING SOUTH SIDE RANGE FRONT DAYBEACON
ARANSAS PASS DREDGING SOUTH SIDE RANGE REAR DAYBEACON
ARANSAS PASS RADIO BEACON

CORPUS CHRISTI CHANNEL CUT A EAST RANGE FRONT LIGHT
CORPUS CHRISTI CHANNEL CUT A EAST RANGE REAR LIGHT
COW (USE) (Same as △ COW (USE), 1948

ECHO

HARBOR ISLAND REAR RANGE BN., 1948 (Same as △ HARBOR ISLAND RANGE REAR LT., 1949)
HILL

S.E. CORNER LIGHTHOUSE RESERVATION
NE CORNER TRACT "B"
NW CORNER TRACT "B"
NE CORNER UNIVERSITY OF TEXAS TRACT
SE CORNER UNIVERSITY OF TEXAS TRACT
SE CORNER U.S.E.D. RESERVATION
SW CORNER U.S.E.D. RESERVATION
U.S.E. STATION (unstamped) (Same as △ LEO (U.S.E.), 1948)

The following is an excerpt from item 8 of the field inspection report: "Two submerged wrecks are recommended to be investigated by a hydrographic party. One is in Aransas Pass near the south jetty, latitude 27° 50' longitude 97° 02' 30". The other is in the channel to the east of Aransas Pass Lighthouse, latitude 27° 51' 40".
PHOTOGRAMMETRIC OFFICE REVIEW

T. 9N


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

ALONGSHORE AREAS
(Nautical Chart Data)

15. Bridges  16. Aids to navigation  17. Landmarks  18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES

instrument contours  24. Contours in general  25. Spot elevations
26. Other physical features

CULTURAL FEATURES


BOUNDARIES

31. Boundary lines  32. Public land lines

MISCELLANEOUS

33. Geographic names  34. Junctions  35. Legibility of the manuscript  36. Discrepancy
40. 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: Comdr. Hubert A. Paton  
U. S. Coast and Geodetic SURvey  
518 East 32nd Street  
Baltimore 18, Maryland.

Subject: Computed positions of lights, Corpus Christi Channel Cut "A"  
Project Ph-36

Mr. Steinberg recently requested information of this office on whether or not Corpus Christi Channel Cut "A" Front and Rear Range Lights were being computed in this office.

The Division of Geodesy encountered considerable difficulty in computing the positions for both of these lights, and the adjusted positions, as follows, are considered to be of only fourth order accuracy:

Corpus Christi: Channel Cut "A" East Range  
Front 27 - 50 - 40.771 (1255.0)  
97 - 03 - 16.914 (463.4)

Rear 27 - 50 - 44.791 (87.7)  
97 - 02 - 54.970 (53.1)

The adjusted values for the remainder of Comdr. Clark's work in this area will be available in about two weeks, at which time copies will be furnished to you.

Because of the low order of accuracy obtained in locating Corpus Christi Channel Cut "A" East Range Lights, Front and Rear by triangulation methods, it is suggested that you locate these lights by radial plot methods, if practicable, and use the computed positions as a check.

O.S. Reading  
Chief, Div. of Photogrammetry
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

<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>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUP</td>
<td>Coast Guard</td>
<td></td>
<td>27 50</td>
<td>478.2</td>
<td>97 03</td>
<td>886.0</td>
<td>1927</td>
<td>523, 128</td>
</tr>
<tr>
<td></td>
<td>(Port Aransas Coast Guard Cupola, 1931)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>T-9185</td>
<td>1934</td>
<td>X X</td>
</tr>
</tbody>
</table>

Chart Letter 572 (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

---

<table>
<thead>
<tr>
<th>STATE</th>
<th>Texas</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>On Harbor Island (Aransas Pass, Warehouse and Terminal Co. Tank, 1931)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 1 D. N. METERS</td>
<td>0 1 D. P. METERS</td>
</tr>
<tr>
<td></td>
<td>27 50 1649.9</td>
<td>97 03 1254.3</td>
</tr>
<tr>
<td></td>
<td>N.A. 1927</td>
<td>Tri. 1931</td>
</tr>
</tbody>
</table>

CHART LETTER 512 (49)

This tank is no longer in existence

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 R. Glaser

<table>
<thead>
<tr>
<th>State</th>
<th>Texas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
</tr>
<tr>
<td>Light</td>
<td>Aransas Pass (Aransas Pass Lighthouse, 1931)</td>
</tr>
<tr>
<td>Radio Beacon</td>
<td>Aransas Pass</td>
</tr>
<tr>
<td>Light</td>
<td>Harbor Island Range Front</td>
</tr>
<tr>
<td>Light</td>
<td>Harbor Island Range Rear</td>
</tr>
<tr>
<td>Light</td>
<td>Aransas Pass II</td>
</tr>
<tr>
<td>Light</td>
<td>Cline Point</td>
</tr>
<tr>
<td>Light</td>
<td>Port Aransas Channel 2</td>
</tr>
<tr>
<td>Bell</td>
<td>Mustang Island Fog Signal</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel Cut A East Range Front</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel Cut A East Range Rear</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel 1</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel 2</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel 7</td>
</tr>
<tr>
<td>Light</td>
<td>Corpus Christi Channel 8</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.
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (delated form) the charts indicated.

The positions given have been checked after listing by

R. Glaser

<table>
<thead>
<tr>
<th>State</th>
<th>Texas</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Daybeacon</td>
<td>Morris and Cummings Cut</td>
</tr>
<tr>
<td>&quot;</td>
<td>Aransas Causeway Channel 6</td>
</tr>
<tr>
<td>&quot;</td>
<td>Port Aransas Channel 1</td>
</tr>
<tr>
<td>&quot;</td>
<td>Port Aransas Channel 3</td>
</tr>
<tr>
<td>&quot;</td>
<td>Port Aransas Channel 4</td>
</tr>
<tr>
<td>&quot;</td>
<td>Aransas Causeway Channel 2</td>
</tr>
<tr>
<td>&quot;</td>
<td>Aransas Pass Dredging South Side Range Front</td>
</tr>
<tr>
<td>&quot;</td>
<td>Aransas Pass Dredging North Side Range Front</td>
</tr>
<tr>
<td>&quot;</td>
<td>Aransas Pass Dredging North Side Range Rear</td>
</tr>
</tbody>
</table>

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.
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

<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>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGHT</td>
<td>Aransas Pass Fording North Side Range Front (Skeleton steel tower with black slatted daymark, 50 feet high, light atop)</td>
<td></td>
<td>27 50</td>
<td>1438</td>
<td>T-9165</td>
<td>1951</td>
</tr>
</tbody>
</table>

**Chart Letter 855 (S1)**
ADDENDUM TO

COMPILATION REPORT

T- 9185

31. DELINEATION

Comparison was made between the manuscript and nine lens photograph No. 25766, exposed in 1950. No revisions were made on the manuscript of that area covered by the above mentioned photograph since there were no apparent changes in the area not obscured by clouds.

Respectfully submitted
18 September 1950

[Signature]
Raymond Glaser
Surveying and Cartographic Aid
Field Edit Report, T-9165

51. **Methods.**—Field edit was accomplished by riding out all roads, by skiff and by riding the beach.

Planimeter and tape methods were used for all additions. Sextant fixes were used to obtain the points on range and the position of Aransas Causeway Channel Daybeacon 4.

Field edit information is shown on the Field Edit Sheet and photograph 48-C-1077 and 1078. Violet ink was used for additions and corrections, and green for deletions.

52. **Adequacy of compilation.**—The manuscript appears well-compiled and will be adequate after application of 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.**—It is recommended that Mr. E. U. Tarrant, Mayor of Port Aransas, be sent the proof copy for examination. Mr. Tarrant is very familiar with the area and able to read a map with ease. He has agreed to make the examination. His address is P. O. Box 238, Port Aransas, Texas.

Respectfully submitted,
24 September 1951

William H. Shearouse,
Cartographer
62. Comparison with Registered Topographic Surveys.-

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-386 (Rec)</td>
<td>1:10,000</td>
<td>1854</td>
</tr>
<tr>
<td>T-720 (Rec)</td>
<td>1:50,000</td>
<td>1858</td>
</tr>
<tr>
<td>T-623</td>
<td>1:20,000</td>
<td>1860, 61, and 68</td>
</tr>
<tr>
<td>Misc. 8</td>
<td>1:20,000</td>
<td>1863</td>
</tr>
<tr>
<td>T-2354</td>
<td>1:10,000</td>
<td>1899</td>
</tr>
<tr>
<td>T-4872 (Graph Control)</td>
<td>1:20,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-6229</td>
<td>&quot;</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-5368 (Supp)</td>
<td>1:20,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-5369</td>
<td>&quot;</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-6663 a &amp; b (Graph Control)</td>
<td>1:20,000, 1938</td>
<td></td>
</tr>
</tbody>
</table>

This map supersedes these surveys for nautical charting purposes.

63. Comparison with Maps of other Agencies.-

USGS, Aransas Pass Quadrangle, 1:62,500, 1925 Reprint 1945
The railroad shown on the USGS Quad to Port Aransas has been replaced by a highway.

Considerable industrial development has taken place at Port Aransas since the USGS Quad was published.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Nautical Chart 523 1:40,000 1950
Three wrecks shown on the chart, one at Port Aransas, one at Aransas Pass, and the other near Harbor Island, have been removed.

66. 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.- The maps of this project were applied to a new series of Intracoastal Waterway Charts. This map has been applied to Chart Nos. 892 and 893. These maps have not been published at this date.

Reviewed by:

[Signature]
C. Theurer
APPROVED:

L. C. Lamb 26th Nov 1954
Chief, Review Section
Div. of Photogrammetry

[Signature]
Chief, Div. of Photogrammetry
11/21/54

[Signature]
Chief, Div. of Coastal Surveys

[Signature]
Chief, Nautical Chart Branch
Division of Charts

[Signature]
Edmonton
### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/19/51</td>
<td>893</td>
<td>McGann</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>
</tr>
<tr>
<td>10-6-53</td>
<td>1285</td>
<td>Jack Allen</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>1/10/54</td>
<td>892</td>
<td>McGann</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>1-5-54</td>
<td>1286</td>
<td>J. D. Henderson</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.