U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Shoreline
Field No.      Ph-76(51).Office No. T-9917

LOCALITY
State          Texas
General locality Houston Ship Channel
Locality Sims Bayou to Boggy Basin

1941-52

CHIEF OF PARTY
P.L. Bernstein, Chief of Field Party
J.E. Waugh, Tampa Photo. Office

LIBRARY & ARCHIVES
DATE        June 23, 1958
DATA RECORD

T-9917

Project No. (I): Ph-76(51) Quadrangle Name (IV):

Field Office (II): Houston, Texas Chief of Party: P. L. Bernstein
Photogrammetric Office (III): Tampa, Florida Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III): 21 November 1951 and
letter of 22 May 1952


Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV): 19 Sept 1957

Publication Scale (IV): Publication date (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 (4) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): BUFFALO, 1931

Lat.: 29°43'28.143 (866.5m.) Long.: 95°12'45.527 (1223.6m.) Adjusted
Unadjusted

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 name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): J. A. Clear, Jr., & W. H. Shearouse Date: June 1952

Planetable contouring by (II): Not applicable. Date:

Completion Surveys by (II): L. F. Woodcock Date: 26 April 1955

Mean High Water Location (III) (State date and method of location):
June, 1952–Air Photo Compilation

Projection and Grids ruled by (IV): Jack Allen (W.O.) Date: 24 Nov. 1952
Projection and Grids checked by (IV): H. D. Wolfe (W.O.) Date: 25 Nov. 1952
Control plotted by (III): I. I. Saperstein Date: 21 Jan. 1953

Control checked by (III): R. J. Pate Date: 22 Jan. 1953

Radial Plot on Stereoscopic Control extension by (III):
M. M. Slavney Date: 1 Sept. 1953

Stereoscopic Instrument compilation (III):
Planimetry Date:
Contours Date:

Manuscript delineated by (III): R. Dossett Date: 30 Oct. 1953

Photogrammetric Office Review by (III): I. I. Saperstein Date: 13 Nov. 1953

Elevations on Manuscript checked by (II) (III): Inapplicable Date:
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<th>Time</th>
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<th>Stage of Tide</th>
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Camera "W"

54-W-3154 to 3157 inc. 19 Oct 1954 1:30000
54-W-3162 to 3166

Tide (III)

Inapplicable

Reference Station:

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 13

Shoreline (More than 200 meters to opposite shore) (III): 22

Shoreline (less than 200 meters to opposite shore) (III): Inapplicable

Control Leveling - Miles (II): Inapplicable

Number of Triangulation Stations searched for (II): 15 Recovered: 10 Identified: 12

Number of BMs searched for (II): 6* Recovered: 4 Identified: 3

Number of Recoverable Photo Stations established (III): 22**

Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

*Tidal bench marks

**14 are aids to navigation

Date: 23 March 1954
15 April 1954
Summary to Accompany T-9917

Project Ph-76(51) consists of seven map manuscripts, 1:10,000 scale, which delineate the shoreline and the inland area for one-half mile each side of the Houston Ship Channel from Galveston Bay to the City of Houston.

T-9917 includes that part of the Channel between Boggy Bayou Basin on the east to Sims Bayou on the west.

After smooth drafting and printing, a cloth-backed
- copy of the map and the descriptive report will be registered and filed in the Bureau Archives.

When all the maps of the project have been thus registered, a Completion Report for the project will be written. It will describe the project as to purpose, reports, and records turned in and filed.
SHORELINE MAPPING PROJECT PH-76
TEXAS, Houston to Galveston Bay (Buffalo Bayou)

Compiled at scale 1:10,000 from 1:24,000 scale single-lens photographs taken May 1951
(Refer to Air-Photo Indexes 99-E and 99-F)
THE FIELD INSPECTION REPORT IS BOUND WITH

T-9916

Field Edit Report bound with Completion Report

Filed in library
COMPILATION REPORT T-9917

PHOTOGRAHMETRIC PLOT REPORT.

Submitted with T-9915

31. DELINEATION.

The graphic method was used. The area embracing the ETHYL CORPORATION was applied to the manuscript from a pantographed copy (to scale) of the plans of the company.

At approximate latitude 29°42', longitude 95°12', a new area of street planimetry appears on the photographs. Due to insufficient photographic coverage and consequent lack of control, delineation is not complete.

The scale of the photographs was good.

Field inspection was complete and satisfactory.

32. CONTROL.

The control was adequate. Placement and density were good.

33. SUPPLEMENTAL DATA.

The following plans were used:

ETHYL CORPORATION (Reference Item 31)
SHEFFIELD STEEL CORPORATION (R.R. and building reference)
SINCLAIR REFINING COMPANY " " "

34. CONTOURS AND DRAINAGE.

Contouring is not applicable.

The drainage has been delineated as shown on the photographs and field inspection notes.
35. **SHORELINE AND ALONGSHORE DETAILS.**

All shoreline details apparent on the photographs and additional details indicated by the field inspector have been delineated.

The shoreline inspection was adequate.

36. **OFFSHORE DETAILS.**

None.

37. **LANDMARKS AND AIDS.**

It is noted that all the aids were identified on photographs taken in 1951 and the Light List shows that several of the aids were moved in 1952. The aids involved are: HOUSTON SHIP CHANNEL LIGHTS 74, 78, 80, 84, 86 and 91.

*A no 6570, light list, 1952. On shore, on steel pier, on mud sill. (Rebuilt 1952)*

Aids to navigation were identified on 1954 photography or located by field methods.

A special report, "Landmarks for Charts," is bound with Completion Report.

38. **CONTROL FOR FUTURE SURVEYS.**

Twenty-two (22) Forms 524 are being submitted. Only eight (8) are listed under Item 49 as fourteen (14) are for aids to navigation.

39. **JUNCTIONS.**

A satisfactory junction has been secured with T-9916 on the west and T-9918 on the east.

There is no contemporaneous survey to the north and south.
40. HORIZONTAL AND VERTICAL ACCURACY.

Vertical accuracy inapplicable.

Some areas were controlled by "two-cut" detail points. These have been shown by green 2½ mm circles on the map manuscript.

46. COMPARISON WITH EXISTING MAPS.

A comparison was made with U. S. Army Corps of Engineers Topographic Quadrangle "DEEPWATER, TEXAS", scale 1:31,680, compiled in 1943; and USCG Topographic Maps of HOUSTON SHIP CHANNEL, register numbers 4618, 4619 and 4620, scale 1:5,000, compiled in 1931.

The comparison with Quadrangle "DEEPWATER, TEXAS" showed little shoreline difference. Considerable new inshore construction was noted in buildings and streets.

The comparison with USCG Topographic Maps 1:5,000 showed many changes in both shoreline and inshore areas. Since the "DEEPWATER, TEXAS" quadrangle is at more recent date, the differences are not being listed.

One particularly pronounced shoreline discrepancy common to both these maps is at the mouth of "HUNTING BAYOU".

47. COMPARISON WITH NAUTICAL CHARTS.

A comparison was made with USCG Nautical Chart No. 590, scale 1:10,000, published in May 1944, and bearing a print date of May 8, 1951. The following discrepancies were noted:

Shoreline changes at mouth of HUNTING BAYOU due to dredging and filling.

Pronounced shoreline indentations at WASHBURN TUNNEL crossing (tunnel not shown on chart).

Reduced shoreline at entrance to GREENS BAYOU and Slip at PHILLIPS CHEMICAL CORPORATION (Adams Terminal); also at BOGGY BAYOU BASIN and PORT HOUSTON IRON WORKS.
ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

WASHBURN TUNNEL crossing.

Pipeline tunnel at THE CHAMPION PAPER AND FIBRE COMPANY.

ITEMS TO BE CARRIED FORWARD.

None.

Rudolph Dossett
Carto Photo Aid

APPROVED AND FORWARDED

J. E. Waugh, Chief of Party
48. GEOGRAPHIC NAME LIST.

AMERICAN PETROLEUM COMPANY

BOGGY BAYOU BASIN
BUFFALO BAYOU

CLINTON DRIVE
COASTAL OIL & TRANSPORT COMPANY WHARF
COTTON PATCH BAYOU
CROWN CENTRAL PETROLEUM COMPANY
CROWN HILL CEMETERY

ETHYL CORPORATION

FEDERAL ROAD

GENERAL AMERICAN TANK STORAGE TERMINALS
GREENS BAYOU
GULF COMPRESS COMPANY
GULF REFINING COMPANY WHARF

HESS TERMINAL CORPORATION (Norsworthy Terminal)
HORTON & HORTON SHELL DOCK
HOUSTON
HOUSTON LIGHTING & POWER COMPANY (Deepwater Plant)
HOUSTON SHIP CHANNEL
HUNTING BAYOU

JONES LAKE

LITTLE VINE BAYOU

MANCHESTER TERMINAL CORPORATION
MATHIESON CHEMICAL CORPORATION

PASADENA
PHILLIPS CHEMICAL CORPORATION (Adams Terminal)
PHILLIPS PETROLEUM CORPORATION
PORT HOUSTON IRON WORKS
PORT TERMINAL RAILROAD

SAN JACINTO ORDNANCE DEPOT
SHEFFIELD STEEL CORPORATION

SHELL OIL COMPANY
SHELL OIL COMPANY DOCKS
SIMS BAYOU

SINCAL REFINING COMPANY
SOUTHERN PACIFIC RAILROAD
48. GEOGRAPHIC NAME LIST (CONTINUED)

TENNESSEE
THE CHAMPION PAPER & FIBRE COMPANY
THE TEXAS COMPANY (Galena Plant)
THE TEXAS COMPANY SLIP
TODD SHIPYARD CORPORATION

VINCE BAYOU

WASHBURN TUNNEL

Names approved
3-23-54. L. Heck
49. **NOTES FOR THE HYDROGRAPHER.**

The following topographic stations will be useful to the hydrographic party:

- **TANK, 1952** (Gulf Atlantic Warehouse Company)
- **CHIMNEY, 1952** (Manchester Terminal Warehouse)
- **TOWER, (NORTH) 1952** (Houston Lighting & Power Co.)
- **TOWER, (SOUTH) 1952**
- **CHIMNEY, 1952** (The Texas Company bulk plant)
- **CHIMNEY, 1952** (Crown Petroleum Refinery)
- **TANK, 1952** (Phillips Chemical Company)
- **CHIMNEY, 1952** (Shell Petroleum Company Refinery)
<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>DATUM CORRECTION</th>
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<tbody>
<tr>
<td>HOUSTON SHIP CHANNEL</td>
<td>Hou, Sh. Ch., Pg 18</td>
<td>29.44</td>
<td>48,093</td>
<td>1480.8 (366.6)</td>
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<tr>
<td>LIGHT 82, 1955</td>
<td></td>
<td>95.10</td>
<td>03,572</td>
<td>96.0 (1516.2)</td>
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<td>LIGHT 86, 1955</td>
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<td>46.74</td>
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<td>15.20</td>
<td>408.5 (1203.9)</td>
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<td>39.185</td>
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<td>31.407</td>
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<td>29.43</td>
<td>27.224</td>
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<td>95.08</td>
<td>30,837</td>
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<td>29.44</td>
<td>119,920</td>
<td>367.3 (1480.1)</td>
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<td>LIGHT 75, 1955</td>
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<td>95.08</td>
<td>18,376</td>
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<td>95.09</td>
<td>04.431</td>
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<td>14,219</td>
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<td>LONGITUDE OR ( x )-COORDINATE</td>
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| 838 + 61.40
(400L)(USEB), 1955 | Hg, Pb
Sh, Ch
Pge 18 | N.A. 1927 | 29 44 | 51,360 | 1581.4 (266.0) | 839.4 (772.8) |
| 850 + 12.99
(350L)(USEB), 1955 | " 24 | " | 29 44 | 48,400 | 1490.2 (357.2) | 1178.7 (433.5) |
| 869 + 36.96
(400R)(USEB), 1955 | " 25 | " | 29 44 | 40,781 | The 526 for this station says "STAMPED 869+36.96"
450R | 1255.0 (592.4) | 126.5 (1483.7) |
| 887 + 77.32
(400R)(USEB), 1955 | " 25 | " | 29 44 | 37,188 | 1145.0 (702.4) | 597.9 (1043.3) |
| 940 + 00
(450L)(USEB), 1955 | " 25 | " | 29 44 | 16,287 | 501.5 (1345.9) | 477.1 (1135.3) |
| 981 + 00
(450L)(USEB), 1955 | Pge 18 | " | 29 43 | 41,409 | 1275.0 (572.4) | 1069.8 (542.7) |
| 1009 + 00
(350L)(USEB), 1955 | " 25 | " | 29 43 | 30,474 | 938.3 (909.1) | 115.9 (1496.6) |
| 1045 + 00
(350L)(USEB), 1955 | " 25 | " | 29 43 | 33,181 | 1021.6 (825.8) | 1202.3 (410.3) |
| 745 + 00
(350L)(USEB), 1955 | " 24 | " | 29 44 | 11,473 | 353.3 (1494.1) | 1548.4 (64.0) |
| 833 + 00
(400L)(USEB), 1955 | " 25 | " | 29 44 | 52,217 | 1607.8 (239.6) | 650.8 (961.4) |
| 811 + 67.16
(400L)(USEB), 1955 | " 24 | " | 29 44 | 46,599 | 1434.8 (412.6) | 1571.2 (41.0) |
| HOUSTON SHIP CHANNEL
LIGHT 80, 1955 | " 18 | " | 29 44 | 40,912 | 1259.7 (387.7) | 1323.7 (288.6) |
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<th>DATUM</th>
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<th>LONGITUDE OR $\lambda$-COORDINATE</th>
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<td>TODD, 1955</td>
<td>G.P. 8 Hou. Sh. Ch. Pge 1</td>
<td>N.A. 1927</td>
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<td>50,899</td>
<td>30,908</td>
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<td>JONES, 1955</td>
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<td>29 43</td>
<td>54,571</td>
<td>49,832</td>
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<td>WARREN, 1955</td>
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<td>49 43</td>
<td>52,682</td>
<td>38,393</td>
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<td>DEER PARK, SHELL REFINING CO., TALLEST STACK, 1955</td>
<td>Pge 19</td>
<td></td>
<td>29 43</td>
<td>35,615</td>
<td>33,649</td>
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<td>675 + 00</td>
<td>(405L)(USB), 1955</td>
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<td>29 44</td>
<td>01,509</td>
<td>41,406</td>
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<td>700 + 63.18</td>
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<td>09,720</td>
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<td>29 44</td>
<td>13,825</td>
<td>The 526 for this station says &quot;STAMPED 710+00, 500L.&quot;</td>
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<td>29 44</td>
<td>15,891</td>
<td>11,743</td>
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<td>766 + 19.86</td>
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<td>29 44</td>
<td>12,940</td>
<td>23,752</td>
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<td>(400R)(USB), 1955</td>
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<td>16,632</td>
<td>25,644</td>
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<td>29 44</td>
<td>40,569</td>
<td>47,181</td>
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<td>1249.1 (598.3)</td>
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1 FT. = 0.0304800 METER

COMPUTED BY: R. S. Tibbetts
DATE: 3-7 Oct. 1955

CHECKED BY: I. I. Saperstein
DATE: 12 Oct. 1955
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

**Rudolph Dossett**

**J. E. Waugh**

**Chief of Party**

<table>
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<tr>
<th>STATE</th>
<th>TEXAS</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<tr>
<td>TANK</td>
<td>Steel, Aluminum colored, &quot;Gulf Atlantic Warehouse Co.&quot; painted on side. ht = 112</td>
</tr>
<tr>
<td>TANK</td>
<td>Steel, Aluminum colored, at Manchester Terminal Corp. Wharf (LOCATED 1931) ht = 142</td>
</tr>
<tr>
<td>CHIMNEY</td>
<td>At Manchester Terminal Wharf Warehouse. ht = 80</td>
</tr>
<tr>
<td>TOWER</td>
<td>(NORTH) Skeleton steel, transmission. ht = 285</td>
</tr>
<tr>
<td>TOWER</td>
<td>(SOUTH) Skeleton steel, transmission. ht = 285</td>
</tr>
<tr>
<td>STACK</td>
<td>TALLEST OF TWO (DEEPWATER HL&amp;P STACK, 1942) ht = 355</td>
</tr>
<tr>
<td>CHIMNEY</td>
<td>Concrete. ht = 175</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 shall be marked on charts with a double circle. The latter shall be penciled for the chart of the month of publication.
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 Rudolph Dossett.

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHARTING NAME</strong></td>
<td><strong>DESCRIPTION</strong></td>
</tr>
<tr>
<td><strong>TANK</strong></td>
<td><strong>Steel, Aluminum colored. (PASADENA CHAMPION PAPER MILL COMPANY WATER TANK, 1952) ht = 173(203)</strong></td>
</tr>
<tr>
<td><strong>CHIMNEY</strong></td>
<td><strong>Concrete, bearing letters C-R-C-W-N, ht = 125(145)</strong></td>
</tr>
<tr>
<td><strong>STACK</strong></td>
<td><strong>Brick (HOUSTON SHEFFIELD STEEL COMPANY STACK, 1952) ht = 180(200)</strong></td>
</tr>
<tr>
<td><strong>TANK</strong></td>
<td><strong>Steel, Aluminum colored. ht = 150(160)</strong></td>
</tr>
<tr>
<td><strong>WATER TOWER</strong></td>
<td><strong>Gray colored, spheroid tank atop (HOUSTON ETHYL GAS CORP. WATER TOWER, 1952) ht = 150(175)</strong></td>
</tr>
<tr>
<td><strong>CHIMNEY</strong></td>
<td><strong>(TALEST OF THREE) at Shell Oil Co. ht = 310(345)</strong></td>
</tr>
<tr>
<td><strong>Mast</strong></td>
<td><strong>KPRCTV tallest mast 1952</strong></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating
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 ____________________________

<table>
<thead>
<tr>
<th>STATE</th>
<th>TEXAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Lt. 96</td>
<td>Destroyed</td>
</tr>
</tbody>
</table>

Percy L. Bernstein  
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
50. PHOTOGRAMMETRIC OFFICE REVIEW

T- 9917


CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy  MMS  6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  IIS  7. Photo hydro stations  XX  8. Bench marks  IIS

ALONGSHORE AREAS

(Nautical Chart Data)

17. Landmarks  IIS  18. Other alongshore physical features  IIS  19. Other alongshore cultural features  IIS

PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines  XX  32. Public land lines  XX

MISCELLANEOUS


40. [Signature]

Supervisor, Review Section 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:
Review Report  
Shoreline Survey T-9917  
23 March 1954

62. Comparison with Registered Topographic Surveys:—

T-4619 1:5,000 1931 Tucker Bayou to Greens Bayou
4620 " " Greens Bayou to Clinton
4621 " " Clinton to Turning Basin

Various stumps along either shore delineated on these surveys and still carried on Chart 590 are not on T-9917. Because of extensive changes since 1931, because the 1952 field inspection did not reveal them, and because they are well beyond the channel limits they may be considered nonexistent. (See Special Report Landmarks for Charts).

T-9917 supersedes the older surveys for charting purposes.

63. Comparison with Maps of Other Agencies:—

USE Quad. Deepwater, Texas, 1:31,680, 1943

Because of the numerous cultural changes since 1943, T-9917 supersedes the quadrangle for charting purposes within the area of the new survey except for contours.

64. Comparison with Contemporary Hydrographic Surveys:— No hydrographic surveys were made since the 1931 series H-5121 to 5128, incl., 1:5000.

65. Comparison with Nautical Charts:—

590 1:10,000 1st combined ed. 1952. Houston Ship Channel, Carpenter Bayou to Houston.

1. Lights on T-9917 are in the positions photographed in 1951 and corroborated by field inspection since 1952. The 1953 Light List says that No. 80 (east of Greens Bayou) is "on shore". If the light is on shore, then the shoreline in that vicinity requires verification. Spoil may be forming an advancing shoreline.

2. Submerged pipelines:

A Charted pipeline crossing at 95° 13'38" is not on T-9917 because field inspection indicated it does not exist.

Additional submerged pipeline crossings are at 95° 08'15" and 95° 13'10".

3. Sunken barges in Sims Bayou are south of a charted sunken wreck there.
4. The charted standpipe at 95° 08'15" no longer exists. The area is now used as a spoil dump.

5. Various dolphins on T-9917 are not on chart 590.

The field inspection was well executed so that T-9917 supersedes older charting data as of the time of field inspection except for contours.

66. Accuracy.- This map complies with project instructions and meets the National Standards of Map Accuracy.

Reviewed by:

Lena T. Stevens

APPROVED

McLandry
Chief, Review Branch
Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
# Nautical Charts Branch

**Survey No.**

**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>5/17/34</td>
<td>590</td>
<td>C. Lueb</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.