<table>
<thead>
<tr>
<th><strong>Type of Survey</strong></th>
<th><strong>SHORELINE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Field No.</strong></td>
<td><strong>Ph-14(46)</strong></td>
</tr>
<tr>
<td><strong>Office No.</strong></td>
<td><strong>T-9295</strong></td>
</tr>
</tbody>
</table>

**LOCALITY**

- **State**: TEXAS
- **General locality**: GULF INTRACOASTAL WATERWAY
- **Locality**: STEAMBOAT ISLAND TO DEWBERRY ISLAND

**1948**

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

**DATE**

---
DATA RECORD

T - 9295
(revision of T-5364)

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

Field Office (II): Port Lavaca, Texas  Chief of Party: Ros A. Gilmore
Photogrammetric Office (III): Baltimore, Md.  Officer-in-Charge: Thos. B. Reed

Instructions dated (II) (III): (no date); Supplement 1, 22 July 1947, Letters dated 5 June 1947, 29 July 1947, 4 February 1949 and 20 July 1949

Copy filed in Division of Photogrammetry (IV)

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): 11-30-49  Date reported to Nautical Chart Branch (IV): 12-7-49

Applied to Chart No.  Date:  Date registered (IV): 15 Nov. 1952

Publication Scale (IV):

Geographic Datum (III): N.A. 1927

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

Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): DEBMERRY, 1934

Lat.: 28° 23' 52.249" (1608.4m) Long.: 96° 29' 14.319" (389.8m)

Adjusted

Plane Coordinates (IV):

State: Zone:

Y= X=

No state coordinates are shown in T-9195

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)

(shoreline)
DATA RECORD

Field Inspection by (II): Charles H. Bishop  
Date: January 1948.

Planetable contouring by (II):

Completion Surveys by (II):

Mean High Water Location (III) (State date and method of location):
Same as date of photographs (11-21-46)
Located on field photographs

Projection and Grids ruled by (IV): On original manuscript  
Date: 1934

Projection and Grids checked by (IV): On original manuscript  
Date: 1934

Control plotted by (III): Millard F. Kirk  
Date: 27 June 1949

Control checked by (III): Leroy A. Senasack  
Date: 27 June 1929

Radial Plot or Stereoscopic
Control extension by (III): none  

Planimetry

Stereoscopic Instrument compilation (III):
Contours

Manuscript delineated by (III): Ruth R. Hartley  
Date: 30 August 1949

Photogrammetric Office Review by (III): R. Glaser  
Date: 22 November 1949

Elevations on Manuscript
checked by (II) (III):

Form T-PageX 4
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>18290-18291 incl.</td>
<td>11/21/46</td>
<td>1118</td>
<td>1:10,000</td>
<td>0.4' above MLW</td>
</tr>
<tr>
<td>18293-18298 incl.</td>
<td>11/21/46</td>
<td>1130</td>
<td>1:10,000</td>
<td>0.5' above MLW</td>
</tr>
<tr>
<td>18310-18312 incl.</td>
<td>11/21/46</td>
<td>1200</td>
<td>1:10,000</td>
<td>0.6' above MLW</td>
</tr>
</tbody>
</table>

Tide (III)

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

Washington Office Review by (IV): [Signature]

Final Drafting by (IV): [Signature]

Drafting verified for reproduction by (IV): [Signature]

Proof Edit by (IV): [Signature]

Land Area (Sq. Statute Miles) (III): 22 (revised)

Shoreline (More than 200 meters to opposite shore) (III): 32 statute miles

Shoreline (Less than 200 meters to opposite shore) (III): 12 statute miles

Control leveling - Miles (II):

* Number of Triangulation Stations searched for (II): 7 Recovered: 5 Identified: 5

* In addition, 5 C of E (USE) Traverse Stations were searched for, recovered and identified.

Number of Recoverable Photo Stations established (III): 5 (USE TRAVERSE STATIONS)

Number of Temporary Photo Hydro Stations established (III): None.
Summary to Accompany T-9295

Shoreline survey T-9295, scale 1:10,000, (Lat. 28° 15' to 25', Long. 96° 29' to 96° 39') is one of 76 maps in project Ph-14(46), Intracoastal Waterway, which consists of four parts.

This project was planned to furnish data for a new series of Inland Waterway charts at 1:40,000 scale.

T-9295 is one of the Part IV group, which consists of 14 maps (T-9284 to T-9297, inclusive), Vicinity of Matagorda Bay, Texas.
Field Report
Shoreline Manuscript
T-9295

For field data covering survey T-9295, refer to Special Report for project Ph-14(46) locality of Cedar Lakes, Texas, to Aransas Pass, Texas, Ross A. Gilmore, Chief of Party, January 1948.

Chart Letter No. 150(1948). Filed in the Nautical Chart Branch, Division of Charts.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LONGITUDE OR ( x )-COORDINATE</td>
<td>FORWARD (BACK)</td>
<td>FORWARD (BACK)</td>
</tr>
<tr>
<td>B.M. 1022 (USE)</td>
<td>C of E Office</td>
<td>28 22</td>
<td>1638.6 208.4</td>
<td>1638.6 208.4</td>
</tr>
<tr>
<td></td>
<td>Comp.</td>
<td>96 32</td>
<td>1039.6 594.1</td>
<td>1039.6 594.1</td>
</tr>
<tr>
<td>B.M. 1018 (USE)</td>
<td></td>
<td>28 23</td>
<td>476.0 1373.0</td>
<td>476.0 1373.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>96 31</td>
<td>1311.5 321.9</td>
<td>1311.5 321.9</td>
</tr>
<tr>
<td>B.M. 1010 (USE)</td>
<td></td>
<td>28 23</td>
<td>1575.5 273.5</td>
<td>1575.5 273.5</td>
</tr>
<tr>
<td>(MON. 667 + 000)</td>
<td></td>
<td>96 30</td>
<td>745.2 888.2</td>
<td>745.2 888.2</td>
</tr>
<tr>
<td>B.M. 1042 (USE)</td>
<td></td>
<td>28 19 49.479</td>
<td>1523.1 323.9</td>
<td>1523.1 323.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>96 38 35.427</td>
<td>965.0 669.4</td>
<td>965.0 669.4</td>
</tr>
<tr>
<td>B.M. 1027 (USE)</td>
<td></td>
<td>28 22 31.061</td>
<td>956.2</td>
<td>956.2</td>
</tr>
<tr>
<td>1934</td>
<td></td>
<td>96 33 27.349</td>
<td>744.7</td>
<td>744.7</td>
</tr>
<tr>
<td>B.M. 1041 (USE)</td>
<td></td>
<td>28 20 37.625</td>
<td>1158.2</td>
<td>1158.2</td>
</tr>
<tr>
<td>1934, also 701+000 (USE)</td>
<td></td>
<td>96 37 05.949</td>
<td>Covered by sprt7l</td>
<td>162.0</td>
</tr>
<tr>
<td>E.SPIRITU SANTO</td>
<td></td>
<td>G-2874 P. 71</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* ECC. 1911</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D.EWEN, 1934</td>
<td></td>
<td>G-2874 P. 60</td>
<td>1749.4</td>
<td>1749.4</td>
</tr>
<tr>
<td>r 1944</td>
<td></td>
<td></td>
<td>151.4</td>
<td>151.4</td>
</tr>
<tr>
<td>F.A.R. 1934</td>
<td></td>
<td>G-2874 P. 60</td>
<td>1297.7</td>
<td>1297.7</td>
</tr>
<tr>
<td>SUB.PT. D.EWEN</td>
<td>Field Identification</td>
<td>Plotted graphically</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUB.PT. ESPIRITU</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SANTO. ECC.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Station destroyed, but site was identified. All N.A.'s recovered 1948.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET.</th>
<th>DATUM</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LONGITUDE OR $x$-COORDINATE</td>
<td>OR PROJECTION LINE IN METERS</td>
<td></td>
<td>FORWARD (BACK)</td>
<td>FORWARD (BACK)</td>
</tr>
<tr>
<td>R.M. No.1-SLM</td>
<td>Field Identification</td>
<td>N.A. 1927</td>
<td>Plotted graphically</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRINGE, 1934</td>
<td>G-2874 P. 59</td>
<td>28 18 06.907</td>
<td>209.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>96 33 17.221</td>
<td>469.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LADY, 1934</td>
<td>G-2874 P. 71</td>
<td>28 18 07.097</td>
<td>218.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>96 30 05.400</td>
<td>147.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LELA, 1934</td>
<td>&quot; &quot;</td>
<td>28 15 23.022</td>
<td>708.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUB.PT.</td>
<td>&quot; &quot;</td>
<td>96 34 47.024</td>
<td>1281.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FAR, 1934</td>
<td>&quot; &quot;</td>
<td>Plotted graphically</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Removed from map.*
COMPILATION REPORT, T-9295

T-9295 is a revision of planimetric survey T-5364.

FIELD REPORT

Refer to the Special Report, Cedar Lakes, Texas to Aransas Pass, Texas, submitted by Ross A. Gilmore, January 1948.

PHOTOGRAHMETRIC PLOT REPORT

No plot was run for this survey, but the plot for T-9284 helped to control the easternmost portion of this manuscript.

31. DELINEATION

This manuscript was delineated by graphic methods only.

The compilation was done by holding detail common to both the red line print and the photograph reductions. Sufficient control and common detail made this possible without a radial plot. Considerable change was noted, however, in the shoreline of the mainland due to the construction of the Intracoastal Waterway.

Revision of this survey was limited to the photographic coverage. A line showing the limits of the revised area is delineated on the manuscript.

32. CONTROL

Identification, density, and placement of control are adequate.

33. SUPPLEMENTAL DATA

The geographic names standard was furnished on a lithographic copy of T-5364 (1934).

34. CONTOURS AND DRAINAGE

Inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS

Field inspection of the shoreline was inadequate but it has been delineated after very careful stereoscopic examination. In some areas, labeled "tidal flats" by the field party, it was not possible to accurately determine the mean high water line. As these areas are constantly changing they are probably not of too much importance, but the shoreline has been shown with a broken line signifying the approximate mean high water line.

Low water and shoal lines were delineated from office interpretation of the photographs.
36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Twelve daybeacons and three lights have been plotted (see radial plot report for T-9284) in the Espiritu Santo Bay Ferry Channel. Positions of these aids are being submitted with this report on Form 567.

No landmarks have been identified within the area of this survey.

Ferry Channel Daybeacon No. 37 was relocated during revision. Form 567 was revised accordingly.

38. CONTROL FOR FUTURE SURVEYS

Five USE traverse stations identified by the field party are shown as recoverable topographic stations. Only one of these stations plotted in the same position as the USE bench mark with which it was listed. Forms 524 for these stations originating in this office are being submitted with this report.

39. JUNCTIONS

Junctions with T-9284 to the east and with T-9294 to the west have been made and are in agreement. There is no contemporary survey to the north and to the south is the Gulf of Mexico.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 through 45

Not applicable.

46. COMPARISON WITH EXISTING MAPS

None available.
47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison was made with nautical chart No. 1284, scale 1:80,000 edition of 9-29-47, corrected to 10-29-49.

**Items to be applied to nautical charts immediately**

None.

**Items to be carried forward**

None.

Respectfully submitted
22 November 1949

Cartographic Draftsman

Approved and forwarded
30 November 1949

Officer in Charge
Baltimore Photogrammetric Office
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9295


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)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  32. Public land lines

MISCELLANEOUS

Reviewer: Raymond Glass
Supervisor, Review Section of Unit: Joseph Steinberg

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

The positions given have been checked after listing by

R. Glaser

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LT.</td>
<td>Espiritu Santo Bay</td>
<td>28 21 1263</td>
<td>96 29 855</td>
<td>N.A. Plot</td>
<td>1927 T-9295</td>
</tr>
<tr>
<td></td>
<td>Ferry Channel South Cut</td>
<td></td>
<td></td>
<td>Radial</td>
<td>1947</td>
</tr>
<tr>
<td></td>
<td>Leading Light</td>
<td></td>
<td></td>
<td></td>
<td>XX 1284, 1285, 890</td>
</tr>
<tr>
<td>LT.</td>
<td>Espiritu Santo Bay</td>
<td>28 21 1187</td>
<td>96 29 834</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ferry Channel North Cut</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Leading Light</td>
<td></td>
<td></td>
<td></td>
<td>XX XX XX</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 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. Claser

Thos. B. Reed

Chief of 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.
48. GEOGRAPHIC NAMES

Contee Lake
Dewberry Island
Espiritu Santo Bay
First Chain of Islands
Grass Island
Gulf of Mexico
Ferry Channel
Intracoastal Waterway
Josephine Motte
Josephine Reef
Lake Island
Long Island
Long Lake
Matagorda Island
Pringle Lake
Rahal Bayou
Second Cut
Shoalwater Bay
South Pass
South Pass Lake
Steamboat Island
Steamboat Pass
Vanderveer Island

Names were taken from names standard furnished by the Washington Office.

Name added from nautical chart

Names underlined in red are approved.
11-2-50.
L. Heck
62. **Comparison with Registered Surveys:**
   
   T-766  1:20,000  1859
   T-5364  1:20,000  1933-34 (used as base for T-9295)

63. **Comparison with Maps of Other Agencies**
   
   USE  1:125,000  Port O'Connor (Tactical)  1942
   USE  1:125,000  San Antonio Bay (Tactical)  1942

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

65. **Comparison with Nautical Charts**
   

   A charted "snag" at 28° 23.7' / 96° 29.9' was not located during field inspection and is therefore not on the map manuscript.

   Inspection of shoreline and aids was made only in the areas of the Intracoastal Waterway and at the eastern end of tingle Lake because of lack of photograph coverage.

   The northern shoreline of Vanderveer Island (Pringle Lake area) has receded. This prevents proper junction between the revised and the unrevised portions of T-5364 which was used as a base in compiling T-9295.

66. **Accuracy:**

   Within the areas of the new compilation T-9295 is of charting accuracy and complies with Bureau Accuracy Policy and with National Map Accuracy requirements.

Reviewed by:

Lena T. Stevens

Approved by:

Chief, Review Section
Division of Photogrammetry

Chief, Division of Photogrammetry
49. NOTES FOR THE HYDROGRAPHER

The following is a list of USE traverse stations for which forms 524 have been furnished by the compilation office:

TRAV. STA. 717 + 000 (USE)
TRAV. STA. 707 + 639 (USE)
TRAV. STA. 680 + 000 (USE)
TRAV. STA. 675 + 000 (USE)
TRAV. STA. 667 + 000 (USE)
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-10-53</td>
<td>1254</td>
<td>Henderson</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

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