U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC
Field No. Ph-36(48)F Office No. T-9222

LOCALITY
State TEXAS
General locality LAGUNA MADRE
Locality PORT ISABEL TO BOCA CHICA BAY

1952

CHIEF OF PARTY
G.E. Morris, jr., Chief of Field Party
A.L. Wardwell, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE OCT 5 1953
DATA RECORD

T-9222

Project No. (II): Ph-36(48)F

Field Office (II): Brownsville, Texas

Photogrammetric Office (III): Tampa, Florida

Instructions dated (II) (III): 14 February 1949

Chief of Party: George E. Morris, Jr.

Officer-in-Charge: Arthur L. Wardwell

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): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): Nov 23, 1951

Date reported to Nautical Chart Branch (IV): Nov 30, 1951

Applied to Chart No. Date:

Date registered (IV): 7-30-53

Publication Scale (IV): Not to be published

Publication date (IV):

Geographic Datum (III): N.A. 1927

M.H.W. Vertical Datum (III):

Reference Station (III): Brazos, 1939

Lat.: 26° 04' 26.997 (892.3m) Long.: 97° 09' 50.862 (1413.6m) Adjusted

Plane Coordinates (IV):

Y = 

X = 

Roman numerals indicate whether the item is to be entered by (I) Field Party, (II) 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)
DATA RECORD

Field Inspection by (II): C. A. Navin
W. H. Nelson
W. M. Reynolds

Planetable contouring by (II): Inapplicable

Completion Surveys by (II): W. H. Shearouse

Date: 22 March 1952

Storm and
Mean High Water Location (III) (State date and method of location): Air Photo Compilation - 14 July 1950

Projection and Grids ruled by (IV): T. L. J. (W.O.)

Projection and Grids checked by (IV): H.D.W. (W.O.)

Control plotted by (III): I. I. Saperstein

Control checked by (III): R. J. Pate

Radial Plotting and Contouring by (III): M. M. Slavney

Stereoscopic Instrument compilation (III): Inapplicable

Planimetry
Contours

Manuscript delineated by (III): R. A. Reece

Photogrammetric Office Review by (III): R. R. Wagner

Elevations on Manuscript
checked by (III): R. A. Reece Inapplicable

Date: Sept, Nov, 1949
Jan, Mar, Apr, June 1950
August 1950

Date: 25 Sept. 1950
27 Sept. 1950
14 Feb. 1951
20 Feb. 1951
30 April 1951
18 Sept. 1951
2 Nov. 1951
18 Sept. 1951

Form T-Page 3

M-2618-12(4)
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**Tide (III)**

Reference Station: Galveston, Texas  
Subordinate Station: Brazos Santiago, Texas

Diurnal

<table>
<thead>
<tr>
<th>Ratio of Ranges Mean Range</th>
<th>Mean Range</th>
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**Date:** 7 Oct. 1932  
**Date:** 6-16-53  
**Date:** 7-6-53

**Remarks:**  
( ) Established during field inspection.
Summary T-9222

Project Ph-36(48) consists of fifty-two quadrangles at 1:20,000, each 7.5 minutes in latitude and longitude, covering the Gulf Coast of Texas and the Intracoastal Waterway from Aransas Bay to Brownsville 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 Ph-36(48) in its broader scope 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 1:24,000 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-9206, will be published as planimetric maps.

Cloth-backed lithographic prints of the original map manuscripts 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 1:24,000 scale will also be filed.

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

This quadrangle is located along the southeastern coast of Texas. The area of the quadrangle is approximately two-thirds water and one-third land. The water area is a strip along the western side of the Gulf of Mexico and the southern tip of Laguna Madre. The land area consists of a part of Padre and Brazos Islands, which are narrow strips of land separating Laguna Madre from the Gulf of Mexico, and a narrow belt of mainland in the vicinity of Port Isabel.

The town of Port Isabel is located within the quadrangle. It is the base for a sizable shrimping fleet. The recent development of facilities for deep draft vessels include those for dry and liquid cargoes. Large quantities of bananas and pineapples are imported from Central America through the port. Although large shipments of petroleum are made through Port Isabel, it is eclipsed by the Port of Brownsville in this category of liquid cargo.

The Intracoastal Waterway was opened to traffic in June 1949 enabling boats to proceed to the north after entering Laguna Madre from the Gulf of Mexico, through Brazos Santiago. Preponderance of traffic is barge, principally liquid cargo.

The Coast Guard has a permanent installation at the southern end of Padre Island.

Field inspection is believed to be complete as of 1 August 1950. The area just west of Port Isabel is being developed somewhat as a resort area, mostly summer cottages. Several new houses of this type are shown on nine-lens photograph 25732 and more will probably be constructed by the time of field edit. One tourist court under construction at the time of field inspection was not indicated on the photograph. The construction was not advanced enough for the field inspection party to locate the new buildings. This was left for field edit.

Field inspection was done on the following photographs: 48-0-2071, 48-0-2096, 48-0-2097, all ratio prints; and nine-lens photograph 25732.

3. **HORIZONTAL CONTROL**

The following are fixed aids to navigation, a prominent object to be charted as a landmark, and supplemental stations established to aid in locating them during field inspection by third-order methods: **CLARK** (USE) 1950, SANTIAGO 1950, BRAZOS SANTIAGO LIGHT 1950, BRAZOS SANTIAGO LIGHT 16 1950, BRAZOS SANTIAGO LIGHT 28 1950, BRAZOS SANTIAGO ENTRANCE RANGE FRONT LIGHT 1950, BRAZOS SANTIAGO ENTRANCE RANGE REAR LIGHT 1950, BRAZOS SANTIAGO RANGE FRONT LIGHT 1950, BRAZOS SANTIAGO RANGE REAR LIGHT 1950, HARLINGEN-PORT ISABEL LIGHT 119 1950, HARLINGEN-PORT ISABEL LIGHT 139 1950, PORT ISABEL TURNING BASIN WATER TANK 1950.
Horizontal control stations established by the U. S. Engineers which were recovered and identified during field inspection are as follows, with State Plane Coordinates (Lambert) Texas, South Zone, as obtained from the Brownsville Field Office of the Galveston Engineer District:

<table>
<thead>
<tr>
<th></th>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>MON 9</td>
<td>2,421,783.59</td>
<td>146,088.55</td>
</tr>
<tr>
<td>MON DD</td>
<td>2,425,607.84</td>
<td>138,580.81</td>
</tr>
<tr>
<td>NORTH ZERO</td>
<td>2,439,471.31</td>
<td>148,505.93</td>
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</tbody>
</table>

Horizontal control was identified on the following photographs: 48-0-1497, 48-0-2041, 48-0-2042, 48-0-2044, 48-0-2049, 48-0-2050, all single lens contact prints; and nine-lens photograph No. 25732. The tank identified on nine-lens photograph 25732 was constructed and the position determined after the original photography.

The following stations were reported lost: BRAZOS SANTIAGO CHANNEL FRONT RANGE LIGHT 1939, BRAZOS SANTIAGO CHANNEL REAR RANGE LIGHT 1939, BRAZOS SANTIAGO LIGHTHOUSE 1904, JBL 4 USGS 1929, PORT ISABEL NE RADIO TOWER 1917, PORT ISABEL NW RADIO TOWER 1917, and POINT ISABEL LIGHTHOUSE 1867. BRAZOS SANTIAGO LIGHTHOUSE 1904 and POINT ISABEL LIGHTHOUSE 1867 were identified by pricking the base direct and is believed the position will be adequate for radial plot purposes even though the stations are lost.

4. VERTICAL CONTROL

The following first-order bench marks were recovered: 'P 39, P 40, P 41, P 42, P 43, E 677, and POINT ISABEL TIDAL BM NO 1 1886.

The following second-order bench marks were recovered: DEL MAR TRIANGULATION STATION, DEL MAR REFERENCE MARK NO 1, and DEL MAR REFERENCE MARK NO 2.

The following tidal bench marks were recovered: POINT ISABEL 1, 2, 3, 4, 5, 6, and 9. PADRE ISLAND, BRAZOS SANTIAGO TIDAL BENCH MARKS 1, 2, and 3, established by the US&GS were recovered.

No supplemental levels of any order were established by the field party.

Vertical control was identified on the following photographs: 48-0-1493, 48-0-2049, 48-0-2050, and 48-0-2051.

5. CONTOURS AND DRAINAGE

This quadrangle is planimetric and no contouring was done.

All drainage is of the run-off variety, directly into Laguna Madre.
6. WOODLAND COVER

All woodland cover has been classified according to Photogrammetry Instructions No. 21, dated 18 August 1948.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line and the storm water line around Port Isabel and the area north of Brazos Santiago has been indicated on nine-lens photograph No. 25732, and ratio prints Nos. 48-0-2071 and 48-0-2097.

The west side of Padre Island, north of Brazos Santiago, is a part of "Special Report, Identification and Delineation of the Shoreline of Laguna Madre, Project Ph-36(48)." This report will be submitted at a later date.

All docks, wharves, piers, and submarine cables have been indicated on nine-lens photograph No. 25732.

All shoreline buildings in the Port Isabel area are shown on nine-lens photograph No. 25732.

8. OFFSHORE FEATURES

Several piles and obstructions in Laguna Madre in the vicinity of Port Isabel, were located by theodolite cuts from photo points. Form 251a, Abstracts of Directions, and Lists of Directions were furnished the Baltimore Photogrammetric Office.

9. LANDMARKS AND AIDS

All information on landmarks for nautical charts is adequately covered by Form 567.

BRAZOS SANTIAGO LIGHT is recommended as an aeronautical aid. All necessary information can be found on Form 567. It destroyed in 1951.

All fixed aids to navigation are a part of "Special Report, Location of Aids to Navigation, Project Ph-36(48), Arroyo Colorado to Brazos Santiago."

10. BOUNDARIES, MONUMENTS, AND LINES

Four monuments on the boundaries of a U. S. Engineer Reservation on the southern end of Padre Island and the northern end of Brazos Island were recovered and identified. They are: MONUMENT ON LINE, REF MON NO 2, REF MON NO 6, REF MON 7, REF MON 8, REF MON 10. They were identified on photographs 48-0-1497 and 48-0-1498.

All information on other boundaries will be found in "Special Report, Boundaries, Project Ph-36(48), Baffin Bay to the Rio Grande."
11. OTHER CONTROL

Five recoverable topographic stations were established. They are as follows: COLA 1949; DREDGING RANGE NORTH SIDE FRONT, DREDGING RANGE NORTH SIDE REAR, DREDGING RANGE SOUTH SIDE FRONT, DREDGING RANGE SOUTH SIDE REAR; PLATFORM (KEL), 1952; BRAZOS SANTIAGO LIGHT BEACON, 1952; STACK, 1950; AND POINT ISABEL LIGHTHOUSE, 1952.

12. OTHER INTERIOR FEATURES

All roads have been classified according to Photogrammetry Instructions No. 10, dated 4 April 1947, as amended 24 October 1947.

All buildings have been classified according to Photogrammetry Instructions No. 29, dated 1 October 1948.

There are no airports or landing fields within the area.

All necessary bridge information was noted on nine-lens photograph No. 25732. These bridges, and the one overhead gasoline crossing, are over a waterway navigable by skiffs and small boats only.

13. GEOGRAPHIC NAMES

All information on geographic names will be found in "Special Report, Geographic Names, Project Ph-36(48), Port Mansfield (Red Fish Landing) to the Rio Grande."

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA


"Special Report, Identification and Delineation of the Shoreline of Laguna Madre, Project Ph-36(48)"); to be submitted at a later date.


Form 567, Landmarks for Charts, to be submitted at a later date.

Form 567, Aeronautical Aids, to be submitted at a later date.
Data, Quadrangle T-9222( ), forwarded to Baltimore Office 16 August 1950, on letter of transmittal Ph-36 Field 85.

Submitted
10 August 1950

William M. Reynolds
Cartographer (Photo)

Approved

George E. Morris, Jr.
Chief of Party
COMPILATION REPORT T-9222

PHOTOGRAMMETRIC PLOT REPORT.

Submitted with T-9220.

31. DELINEATION.

Compiled by the graphic method.

The scale and clarity of the single and nine-lens photographs used for delineating was good.

The field inspection was adequate.

32. CONTROL.

Sufficient control was identified. Density and placement were good. The control in this area is listed in the Descriptive Report for T-9220.

33. SUPPLEMENTAL DATA.

None used.

34. CONTOURS AND DRAINAGE.

Reference Item 5.

35. SHORELINE AND ALONGSHORE DETAILS.

Low-water line, storm-water line and shoal areas were adequately defined by the field inspector and have been shown according to his notes.

36. OFFSHORE DETAILS.

No statement.
37. LANDMARKS AND AIDS.

Eight (8) private daymarks for YACHT CLUB BOAT BASIN CHANNEL have been located on the manuscript. The field editor is requested to comply with the Hydrographic Manual, page 300, paragraph 3834.

Refer to side heading 56 of the field editor report.

38. CONTROL FOR FUTURE SURVEYS.

Five (5) recoverable topographic stations are being submitted on Form 524 and are listed under Item 49.

39. JUNCTIONS.

A satisfactory junction has been made as follows:

Survey T-9220 - on the north.
Survey T-9221 - on the west.
Survey T-9225 - on the south.
Project limits are to the east.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with U. S. Geological Survey Quadrangle FORT ISABEL, TEXAS, scale 1:31,680, edition of 1934, reprinted in 1945. The two are in fair agreement.
47. **COMPARISON WITH NAUTICAL CHARTS.**

Comparison was made with U. S. C. & G. S. Nautical Chart 1238, published September 1941 (3rd edition) and corrected to 13 October 1950. Areas shown as marsh on the chart are now shown and labeled "Sand and Mud".

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.**

None.

**ITEMS TO BE CARRIED FORWARD.**

None.

---

Richard A. Reese  
Carto. Photo. Aid

APPROVED AND FORWARDED:

Arthur L. Wardwell  
Chief of Party
49. GEOGRAPHIC NAME LIST.

- BOCA CHICA BAY
- BRAZOS ISLAND
- BRAZOS SANTIAGO
- BRAZOS SANTIAGO L.H.
- BROWNSVILLE SHIP CHANNEL
- CAMERON COUNTY
- CLARK ISLAND
- COAST GUARD STATION — Port Isabel C.G. Sta. # 222
- COMMISSIONERS PRECINCT NO. 1
- COMMISSIONERS PRECINCT NO. 2
- DEL MAR BEACH
- EL OSTIONAL
- GULF OF MEXICO

- INTRACOASTAL WATERWAY
- LAGUNA MADRE
- LOMA DE LA BANDERITA
- LOMA DE LA DRAGA
- LOMA DE LA PALANCA POLANGANA
- LOMA DE LOS GACHUPINES
- LOMA DE LOS TEQUIOS
- LOMA DEL BURRO
- LOMA DEL GATO
- LOMA DEL ISLOTE
- LOMA DEL MESQUITE
- LOMA DEL RINCON CHIQUITO
- LOMA OCHOA
- LOMA OELONA
- LOMA PLATA
- LOMA SILVAN
- LONG ISLAND
- LOS MONTES
- MESA DEL CAVILAN
- MISSOURI PACIFIC R. R.

- NORTH JETTY

OUR LADY STAR OF THE SEA CHURCH
48. GEOGRAPHIC NAME LIST (CONTINUED)

- PADRE ISLAND
- PASO CORVINAS
- PORT ISABEL
- PORT ISABEL HARBOR
- SOUTH BAY
- SOUTH JETTY
- TEXAS STATE NO. 100
- TEXAS
- VADIA ANCHA
- YACHT CLUB

* Feature not mapped because it could not be identified.

Names underlined in red are approved.
10/2/52

HMMQ
NOTES FOR THE HYDROGRAPHER.

Topographic stations listed below may be of use to the hydrographer:

SOUTH SIDE DREDGING RANGE
FRONT - 1950

SOUTH SIDE DREDGING RANGE
REAR - 1950

NORTH SIDE DREDGING RANGE
FRONT - 1950

NORTH SIDE DREDGING RANGE
REAR - 1950

COLA, 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

```
chart letter 465 (6-2)
```

---

**STATE** | **TEXAS**
---|---

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<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<td>RADIO</td>
<td>BRAZAOS SANTIAGO. Skeleton steel, painted red and white, ht = 115 (119)</td>
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<th>DATUM</th>
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<td>97 09</td>
<td>1927</td>
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**METHOD OF LOCATION AND SURVEY No.** | **DATE OF LOCATION** |
---|---|
| 1-7222 | Jan.52 |

**CHARTS AFFECTED**

1117

128A

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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

```
Chart letter 465 (52)
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**State: Texas**

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<th>Signal Name</th>
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<th>Longitude (°')</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Range Chart</th>
<th>Bearing Chart</th>
<th>Elevation</th>
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<td>HARPINSON-PORT ISABEL LIGHT 129</td>
<td>26 01 1639</td>
<td>97 11</td>
<td>53.07 D.M.</td>
<td>18.68 D.P.</td>
<td>N.A.</td>
<td>T-9222</td>
<td>Flanestable Mar.52</td>
<td>X</td>
<td>1288</td>
<td></td>
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<td>97 10</td>
<td>72.08 D.M.</td>
<td>23.08 D.P.</td>
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<tr>
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<td>26 03 1016</td>
<td>97 10</td>
<td>22.13 D.M.</td>
<td>2.16 D.P.</td>
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<tr>
<td>BAZOS SANTIAGO DAYBEACON 18</td>
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<td>97 11</td>
<td>60.08 D.M.</td>
<td>19.72 D.P.</td>
<td>&quot;</td>
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<tr>
<td>BAZOS SANTIAGO DAYBEACON 22</td>
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<td>97 11</td>
<td>10.70 D.M.</td>
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<tr>
<td>BAZOS SANTIAGO DAYBEACON 12</td>
<td>26 03 175</td>
<td>97 11</td>
<td>850 D.M.</td>
<td>&quot;</td>
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<tr>
<td>BAZOS SANTIAGO DAYBEACON 26</td>
<td>26 03 020</td>
<td>97 11</td>
<td>37.61 D.M.</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
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<tr>
<td>POINT ISABEL LIGHTHOUSE (73 ft. high)</td>
<td>26 01 1150</td>
<td>97 12</td>
<td>726 D.M.</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
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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.

* Tabulate seconds and meters.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted (deleted from) the charts indicated.

The positions given have been checked after listing by

\[ \text{Chart letter} 921(50) \# 465(52) \]

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<th>Texas</th>
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<tr>
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<td>Description</td>
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<tr>
<td>LIGHT</td>
<td>Brazos Santiago Entrance Range Front Light</td>
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<tr>
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<td>Brazos Santiago Entrance Range Fr.Lt.,1950</td>
</tr>
<tr>
<td></td>
<td>26 03</td>
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</table>

<table>
<thead>
<tr>
<th>BEACON</th>
<th>white conical brick tower</th>
</tr>
</thead>
<tbody>
<tr>
<td>(This is old lighthouse which was restored to operation in Jan. 1952. A continuous white light. See Form 557 &quot;TO BE CHARTED&quot; as LIGHTHOUSE)</td>
<td></td>
</tr>
<tr>
<td>Point</td>
<td>26 04</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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</thead>
<tbody>
<tr>
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<td>&quot;</td>
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<table>
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<tr>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1288</td>
</tr>
</tbody>
</table>

Note: The position listed for Brazos Santiago Entrance Range Front light should be checked. The 1950 position was not available to the Field Edit Party.

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 (deleted from) the charts indicated.

The positions given have been checked after listing by

**Chart letter A65 (52)**

<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>Brazos Santiago, white boathouse, tower (Boathouse burned, tower and light destroyed, 1951)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNAL NAME</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brazos</td>
<td>26 04</td>
<td>M.A. Triangulation</td>
<td>1927</td>
<td>CORPUS CHRISTI</td>
</tr>
<tr>
<td>Santiago</td>
<td>97 09</td>
<td>T-9222</td>
<td>1950</td>
<td>SEG. CHAR</td>
</tr>
</tbody>
</table>

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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>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Position</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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</thead>
<tbody>
<tr>
<td></td>
<td>BROWNSVILLE CHANNEL RANGE C FRONT LIGHT</td>
<td></td>
<td></td>
<td>26 02</td>
<td>13.06</td>
<td>E.N. METERS 16.36</td>
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<td>1952</td>
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<td></td>
<td>BROWNSVILLE CHANNEL RANGE C REAR LIGHT</td>
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<td></td>
<td>26 02</td>
<td>101.65</td>
<td>E.N. METERS 59.76</td>
<td>T-9222</td>
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<tr>
<td></td>
<td>BROWNSVILLE CHANNEL RANGE A FRONT LIGHT</td>
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<td></td>
<td>26 01</td>
<td>136.66</td>
<td>E.N. METERS 27.15</td>
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<td></td>
<td>BROWNSVILLE CHANNEL RANGE E FRONT LIGHT</td>
<td></td>
<td></td>
<td>26 01</td>
<td>701.35</td>
<td>E.N. METERS 11.36</td>
<td>T-9222</td>
<td>1952</td>
</tr>
<tr>
<td></td>
<td>BROWNSVILLE CHANNEL RANGE A REAR LIGHT</td>
<td></td>
<td></td>
<td>26 02</td>
<td>777.56</td>
<td>E.N. METERS 26.93</td>
<td>T-9222</td>
<td>1952</td>
</tr>
<tr>
<td></td>
<td>BROWNSVILLE CHANNEL RANGE E REAR LIGHT</td>
<td></td>
<td></td>
<td>26 02</td>
<td>1117.25</td>
<td>E.N. METERS 58.68</td>
<td>T-9222</td>
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<tr>
<td></td>
<td>BROWNSVILLE CHANNEL LIGHT 30</td>
<td></td>
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<td>656.75</td>
<td>E.N. METERS 13.53</td>
<td>T-9222</td>
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<tr>
<td></td>
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<td></td>
<td>26 01</td>
<td>1602.35</td>
<td>E.N. METERS 25.93</td>
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</tr>
<tr>
<td></td>
<td>BROWNSVILLE CHANNEL LIGHT 33</td>
<td></td>
<td></td>
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<td>20.23</td>
<td>E.N. METERS 34.22</td>
<td>T-9222</td>
<td>1952</td>
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<tr>
<td></td>
<td>PORT ISABEL WEST JUNCTION CHANNEL LIGHT 1</td>
<td></td>
<td></td>
<td>26 02</td>
<td>35.13</td>
<td>E.N. METERS 30.27</td>
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<td></td>
<td>PORT ISABEL EAST JUNCTION CHANNEL LIGHT 2</td>
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<td></td>
<td>26 02</td>
<td>101.66</td>
<td>E.N. METERS 86.00</td>
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<td>1952</td>
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<td></td>
<td>PORT ISABEL WEST JUNCTION CHANNEL LIGHT 3</td>
<td></td>
<td></td>
<td>26 02</td>
<td>141.26</td>
<td>E.N. METERS 13.99</td>
<td>T-9222</td>
<td>1952</td>
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<td></td>
<td>PORT ISABEL EAST JUNCTION CHANNEL LIGHT 4</td>
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<td>26 02</td>
<td>62.61</td>
<td>E.N. METERS 29.68</td>
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<td>PORT ISABEL EAST JUNCTION CHANNEL LIGHT 5</td>
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<td>1619.61</td>
<td>E.N. METERS 22.55</td>
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<td></td>
<td>PORT ISABEL CHANNEL LIGHT 1</td>
<td></td>
<td></td>
<td>26 03</td>
<td>66.61</td>
<td>E.N. METERS 37.20</td>
<td>T-9222</td>
<td>1952</td>
</tr>
<tr>
<td></td>
<td>PORT ISABEL CHANNEL LIGHT 2</td>
<td></td>
<td></td>
<td>26 03</td>
<td>265.42</td>
<td>E.N. METERS 103.76</td>
<td>T-9222</td>
<td>1952</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.

* Tabulate seconds and meters
I recommend that the following objects which have 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 Chart letter 465 (52).

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>BRAZOS SANTIAGO ENTRANCE SOUTH SIDE</td>
<td>RANGE FRONT Dayka</td>
</tr>
<tr>
<td>BRAZOS SANTIAGO ENTRANCE NORTH SIDE</td>
<td>RANGE FRONT Dayka</td>
</tr>
<tr>
<td>BRAZOS SANTIAGO ENTRANCE SOUTH SIDE</td>
<td>RANGE KFAR Dayka</td>
</tr>
</tbody>
</table>

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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 Chart letter 463 (52).

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL LIGHT 6</td>
<td></td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL BREDING RANGE FRONT BEACON</td>
<td></td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL BREDING RANGE REAR BEACON</td>
<td></td>
</tr>
<tr>
<td>HARTLEGEN PORT ISABEL LIGHT 140</td>
<td></td>
</tr>
<tr>
<td>POINT ISABEL LIGHTHOUSE</td>
<td>AT 73 (45)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D.M. METERS</td>
<td>D.P. METERS</td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL LIGHT 6</td>
<td>26 03</td>
<td>10.50</td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL BREDING RANGE FRONT BEACON</td>
<td>26 02</td>
<td>1505</td>
</tr>
<tr>
<td>PORT ISABEL CHANNEL BREDING RANGE REAR BEACON</td>
<td>26 02</td>
<td>25.26</td>
</tr>
<tr>
<td>HARTLEGEN PORT ISABEL LIGHT 140</td>
<td>26 03</td>
<td>37.76</td>
</tr>
<tr>
<td>POINT ISABEL LIGHTHOUSE</td>
<td>26 01</td>
<td>38.83</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 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>
</tr>
</thead>
<tbody>
<tr>
<td>LT. 119</td>
<td>Harlingen - Port Isabel</td>
<td>7-15-57 N.M.</td>
<td>26 06</td>
<td>667.8</td>
<td>97 12</td>
<td>1079.8</td>
<td>1927 Triang.</td>
</tr>
<tr>
<td>LT. 139</td>
<td>Harlingen - Port Isabel</td>
<td>7-15-57 N.M.</td>
<td>26 04</td>
<td>398.5</td>
<td>97 12</td>
<td>64.2</td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>Brazos Santiago</td>
<td>7-15-57 N.M.</td>
<td>26 04</td>
<td>670.9</td>
<td>97 09</td>
<td>1989.8</td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>Brazos Santiago Entrance Range Front</td>
<td>7-15-57 N.M.</td>
<td>26 03</td>
<td>1714.7</td>
<td>97 10</td>
<td>229.6</td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>Brazos Santiago Entrance Range Rear</td>
<td>7-15-57 N.M.</td>
<td>26 03</td>
<td>1710.4</td>
<td>97 10</td>
<td>705.7</td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>Brazos Santiago Range Front</td>
<td>7-15-57 N.M.</td>
<td>26 04</td>
<td>116.0</td>
<td>97 09</td>
<td>1341.9</td>
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</tr>
<tr>
<td>LIGHT</td>
<td>Brazos Santiago Range Rear</td>
<td>7-15-57 N.M.</td>
<td>26 04</td>
<td>544.7</td>
<td>97 09</td>
<td>697.6</td>
<td></td>
</tr>
</tbody>
</table>

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

The positions given have been checked after listing by

Richard A. Reese  
Tampa Photogrammetric Office

Arthur L. Wardwell  
Chief of Party

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>LT. 16</td>
<td>BRAZOS SANTIAGO Red triangular slatted structure on piles</td>
<td>26 03 848.1 97 10 1459.6 1927 N.A. T-9222 Triang. 1950 x 1288</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LT. 28</td>
<td>BRAZOS SANTIAGO Red triangular slatted structure on piles</td>
<td>26 02 1642.0 97 11 1373.8 &quot; &quot; &quot; &quot; x &quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

The positions given have been checked after listing by

Richard A. Reece
Tampa Photogrammetric Office

[Signature]

Arthur L. Wardwell
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>---------</td>
<td>-------</td>
</tr>
<tr>
<td>TANK</td>
<td>PORT ISABEL MUN. WATER TANK</td>
</tr>
<tr>
<td>STACK</td>
<td>PORT ISABEL TURNING BASIN WATER TANK</td>
</tr>
<tr>
<td>TANK</td>
<td>POINT ISABEL LIGHT HOUSE 1867</td>
</tr>
</tbody>
</table>

Note: Elevation to be checked by the field editor because Form 526 states roof and finial damaged by 1950 storm.

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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

Chart Letter 921 (50)

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Light: Brazos Santiago, White boat house tower</td>
<td>26 04 670.9 97 09 1599.8</td>
<td>1927</td>
<td>T-9222</td>
<td>1350</td>
<td></td>
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</table>

**This Lt. destroyed.**

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Santiago Brazos Light</strong></td>
<td>26 04 837.0 97 09 1386.0</td>
<td>Radial Plat</td>
<td>1952</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** This is an occulting white light atop north cty of the Coast Guard Station. According to the Coast Guard officially, this location is temporary. The information was furnished by the field editor on 22 March 1952.

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 *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

See Chart letter 921(50) 465(52)

<table>
<thead>
<tr>
<th>STATE</th>
<th>TX</th>
<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>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>BRAZOS SANTIAGO ENTRANCE SOUTH SIDE RANGE FRONT - Black triangular daymark on skeleton tower on piles</td>
<td>26 03 1666 97 10 354</td>
<td>N.A. T-9222</td>
<td>Rad. Plot 1950</td>
<td>X</td>
<td>1288</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BRAZOS SANTIAGO ENTRANCE NORTH SIDE RANGE FRONT - Black square daymark on skeleton tower on piles</td>
<td>26 03 1760 97 10 354</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BRAZOS SANTIAGO ENTRANCE SOUTH SIDE RANGE REAR - Black triangular daymark on skeleton tower on piles</td>
<td>26 03 1661 97 10 1127</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BRAZOS SANTIAGO ENTRANCE NORTH SIDE RANGE REAR - Black square daymark on skeleton tower on piles</td>
<td>26 03 1753 97 10 1130</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

* These three daymarks have been destroyed.

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PHOTOGRAMMETRIC OFFICE REVIEW

T. 9222

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 Date)

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. Natural ground cover
23. Natural ground cover
24. Other physical features

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines

MISCELLANEOUS

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

40. William A. Rampe

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.

43. Remarks:

Compiler

Supervisor
51. **Methods.**—All roads and streets were travelled by truck or jeep to check their classification and to answer questions raised by the reviewer. The beach areas of Padre and Brazos Islands were travelled by jeep. The water area was inspected by skiff or walking along the shoreline.

Three daybeacons and ten piling along the Brownsville Ship Channel were located by planetable cuts. Three daybeacons and nineteen piling along the same channel were located by sextant fix. Teh piling, along the northwest side of the Intracoastal Waterway, directly east of Fort Isabel were located by stadia distance and planetable. Harlingen-Fort Isabel Light 129 and five piling along the northeast side of the Intracoastal Waterway were located by planetable cuts. The Coast Guard Radio Beacon and buildings to be added on Padre Island were located by planetable.

The city limits of Fort Isabel were drawn on 9-lens field photograph 25732, from the city map furnished by the city clerk, as an aid to the compiler. There are no marked corners.

All additions or corrections indicated on the photographs were by direct identification.

The permanently marked aids along the Brownsville Ship Channel are to be located by theodolite method from existing horizontal control in order that a third order position may be obtained. The results of the observations will be furnished at a later date for the entire channel.

Field edit information will be found on the Field Edit Sheet and photographs 25732 and 48-0-2070. Cross-reference notes will be found on the Discrepancy Print. A list of sextant fixes for piles and daybeacons is included with field edit data.

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

52. **Adequacy of compilation.**—After application of field edit information and revisions brought about thereby, the map compilation will be adequate and complete.

53. **Map accuracy.**—From visual inspection and points occupied with the planetable for intersection purposes, the horizontal accuracy of the map details appears good.

54. **Examination of proof copy.**—It is recommended that the proof copy be sent to Mr. George C. Colley for examination. Mr. Colley is a boat operator in the area and able to read a map with ease. His address is Fort Isabel, Texas.
Geographic names.--The removal of Brazos Santiago Lighthouse as a name is recommended. There is no lighthouse by that name in the area. According to local information the lighthouse was destroyed in 1938 when a storm blew the light and superstructure away. The remains of the structure are still in evidence and are reported on for 524 as a topographic station, \textit{Platform (Elev.)}, 1952.

56. \textbf{Privately maintained aids to navigation}.--The piling marking the entrance to the boat basin just northwest of Port Isabel are placed and maintained by personnel of the Yacht Club. They should be charted as piles, not daybeacons.

Respectfully submitted,

22 March 1952

William H. Shearouse

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

T-453 (1854) 1:20,000
T-1045 (1867) 1:20,000
T-3673 (1917) 1:10,000
T-6706 a&b (1939) 1:20,000
T-6707 (1939) 1:10,000

For nautical charting purposes, the old topographic surveys are superseded by the new map (T-9222).

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

Port Isabel quadrangle, USGS, Edition 1934, Reprint 1945, 1:31,680
The USGS quadrangle does not show the Brownsville Ship Channel.

64. **Comparison with Contemporary Hydrographic Surveys:**

None

65. **Comparison with Nautical Charts:**

Chart No. 1288, 15 January 1951, 1:80,000.
No discrepancies were noted.

66. **Adequacy of Results and Future Surveys:**

This map complies with the project instructions and the National Map Accuracy Standards.

Water stages inland from the Gulf Coast vary widely with meteorological conditions. In view of this, it was decided to omit the high-water line where it is indefinite and unmarked by visible evidence on the ground, and in its place to indicate by a broken line symbol the approximate limits of areas which were subject to inundation. This decision was arrived at mainly for these reasons:

1) The difficulty in identifying the MHW line from photographs of this area.

2) It was considered impractical to resolve this situation by extensive leveling.

For a more detailed study and investigation of this problem refer to the correspondence and summary reports to be attached to the completion report which will be submitted when the review of the surveys on this project has been completed.
The reasons and decisions reached in adopting the special treatment accorded to the shoreline delineation are discussed in the pages of correspondence and instructions attached to the Descriptive Report for T-9214.

67. Aids to Navigation:

No information was furnished by the field parties on the location of the following two daybeacons listed on page 856 of the 1952 Light List:

Brazos Santiago Daybn
Fort Isabel Daybn

Reviewed by:

Charles Hanavich

Approved:

S. J. Griffith
Chief, Review Section
Division of Photogrammetry

W. P. Emmorton
Chief, Nautical Chart Branch
Division of Charts

R. A. Seaverson
Acting Chief, Div. of Photogrammetry

Earl O. Neaton
Chief, Div., Coastal Surveys