

9175

Diag. Cht. No. 1286-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC

Field No. Ph-36(48) Office No. T-9175

LOCALITY

State TEXAS

General locality CORPUS CHRISTI BAY

Locality NUECES BAY

194 51

CHIEF OF PARTY

C.W. Clark, Chief of Field Party
H.A. Paton, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES

DATE Feb-26-1954

B-1870-1 (11)

9175

DATA RECORD

T-9175

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

Quadrangle Name (IV): Odem

Field Office (II): Corpus Christi, Texas

Chief of Party: Charles 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
Supplement No. 2 (field) 28 July 1949
Office compilation assignment, 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): 12-19-49 Date reported to Nautical Chart Branch (IV): 12-27-49

Applied to Chart No.

Date:

Date registered (IV): 11-5-53

Publication Scale (IV): 1:20000

Publication date (IV): 1953

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): KALETA, 1905

Lat.: 27° 54' 08.273 254.7m Long.: 97° 31' 56.602" 1547.9m Adjusted
~~CRABPOT~~

Plane Coordinates (IV):

State: Texas

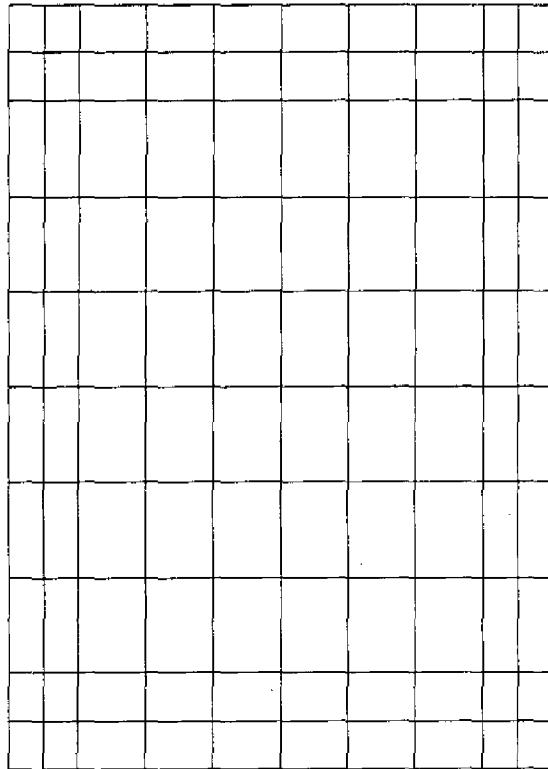
Zone: South

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)

Planimetric only

DATA RECORD

Field Inspection by (II): C. H. Bishop, Cartographic Survey Aid F. M. Wisiecki, Cartographic Survey Aid	Date: Feb., Mar., and April, 1949
Planetable contouring by (II): <i>None</i>	Date:
Completion Surveys by (II): 9-5-51 <i>W. H. Shearouse</i>	Date: <i>9-5-51</i>
Mean High Water Location (III) (State date and method of location): <i>12-8-48</i> Identified on field photographs	
Projection and Grids ruled by (IV): <i>WEW</i>	Date: <i>6-22-49</i>
Projection and Grids checked by (IV): <i>WEW</i> <i>HDW</i>	Date: <i>6-22-49</i> <i>6-23-49</i>
Control plotted by (III): <i>F. J. Tarcza</i>	Date: <i>7-26-49</i>
Control checked by (III): <i>M. F. Kirk</i>	Date: <i>8-25-49</i>
Radial Plot or Stereoscopic Controlled by (III): <i>F. J. Tarcza</i>	Date: <i>9-30-49</i>
Planimetry	Date:
Stereoscopic Instrument compilation (III):	Date:
Contours	Date:
Manuscript delineated by (III): <i>Ruth M. Whitson</i>	Date: <i>11-14-49</i>
Photogrammetric Office Review by (III): <i>J. W. Vonasek</i>	Date: <i>12-14-49</i>
Elevations on Manuscript checked by (II) (III): <i>J. W. Vonasek</i>	Date: <i>12-7-49</i>

U.S.C. & G.S. single lens, type 104,
 Camera (kind or source) (III): focal length 6 inches.

Number	Date	PHOTOGRAPHS (III)		Scale	Stage of Tide
		Time			
48-0-1370 to 1372 inclusive	12-8-48	1347	1350	1:20,000	not computed (tide negligible)
48-0-1379 to 1382 inclusive	12-8-48	1354		1:20,000	"

Tide (III)

Reference Station: Galveston
 Subordinate Station:
 Subordinate Station:

Ratio of Ranges	Mean Range	Diurnal
		Spring Range
1.0	1.0	1.4

Washington Office Review by (IV): *C. Theurer*

Date: 9-17-52

Final Drafting by (IV): *M.C. Webber*

Date: 8-6-53

Drafting verified for reproduction by (IV): *W.O. Halluin*

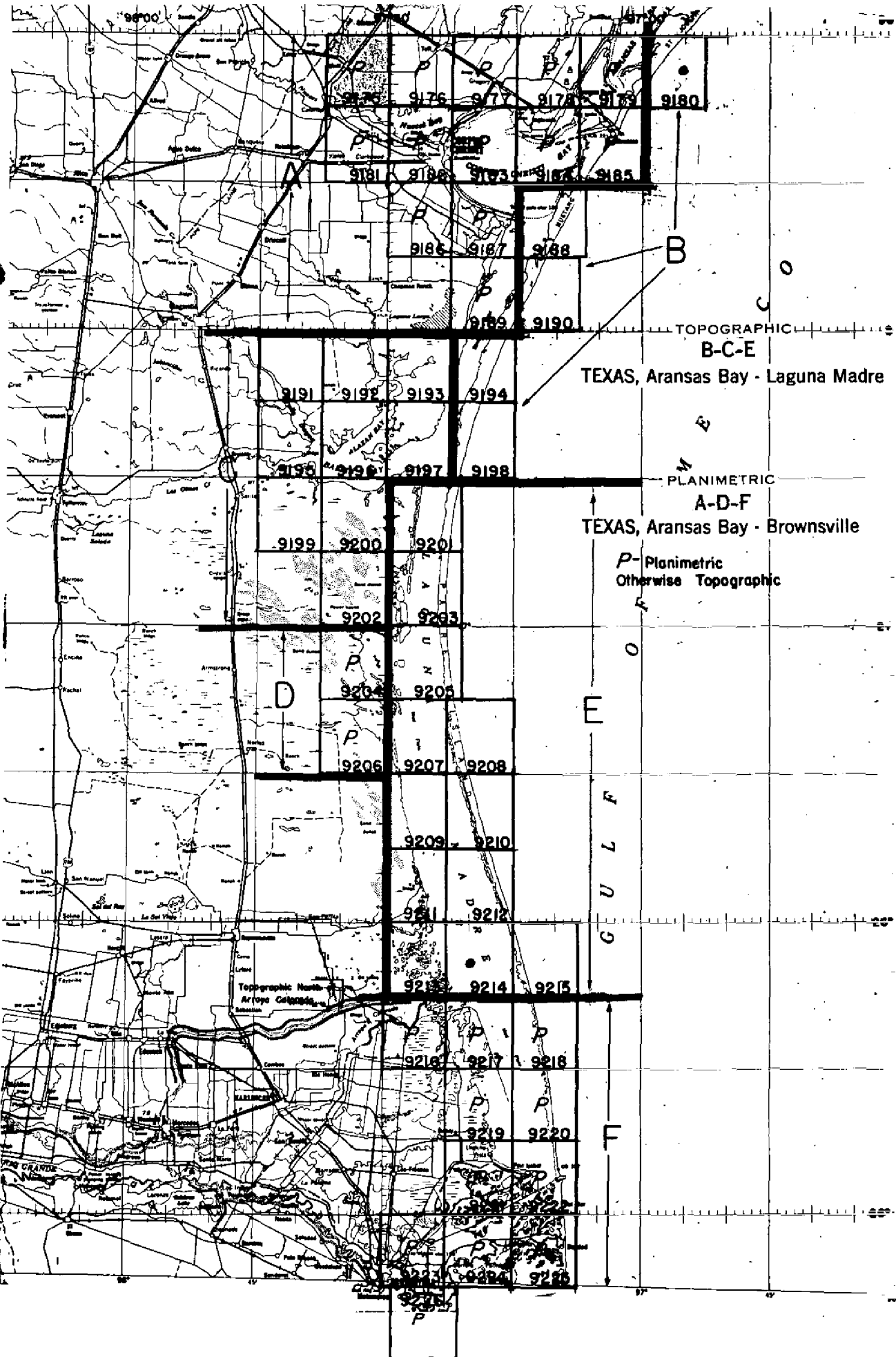
Date: 8-17-53

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 56 sq. statute miles
 Shoreline (More than 200 meters to opposite shore) (III): 2 statute miles
 Shoreline (Less than 200 meters to opposite shore) (III): 19
 Control Levelling - Miles (II): None
 Number of Triangulation Stations searched for (II): 7 Recovered: 6 Identified: 6*
 Number of BMs searched for (II): 23 Recovered: 20 Identified: 20**
 Number of Recoverable Photo Stations established (III): 0
 Number of Temporary Photo Hydro Stations established (III): 0

Remarks: * Includes P.T.S. 1-Y 1923 (USGS) which was not recovered.
 ** Includes two BM's located beyond the north limits of this survey.



TOPOGRAPHIC
B-C-E

TEXAS, Aransas Bay - Laguna Madre

PLANIMETRIC
A-D-F

TEXAS, Aransas Bay - Brownsville

P - Planimetric
Otherwise Topographic

G U L F

Topographic Number
Arroyo Colorado
San Antonio

Summary 7- 9175

Project Ph-36(48) consists of fifty-two quadrangles at 1:25,000, 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 choropleth surveys in Part IV of Project Ph-14(46).

Information concerning Ph-36(48) in its broader aspects 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 1:25,000 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-9182, T-9204, and T-9205, will be published as planimetric maps.

Eleven-hundred 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. Eleven-hundred copies of the published topographic quadrangles at 1:25,000 scale will also be filed.

All special reports except the Geog. Names Report will be filed in the Project Completion Report.

FIELD INSPECTION REPORT

Quadrangle T-9175
(27-25.5/97-30.0)
Project Ph-36(48)

Charles W. Clark, Chief of Party

All phases of field work were completed in accordance with the Director's Instructions Project Ph-36(48) - Field, dated 14 February 1949 and other applicable instructions as noted herein.

The various phases of field work were completed by the following personnel during the indicated periods of time:

NAME	PHASE	MONTH, 1949
Charles H. Bishop Cartographic Survey Aid	Horizontal and Vertical Control Recovery and Identification.	February and March
	Interior Inspection	February and March
Frank M. Wisiecki Cartographic Survey Aid	Shoreline Inspection	April

1. Description of the area:

This planimetric quadrangle lies within San Patricio and Nueces Counties in the southern part of the State of Texas. The southern part of the quadrangle is all marsh, which is flooded when the Nueces River and Bay freshets.

A part of the marsh has been reclaimed for farming, while the greater part is used for cattle grazing. At present, no further reclamation of the marsh is in progress.

The central and northern areas of the quadrangle are arable areas and the chief crops are cotton, flax, and onions. The southern part of the quadrangle near the marsh area is an active oil area producing gas and oil. This area is entirely criss crossed by underground gas and oil lines leading from wells to refineries.

2. COMPLETENESS OF FIELD INSPECTION

Field Inspection in this quadrangle is believed to be adequate and complete with sufficient notes on the photographs so that the compiler should have no difficulty in compiling the manuscript.

Numerous underground pipelines exist throughout the area. These are very prominent on the photographs; however, during the course of field inspection none of these lines were found without a deliberate search being made. In open country there are no discernible traces of them. In mesquite and chaparral areas, their courses are rapidly being overgrown. Consequently these pipe lines were not considered suitable topographic features for mapping. The field inspector labeled those that are discernible on the photographs for the benefit of the compiler and reviewer.

3. INTERPRETATION OF THE PHOTOGRAPHS

As the photography was of recent date no great difficulty was encountered in the interpretation of the photographic detail.

In the marsh area are islands of fast land which photograph white. These islands are covered with sand and scrub. The main islands were shown on the photographs.

The oil fields show as light areas on the photographs. Deposits of drilling mud are the cause of the tones.

4. HORIZONTAL CONTROL

Three horizontal control stations were recovered and positively identified as follows:

SINTON MUNICIPAL WATER TANK, 1931

KALETA, 1905-1931

BM I-46

~~BM-146~~ (U.S.G.S.)

(North of this Quad)

New horizontal control stations were established by the Division of Geodesy are as follows, all positively identified:

AIRWAY BEACON NO. 16, 1949

ODEM, 1949

ODEM MUNICIPAL WATER TANK, 1949

PTS 5Y, 1923 (USGS) and PTS 6Y, 1923 (USGS) were not searched for as they are outside the area photographed.

5. VERTICAL CONTROL

All existing bench marks were searched for. Twenty were recovered and identified. Three are lost, missing or destroyed.

6. CONTOURS AND DRAINAGE

The drainage of the area is general and into Nueces River and Bay to the south and Porto Bay tributaries to the north. All secondary drainage is intermittent with none of it prominent.

7. MEAN HIGH WATER LINE

The shoreline inspection was done in accordance with Field Memorandum No. 1 - 1938, dated 20 June and Supplemental Instructions, dated 18 March 1944.

The marshline along Nueces Bay is as photographed. The fast land is the foot of the hills and where the scrub areas end.

Symbolization of the mean high water line was done in accordance with par. 20(a) of the latter instructions and symbolization of the indefinite shoreline (marsh line) was done in accordance with paragraph 20(c) of the same instructions.

8. MEAN LOW WATER LINE

As there is no perceptible periodic tide in Nueces Bay and Nueces River, the low water line would be no appreciable distance

from the high water line. The only change in high or low water line is caused by the winds.

9. WHARVES AND SHORELINE STRUCTURES

There are no wharves or shoreline structures existing within the area of this quadrangle.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

No details offshore from the mean high water line were discovered during the course of field inspection. Neither are there any details charted on existing charts within the limits of this quadrangle.

11. LANDMARKS AND AIDS TO NAVIGATION

There are no charted landmarks within the limits of this quadrangle. None were recommended for charting. There are no aids to navigation within the quadrangle.

12. HYDROGRAPHIC CONTROL

One topographic station was established as additional hydrographic control.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields within the limits of this quadrangle. A fan marker just east of Odem was identified for location by the radial plot. This and Airway Beacon No. 16 are the only aeronautical aids within the quadrangle.

Reported to Aeronautical Chart Branch on Form 567

14. ROAD CLASSIFICATION

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947 and as amended 4 October 1947.

15. BRIDGES

There are no bridges over navigable streams in this quadrangle.
Clearances are given on RR. bridge over Nueces River

16. BUILDING AND STRUCTURES

All building and structures were classified in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.

17. BOUNDARY MONUMENTS AND LINES

See "Special Report on Boundaries - Baffin Bay to Latitude 28° 00' - Project Ph-36(48)" to be submitted at a later date.

18. GEOGRAPHIC NAMES

See "Special Report Geographic Names - Project Ph-36(48)" to be submitted at a later date.

19. COAST PILOT

See special report "Coast Pilot - Project Ph-36(48)" to be submitted at a later date.

Submitted:
15 April 1949

Frank M. Wisiecki
Frank M. Wisiecki
Cartographic Survey Aid

Approved:
20 May 1949

Charles W. Clark
Charles W. Clark
Lt. Comdr. USC&GS
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

PROJECT PH-36(48) A and part of B

SURVEYS T-9175 to 9179 inclusive
and T-9181 to 9190 inclusive

21. AREA COVERED

This radial plot covers the areas of Surveys T-9175 ^{to} and T-9179 inclusive, and T-9181 to T-9190 inclusive, located along the shoreline of Gulf of Mexico and along shoreline of lower Aransas Bay, Corpus Christi Bay, Nueces Bay, and northern end of Laguna Madre. They form part of a series of planimetric and topographic surveys in Project Ph-36(48) which extends from Rockport to Brownsville, Texas. Surveys T-9188 and T-9190 are topographic surveys in sub-Project No. Ph-36(48)B. The remainder of the surveys in this radial plot are planimetric surveys forming sub-Project PH-36(48)A.

22. METHOD -

MAP MANUSCRIPTS:

The map projections furnished the compilation office are on acetate sheets ruled with polyconic projections in black, and Texas South grids in red, at a scale of 1:20,000. No base grids were furnished.

All control stations and substitute stations were plotted on the map projections using beam compass and meter bar, except CHAPMAN, 1949, and its substitute station which were outside the limits of the Map projections.

A sketch showing layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

PHOTOGRAPHS

The photographs used in this radial plot were all single lens photographs, contact scale 1:40,000, ratioed to scale 1:20,000. They were taken with the Type O camera, focal length 152.37 mm (6 inches). One hundred and twenty-nine (129) photographs were used in the radial plot numbered as follows:

48-0-1077 to 1083 incl.	48-0 -1159 to 1175 incl.
-1090 to 1098 incl.	-1193 to 1209 incl.
-1102 to 1112 incl.	-1215 to 1228 incl.
-1117 to 1131 incl.	-1362 to 1373 incl.
-1137 to 1153 incl.	-1378 to 1387 incl.

22. METHOD

PHOTOGRAPHS (Continued)

There were several flights of photographs, along shorelines only, taken at contact scale of 1:20,000. Many of these were used by the field inspection party to supplement ratioed prints but office prints of these were not needed for the radial plot.

The ratioed prints used in this radial plot were printed with fiducial marks made by using the special glass plate containing these marks in the negative holder of the ratio printer.

PREPARATION OF PHOTOGRAPHS

The symbols for pass points, control stations and conjugate centers are in accordance with Photogrammetry Instructions No. 12, dated 17 March 1947.

TEMPLETS

Transparent plastic (Kodapak) templets were made of all photographs, using the master templet furnished by the Washington Office to correct for paper distortion.

CLOSURE AND ADJUSTMENT TO CONTROL

Since no base sheets were furnished, vinylite sheets with 10,000 foot grids previously used on another project, were used for base sheets. Control stations were transferred from the map projections by matching common grid lines. One additional control station SUB. PT. CHAPMAN, 1949 was used (No. H-23 on sketch). Since it could not be plotted on any map projection, the geographic position was converted to grid coordinates and plotted directly on the base sheet.

For convenience, this plot^{is} broken down into three parts, as shown by heavy purple lines on sketch. The first part covered six surveys, Nos. T-9175, T-9176, T-9177, T-9181, T-9182 and T-9183. The second covered four surveys, Nos. T-9178, T-9179, T-9184, and T-9185. The third part covered five surveys, Nos. T-9186 to T-9190, incl. Although laid in three parts, this is considered as one radial plot. Before starting Part 2, the adjoining base sheets of Part 1, with templets attached, were attached and the plot laid as an extension. Similarly part 3 used adjoining base sheets and templets from Parts 1 and 2.

The plot was laid in the usual manner, starting with templets with good fixes on control and bridging across areas without control. With the small amount of overlap between flights, sometimes not over 20%, it was necessary to bridge the gaps in line of flight first, then adjusting the next flight, rather than try to adjust across flights.

22. METHOD

CLOSURE AND ADJUSTMENT to CONTROL (Continued)

The following irregularities were noted while laying the radial plot:

At SUB. PT CALALLEN, 1949 (No. F-1 on sketch) the position could not be held. It was noted that the radially plotted position was in error 180° in azimuth. Suspecting an error in angle of 180°, a new position was plotted for the substitute point and held. The suspected error of 180° in the observed angle was confirmed by the field inspection party after a recheck of the station was made.

T9181

There were two positions furnished for CLARKWOOD MUNICIPAL WATER TANK (F-5 on sketch). The 1949 position was 100 meters north of the 1931 position. The field inspection party reported the original tank as still good. Both positions were plotted but in the radial plot the 1931 position was held. The error was reported to the Washington Office and it was verified that the latitude of the 1949 position furnished was in error. SUB. PT. PTS 17Y, 1923 (USGS) (F-6 on sketch) was found to be about 2 miles west of location pricked by field inspection party. This is a point on USGS traverse line. Investigation of position along traverse showed an error of 02' in longitude, a typographic error in the published position.

T9181

At SUB. PT. VIOLA, 1933 (G-3 on sketch) the radial plot established a position about 100 meters north of the geographic position. Investigation of pricking revealed another point of marsh similar to one identified in the field. This point was repricked and held in the radial plot.

T9182

SUB. PT. CUDDIHY, 1949 (K-1 on sketch) could not be held. The radially plotted position fell about 1 mm southwest. No error was apparent in pricking.

An error was found in the original angle on the field identification card when the identification of this station was re-checked by the field editor.

Two other stations within 300 meters of this substitute point, CUDDIHY FIELD STACK, 1949, and CUDDIHY FIELD CONTROL TOWER, 1949 were identified in the office and held. Since CUDDIHY, 1949 falls off any survey in this radial plot, and two stations nearby were held, no further investigation of the error was made. Another station to the east, ST. CYRIL AND METHODIUS CATHOLIC CHURCH CROSS, 1949 (K-2 on sketch) was identified for additional control when the first part was laid, in order to strengthen the area of the plot.

GUN MOUNT, 1948 (USE), (J-7 on sketch), has a radially plotted position about 100 meters south of geographic position. Examination of photographs revealed another gun mount at the radially plotted position. This is apparently an error in identification in the field.

T9186

In addition to the irregularities described, the following stations could not be held in the radial plot:

At SUB. PT. B.M. I-46, 1942 (USGS) (A-1 on sketch), the radially plotted position falls 0.7 mm northeast of the geographic position. This is a traverse position established by USGS with no control nearby. It is also in the weakest area of the plot where it was necessary to bridge

See Review Report T9176 # 66

22. METHOD

CLOSURE AND ADJUSTMENT to CONTROL

across two flights between control stations with no survey or any control to the north. There is probably some error in geographic position and the radially plotted position is considered better, though weak.

PATOS WINDMILL, 1949 (N-18 on sketch) was not held, the radially plotted position being 0.6 mm southeast of geographic positions. The identification of the windmill appears doubtful and was not identified as control by the field party, but as an approximate location for geographic name. There is sufficient control to establish a good radially plotted position in this area.

T 9189

A later identification of this station by the field editor indicates that the geographic position of the sta. is correct; error was in original identification.

The radially plotted position of SUB. PT. NORTH BIRD, 1912 (N-13 on sketch) falls 3.8 mm west of geographic position. The station NORTH BIRD, 1912 is destroyed and the tile found by field party and believed to be the former location of the station probably has been moved. In order to strengthen the plot in this area, Lights Nos. 33, 39, 45, and 51, on Corpus Christi - Port Isabel Channel (N-9, N-10, N-12 and N-14 on sketch) were identified in the office and held. No error in identification or computation was found.

T 9189

The radially plotted position of SUB. PT. CLEAR, 1934 (E-16 on sketch) falls 0.8 mm southwest of geographic position. With water centers and few land areas for pass points, it was necessary to identify additional stations in the office. Lights 108, 115, 123, and 133 on Aransas Bay Channel (E-12, E-13, E-14, and E-17 on sketch) were identified and held. These with other identified control gave good fixes and a radially plotted position was obtained as aforementioned. Identification appears correct but it was noted that distance to radially plotted position is about the same as to substitute station suggesting a possible error in angle.

T 9179

There were two other stations identified by substitute points but insufficient information was furnished to compute them. At LAGUNA MADRE NORTH BASE, 1882, no angle was furnished. At SPOIL, 1949, both angles and distances to substitute stations were omitted. However, there was sufficient control in each area for a good radial plot.

TRANSFER OF POINTS

Positions of pass points and photograph centers were transferred to map projections by placing map projections on the completed radial plot, matching common grid lines on base sheets, and pricking directly on the manuscript.

23. ADEQUACY OF CONTROL

The amount and distribution of control is adequate for a satisfactory radial plot, except in the northern part of Surveys T-9175 and T-9176 where a radially plotted position of BM I-46 was established.

24. SUPPLEMENTARY DATA

No graphic control surveys were used for control in the area of this radial plot.

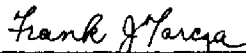
25. PHOTOGRAPHY

Photographic coverage was adequate and definition of photographs was good. No badly tilted photographs were found.

26. It was noted that by use of the distortion templet with single lens photographs, good results were obtained and the additional work involved is compensated by more accurate and more easily laid radial plot. It was particularly noted that in bridging between control along flights, the common tendency to find scale shortened by uneven paper distortion has been eliminated and better intersections are obtained on pass points common to adjacent flights.


27. Although it may be noted that there are several errors traced to field party in identification or establishing substitute stations, in general, the choice and identification of substitute points on photographs was very good on this project.

Respectfully submitted



Frank J. Tarcza
Cartographic Engineer

Approved and forwarded



Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric Office

No.	STATION	IDENTIFICATION
A-1	BMI-46, 1942 (USGS) (USC&GS B.M., 1917)	Sub. Pt.
A-2	PTS 1Y, 1923 (USGS)	Sub. Pt.
A-3	ODEM, 1949	Sub. Pt.
A-4	BROWNSVILLE-FORT WORTH AIRWAY BEACON NO. 16, 1949	Direct
A-5	ODEM MUNICIPAL WATER TANK, 1949	Direct
A-6	KALETA, 1905	Sub. Pt.
B-1	TAFT, CENTRAL POWER AND LIGHT CO., TANK, 1934	Direct
B-2	JOHNSON, 1931	Sub. Pt.
B-3	WHITE POINT, 1933	Sub. Pt.
B-4	FAY, 1933	Sub. Pt.
C-1	BLANCO, 1931	Sub. Pt.
C-2	FLOERKE, 1931	Sub. Pt.
C-3	GREGORY, KWBU RADIO TOWER, 1949	Direct
C-4	GREGORY CATHOLIC CHURCH STEEPLE, 1931	Direct
C-5	CORPUS CHRISTI TO HOUSTON BEACON NO. 1, 1949	Direct
C-6	QUINTANA, 1933	Sub. Pt.
C-7	PORTLAND, 1905	Sub. Pt.
D-1	MAIL, 1934	Sub. Pt.
D-2	ARANSAS, 1931	Sub. Pt.
D-3	ARANSAS PASS, NEW MUNICIPAL TANK, 1931	Direct
D-4	HARBOR (USE)	None
D-5	PTS 52Y, 1923 (USGS)	Sub. Pt.
D-6	PTS 53Y, 1923(USGS)	None
D-7	INGLESIDE MUNICIPAL WATER TANK, 1949	Direct
D-8	PTS 54Y, 1923 (USGS)	Sub. Pt.
E-1	CLUB, 1934	Sub. Pt.
E-2	ROCKPORT COURTHOUSE DOME, 1905	Direct
E-2	ROCKPORT MUNICIPAL WATER TANK, 1949	None
E-3	NINE, 1934	Sub. Pt.
E-4	NINE MILE POINT BEACON, 1934	Direct
E-5	ARANSAS BAY LIGHT 75, 1949	None
E-6	ARANSAS BAY LIGHT 87, 1949	None
E-7	ARANSAS BAY LIGHT 97, 1949	None
E-8	SHELL, 1934	Sub. Pt.
E-9	PTS 49 Y, 1923 (USGS)	Sub.Pt.
E-10	PTS 50Y, 1923 (USGS)	Sub.Pt.
E-11	TRACK, 1934	Sub.Pt.
E-12	ARANSAS BAY LIGHT 108, 1949	Ident. in office
E-13	ARANSAS BAY LIGHT 115, 1949	Ident. in office
E-14	ARANSAS BAY LIGHT 123, 1949	Ident. in office

No.	STATION	IDENTIFICATION
E-15	SKIFF, 1934	Sub. Pt.
E-16	CLEAR, 1934	Sub. Pt.
E-17	ARANSAS BAY LIGHT 133, 1949	Ident. in Office.
E-18	ARANSAS BAY LIGHT 199, 1949	None
E-19	ARANSAS BAY LIGHT 145, 1949	Direct
E-20	ARANSAS BAY LIGHT 147, 1949	Direct
E-21	DRAW, 1934	Sub. Pt.
F-1	CALALLEN, 1949	Sub. Pt.
F-2	PTS 22Y, 1923 (USGS)	Sub. Pt.
F-3	SHASTER, 1933	None
F-4	PTS 21 Y, 1923 (USGS)	Sub. Pt.
F-5	CLARKWOOD MUNICIPAL WATER TANK, 1931	Direct
F-6	PTS 17Y, 1923 (USGS)	Sub. Pt.
F-7	ROGERS 2, 1949	Sub. Pt.
G-1	ROSITA RANCH HOUSE SOUTH CHIMNEY, 1905	Direct
G-2	KOONCE, 1933	Sub. Pt.
G-3	VIOLA, 1933	Sub. Pt.
G-4	AMERICAN SMELTING AND REFINING CO., STACK, 1949	Direct
G-4	AMERICAN SMELTING AND REFINING CO., WATER TANK, 1949	None
G-5	CORPUS CHRISTI, RADIO STATION KEYS TOWER, 1949	Direct
G-6	KSIX RADIO TOWER, 1949	None
G-7	FAIRVIEW, 1931	Sub. Pt.
G-8	CORPUS CHRISTI, SOUTHERN ALKALI CO., STACK, 1934	Direct
G-9	CORPUS CHRISTI, CENTRAL POWER AND LIGHT CO., NUECES BAY POWER STATION, EAST STACK, 1949	None
G-9	CORPUS CHRISTI, CENTRAL POWER AND LIGHT CO., NUECES BAY POWER STATION, WEST STACK, 1949	None
G-10	RLXI (USE)	Sub. Pt.
G-11	CORPUS CHRISTI, BREAKERS HOTEL, NORTH ELEVATOR SHAFT, 1934	Direct
G-12	CORPUS CHRISTI, NUECES BAY RAILROAD BRIDGE COUNTER-WEIGHT, 1934	None
G-13	CORPUS CHRISTI, PORT TANK, 1931	Direct
G-13	CORPUS CHRISTI, ARANSAS COMPRESS CO., TANK, 1931	Direct
G-13	CORPUS CHRISTI CHANNEL, CUT B, WEST RANGE REAR LIGHT, 1949	None
G-14	CORPUS CHRISTI CHANNEL, CUT B, WEST RANGE FRONT LIGHT, 1949	None.
G-15	CORPUS CHRISTI CHANNEL LIGHT 85, 1949	None
G-15	CORPUS CHRISTI CHANNEL LIGHT 86, 1949	None
G-16	CORPUS CHRISTI HARBOR OUTER RANGE REAR LIGHT, 1949	None
G-17	CORPUS CHRISTI BREAKWATER BEACON, 1934	Direct
G-18	CORPUS CHRISTI NEW MUNICIPAL INCINERATOR STACK, 1931	None
G-19	CORPUS CHRISTI CATHOLIC CHURCH SPIRE, 1905	None
G-19	PLAZA, 1934	None
G-20	CORPUS CHRISTI, CENTRAL POWER AND LIGHT CO. STACK, 1931	None

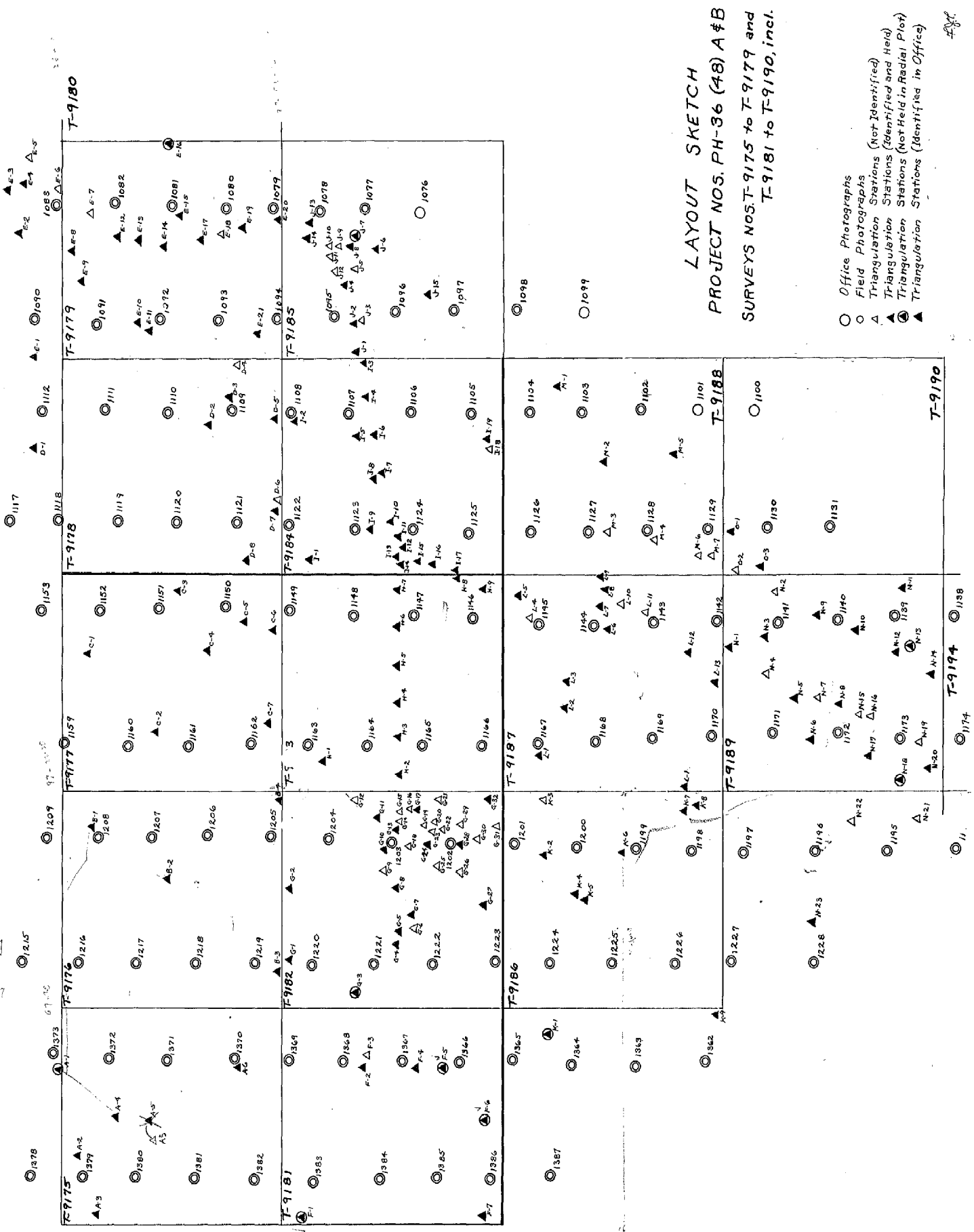
NO.	STATION	IDENTIFICATION
G-21	CORPUS CHRISTI BEACON, 1934	None
G-22	CORPUS CHRISTI, FIRST CHRISTIAN CHURCH SUPOLA, 1934	None
G-23	CORPUS CHRISTI CATHEDRAL CROSS, 1949	None
G-24	CORPUS CHRISTI, MUNICIPAL TANK (5SAM RANKIN ST.)1934	Direct
G-24	CORPUS CHRISTI, SACRED HEART CHURCH CROSS, 1949	None
G-25	CORPUS CHRISTI, PORT COMPRESS CO., TANK, 1931	None
G-26	CORPUS CHRISTI, RABBIT RUN ROAD, MUNICIPAL INCINERATOR STACK, 1949	None
G-27	MAUS, 1949	Sub. Pt.
G-27	CORPUS CHRISTI, CLIFF MAUS AIRPORT CONTROL TOWER and BEACON; 1949	None
G-28	CORPUS CHRISTI MUNICIPAL TANK (12th & MORGAN STS.)1934	Direct
G-29	CORPUS CHRISTI, SPOHN HOSPITAL STEEL STACK, 1934	None
G-30	CORPUS CHRISTI, TRINITY LUTHERAN CHURCH CROSS, 1949	None
G-31	CORPUS CHRISTI, NEW SENIOR HIGH SCHOOL STACK, 1949	None
G-32	VISTA, 1933	Sub. Pt.
G-32	VISTA REFERENCE MARK, 1949 (USE)	None
H-1	INDIAN POINT, 1933	Sub. Pt.
H-2	CORPUS CHRISTI CHANNEL LIGHT 80, 1949	Direct
H-2	CORPUS CHRISTI CHANNEL BEACON 27, 1934 (LIGHT 79)	Direct
H-3	CORPUS CHRISTI CHANNEL BEACON 25, 1934 (LIGHT 73)	Direct
H-3	CORPUS CHRISTI CHANNEL LIGHT 74, 1949	Direct
H-4	CORPUS CHRISTI CHANNEL BEACON 23, 1934 (LIGHT 67)	Direct
H-4	CORPUS CHRISTI CHANNEL BEACON 14, 1934 (LIGHT 68)	Direct
H-5	CORPUS CHRISTI CHANNEL BEACON 21, 1934 (LIGHT 61)	Direct
H-5	CORPUS CHRISTI CHANNEL BEACON 12, 1934 (LIGHT 62)	Direct
H-6	CORPUS CHRISTI CHANNEL LIGHT 55, 1949	Direct
H-6	CORPUS CHRISTI CHANNEL BEACON 10, 1934 (LIGHT 56)	Direct
H-7	CORPUS CHRISTI CHANNEL BEACON 17, 1934 (LIGHT 49)	Direct
H-7	CORPUS CHRISTI CHANNEL LIGHT 50, 1949	Direct
H-8	ENCINAL CHANNEL LIGHT 20, 1949	Direct
H-9	ENCINAL CHANNEL LIGHT 25, 1949	Direct
H-9	ENCINAL CHANNEL LIGHT 26, 1949	Direct
I-1	DONNELL, 1933	Sub. Pt.
I-2	SALT, 1934	Sub. Pt.
I-3	CORPUS CHRISTI CHANNEL LIGHT 13, 1949	Direct
I-3	CORPUS CHRISTI CHANNEL BEACON , 1934 (LIGHT 14)	Direct
I-4	CORPUS CHRISTI CHANNEL LIGHT 19, 1949	Direct
I-5	DAGGER ISLAND, 1860	Sub. Pt.
I-6	CORPUS CHRISTI CHANNEL LIGHT 25, 1949	Direct
I-6	CORPUS CHRISTI CHANNEL LIGHT 26, 1949	Direct
I-7	CORPUS CHRISTI CHANNEL BEACON 11, 1934 (LIGHT 31)	Direct
I-7	CORPUS CHRISTI CHANNEL LIGHT 32, 1949	Direct
I-8	HARBOR CITY (USE) 1949	Direct
I-9	McGLOINS BLUFF, 1860	Direct

NO.	STATION	IDENTIFICATION
I-10	CORPUS CHRISTI CHANNEL LIGHT 37, 1949	Direct
I-10	CORPUS CHRISTI CHANNEL LIGHT 38, 1949	Direct
I-11	CORPUS CHRISTI CHANNEL CUT B EAST LEADING LIGHT, 1949	Direct
I-12	ENCINAL CHANNEL LIGHT 5, 1949	Direct
I-13	CORPUS CHRISTI CHANNEL, BEACON 15, 1934 (LIGHT 43)	Direct
I-13	CORPUS CHRISTI CHANNEL LIGHT 44, 1949	Direct
I-14	CORPUS CHRISTI CHANNEL CUT A WEST LEADING LIGHT, 1949	Direct
I-15	ENCINAL CHANNEL LIGHT 9, 1949	Direct
I-15	ENCINAL CHANNEL LIGHT 10, 1949	Direct
I-16	ENCINAL CHANNEL LIGHT 13, 1949	Direct
I-17	ENCINAL CHANNEL LIGHT 19, 1949	Direct
I-18	SHAMROCK POINT LIGHT, 1949	None
I-19	SHAMROCK, 1912	Sub. Pt.
J-1	LEO 1948 (USE)	Direct
J-2	CORPUS CHRISTI CHANNEL LIGHT 7, 1949	Direct
J-2	CORPUS CHRISTI CHANNEL LIGHT 8, 1949	Direct
J-3	COW, 1948 (USE)	SUB.PT.
J-4	CORPUS CHRISTI CHANNEL LIGHT 1, 1949	Direct
J-4	CORPUS CHRISTI CHANNEL LIGHT 2, 1949	Direct
J-5	40S2, 1948 (USE)	None
J-6	RAD, 1934	Sub. Pt.
J-7	GUN MOUNT, 1948 (USE)	Direct
J-8	PORT ARANSAS, COAST GUARD WEATHER BUREAU MAST, 1934	None
J-8	PORT ARANSAS, COAST GUARD CUPOLA, 1934	Direct
J-9	PORT ARANSAS CHANNEL BEACON 2, 1934	None
J-10	HARBOR ISLAND RANGE FRONT LIGHT, 1949	None
J-11	HARBOR ISLAND RANGE REAR LIGHT, 1949	None
J-12	FENCE, 1948 (USE)	None
J-13	POGY, 1934	Direct
J-13	POGY, R.M. No. 1, 1934	Sub. Pt.
J-14	ARANSAS PASS LIGHTHOUSE, 1931	Direct
K-1	CUDDIHY, 1949	Sub. Pt.
K-1	CUDDIHY FIELD STACK, 1949	Iden. in office.
K-1	CUDDIHY FIELD CONTROL TOWER, 1949	Iden. in office.
K-2	ST. CYRIL AND METHODIUS CATHOLIC CHURCH CROSS, 1949	Iden. in office.
K-3	CORPUS CHRISTI, RADIO STATION KRIS TOWER, 1949	None
K-4	CABANISS FIELD STACK, 1949	Direct
K-5	CABANISS FIELD CONTROL TOWER, BEACON, 1949	Direct
K-6	KLEPAC, 1949	Sub. Pt.
K-7	RODD FIELD CONTROL TOWER, BEACON, 1949	Direct
K-8	RODD, 1949	Sub.Pt.
K-9	STOCKTON, 1949	Sub. Pt.

NO.	STATION	IDENTIFICATION
L-1	ABER, 1933	Sub. Pt.
L-1	ABER REFERENCE MARK, 1949 (USE)	None
L-2	WARD ISLAND, UNIVERSITY OF CORPUS CHRISTI, TOWER, 1949	Direct
L-3	CALLO, 1933	Direct and Sub.Pt.
L-4	SPOIL, 1949	Sub. Pt.
L-4	SPOIL BANK LIGHT, 1949	None
L-5	ENCINAL CHANNEL LIGHT 31, 1949	Direct
L-5	ENCINAL CHANNEL LIGHT 32, 1949	Direct
L-6	U.S. NAVAL AIR STATION, LAND PLANE CONTROL TOWER, 1949	Direct
L-7	U.S. NAVAL AIR STATION WATER TANK, 1949	Direct
L-8	U.S. NAVAL AIR STATION, BOQ POWER PLANT STACK, 1949	Direct
L-9	DEMIT, 1912	Sub. Pt.
L-10	U.S. NAVAL AIR STATION, NORTH RADIO TOWER, 1949	None
L-10	U.S. NAVAL AIR STATION, SOUTH RADIO TOWER, 1949	None
L-10	U.S. NAVAL AIR STATION, WEST RADIO TOWER, 1949	None
L-11	LAGUNA MADRE NORTH BASE, 1882	Sub. Pt.
L-11	NO. 8 (USE) 1939	None
L-11	NO. 9 (USE) 1939	None
L-12	FLOUR BLUFF SCHOOL CUPOLA, 1949	Direct
L-13	WALDRON FIELD CONTROL TOWER, 1949	Direct
L-14	RODD FIELD STACK, 1949	Direct
M-1	PIPER, 1933	Sub. Pt.
M-2	FLAT, 1933	Sub. Pt.
M-3	CORPUS CHRISTI-PORT ISABEL LIGHT 3, 1949	None
M-4	CORPUS CHRISTI-PORT ISABEL LIGHT 9, 1949	None
M-5	CRANE, 1933	Sub.Pt.
M-6	CORPUS CHRISTI-PORT ISABEL LIGHT 15, 1949	None
M-7	CORPUS CHRISTI-PORT ISABEL RANGE "A" FRONT LIGHT, 1949	None
N-1	DUG, 1933	Sub. Pt.
N-2	CORPUS CHRISTI-PORT ISABEL LIGHT 27, 1949	None
N-3	ISLAND, 1933	Sub.Pt.
N-4	SEBASTIAN WINDMILL, 1949	None
N-5	ENCINA SOLA, 1949	Direct
N-6	VINA MILDMILL, 1949	Direct
N-7	MATANZA WINDMILL, 1949	None
N-8	HARDPAN, 1912	Sub.Pt.
N-8	NO. 48 (USE) 1939	None
N-8	NUECES-KLEBERG COUNTY LINE POST, 1939	None
N-9	CORPUS CHRISTI-PORT ISABEL LIGHT 33, 1949	Ident. in office.
N-10	CORPUS CHRISTI-PORT ISABEL LIGHT 39, 1949	Ident. in office
N-11	SANDHILL 2, 1939	Sub. Pt.
N-12	CORPUS CHRISTI-PORT ISABEL LIGHT 45, 1949	Ident. in office
N-13	NORTH BIRD, 1912	Sub.Pt.

<u>NO.</u>	<u>STATION</u>	<u>IDENTIFICATION</u>
N-14	CORPUS CHRISTI-PORT ISABEL LIGHT 51, 1949	Ident. in office.
N-15	LOS CEDROS WINDMILL, 1949	None
N-16	PURE OIL WINDMILL, 1949	None
N-17	HACHA WINDMILL, 1949	Direct
N-18	PATOS WINDMILL, 1949	Direct
N-19	YERBA ANIS WINDMILL, 1949	None
N-20	TORO WINDMILL, 1949	Direct
N-21	ALTA VISTA WINDMILL, 1949	None
N-22	COYOTES WINDMILL, 1949	None
N-23	CHAPMAN, 1949	Sub. Pt.
O-1	SCRUB, 1933	Sub. Pt.
O-2	CORPUS CHRISTI-PORT ISABEL LIGHT 21, 1949	None
O-3	CORPUS CHRISTI-PORT ISABEL RANGE "A" REAR LIGHT, 1949	Sub.Pt.

Acres 6n.



LAYOUT SKETCH
 PROJECT NOS. PH-36 (48) A#B
 SURVEYS NOS. T-9175 to T-9179 and
 T-9181 to T-9190, incl.

- Office Photographs
- Field Photographs
- △ Triangulation Stations (Identified and Held)
- △ Triangulation Stations (Not Held in Radial Plot)
- ▲ Triangulation Stations (Identified in Office)

MAP T-9175 PROJECT NO Ph-36(48)A SCALE OF MAP 1:20,000 SCALE FACTOR 1,000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
(USGS) PT. S. 1-Y, 1923	USGS ROBESON Quad. P. 1	N.A.	27 59	19.46	599.0	(1247.9)	+3.4	602.4	(1244.5)	Station lost.
SUB. PT. PTS. No. 1-Y, 1923 (USGS)		"	97 35	11.43	312.3	(1327.2)	-25.4	286.9	(1352.6)	
KALETA, 1905	G-1252 P. 137	N.A. 1927	27 59					608.9	(1238.0)	Not Plotted
SUB. PT. KALETA, 1905		"	97 35					276.6	(1362.9)	
EMI-46(USGS) 1942	USGS SLINTON QUAD. P. 1	N.A.	27 54	08.273				254.7	(1592.3)	North of Road.
SUB. PT. BM I-46(USGS) 1942		"	97 31					1547.9	(92.9)	
ODEM, 1949	G-8043 P. 2	N.A. 1927 Field	28 00	04.05	124.7	(1722.3)	+3.4	128.1	(1718.9)	North of Road.
SUB. PT. ODEM, 1949		"	97 32		383.9	(1255.5)	-25.4	358.5	(1280.9)	
ODEM, MUNICIPAL WATER TANK, 1949	G-8043 P. 9	N.A. 1927 Field	27 58	44.250				209.9	(1637.1)	North of Road.
BROWNSVILLE-FT. WORTH AIRWAY BEACON No. 16, 1949	G-8043 P. 9	N.A. 1927 Field	97 37	03.784				320.1	(1319.3)	
			27 58					1362.1	484.8	North of Road.
			97 37					103.4	1536.3	
			27 57	00.78				1347.6	(499.3)	North of Road.
			97 34	59.51				87.9	(1551.8)	
			27 58	13.21				24.0	(1822.9)	North of Road.
			97 33	46.73				1626.8	(13.4)	
								406.6	(1440.3)	North of Road.
								1277.2	(362.6)	

COMPILATION REPORT

T-9175

31. DELINEATION

This survey was delineated by graphic methods. For information regarding the delineation of water holes, refer to letter by Charles W. Clark to the Director, U.S.Coast and Geodetic Survey, dated 14 June 1949, subject "Classification of Topographic Features".

A discrepancy overlay has been prepared and is being submitted with this manuscript.

32. CONTROL

The identification and density of horizontal control was adequate, except in the northeast corner of this survey, which is discussed in paragraph 23 of the photogrammetric plot report.

Station PTS 1-Y, 1928 (USGS) was reported lost; however, its position was determined from reference measurements and a sub point for this station was identified and used in the photogrammetric plot. Only the sub point was shown on the manuscript.

33. SUPPLEMENTAL DATA

Geographic name standard dated November 4, 1949, on U.S.G.S., Robstown quadrangle, was furnished by the Washington Office.

The map of San Patricio County and the Nueces County Highway Map were used in connection with the boundaries. They are part of the "Special Report on Boundaries".

A highway map of District 16 furnishes some highway information. It was submitted by the field party as Name Sheet 34 (Special Names Report No. 129).

34. CONTOURS AND DRAINAGE

Contours-inapplicable.

Drainage - refer to field report, paragraph 6.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection is considered adequate.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

See field report, paragraph 11.

Form No. 567 for two aeronautical aids, prepared by Chas. W. Clark, 25 April 1949 was completed and is being submitted with this report.

38. CONTROL FOR FUTURE SURVEYS

The topographic station mentioned in paragraph 12 of the field report falls on Survey No. T9176 to the east of this survey.

39. JUNCTIONS

Junction with Surveys Nos. T-9176 to the east and No. T-9181 to the south has been made and is in agreement.

There are no contemporary surveys either to the west or to the north of this manuscript.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 to 45 - Inapplicable

46. COMPARISON WITH EXISTING MAPS

This manuscript was compared with the U.S. Geological Survey, Texas, Robstown, quadrangle, scale 1:62,500, edition 1925, reprinted 1941, and Air Photo Compilation No. T-5366 (1934) of this bureau.

47. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-9175 has been compared with USC&GS Chart no. 1286, scale 1:80,000, 13th edition, published at Washington, D. C. 1 August 1949, corrected to 15 October 1949.

Items to be applied to nautical charts immediately:

None

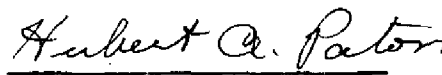
Items to be carried forward

None

Respectfully submitted
17 November 1949


Cartographic Draftsman

Approved and forwarded
16 December 1949


Officer in Charge
Baltimore Photogrammetric
Office

48. GEOGRAPHIC NAMES

• Angelita

• Bethel Cemetery

• Calallen

Commissioner Precinct No. 1 (San Patricio County)

Commissioner Precinct No. 2 (San Patricio County)

Commissioner Precinct No. 1 (Nueces County)

Commissioner Precinct No. 4 (Nueces County)

• Nueces Bay

• Nueces County

• Nueces River

• Odem

• Odem Cemetery

• Odem Mexican Cemetery

Peters Swale

Rincon Bayou

San Patricio County

San Antonio, Uvalde and Gulf R.R. (Missouri Pacific R.R.)

St. Louis, Brownsville and Mexico R.R.

(Missouri Pacific R.R.)

Geographic names were taken from names standard furnished by the Washington Office dated November 4, 1949.

*Names underlined in
red are approved.*

9-17-52

L. Heck

50

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9175

1. Projection and grids JW 2. Title JW 3. Manuscript numbers JW 4. Manuscript size JW

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy JW 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) JW 7. Photo hydro stations JW 8. Bench marks JW 9. Plotting of sextant fixes None 10. Photogrammetric plot report JW 11. Detail points JW

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline JW 13. Low-water line JW 14. Rocks, shoals, etc. JW 15. Bridges JW 16. Aids to navigation None 17. Landmarks None 18. Other alongshore physical features JW 19. Other along-shore cultural features JW

PHYSICAL FEATURES

20. Water features JW 21. Natural ground cover JW 22. Planetable contours JW 23. Stereoscopic instrument contours JW 24. Contours in general JW 25. Spot elevations JW 26. Other physical features JW

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines JW 32. Public land lines JW

MISCELLANEOUS

33. Geographic names JW 34. Junctions JW 35. Legibility of the manuscript JW 36. Discrepancy overlay JW 37. Descriptive Report JW 38. Field inspection photographs JW 39. Forms JW
40. Joseph W. Waraker Reviewer Joseph Steinberg 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.

Complier

Supervisor

43. Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~XX~~
COMMUNICATING AIDS BROWNVILLE AREA FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE AERONAUTICAL CHARTS Corpus Christi, Texas 25 April 1949

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks be charted on ~~XXXXXXXXXXXXXXXX~~ the charts indicated.

The positions given have been checked after listing by Joseph W. Vonasek

STATE <u>Texas</u>		POSITION				DATE OF LOCATION	METHOD OF LOCATION AND SURVEY NO.	CHARTS AFFECTED					
CHARTING NAME	DESCRIPTION	LATITUDE		LONGITUDE				HARBOR CHART	INSHORE CHART	OFFSHORE CHART			
		° ' " "	D. M. METERS	° ' " "	D. P. METERS								
Fort Worth to Brownville Airway Reason No. 16		27 58	406.6	97 33	1277.2	NA 1927	TRI						
CAA Odem Fan Marker		27 56	1249	97 34	521	NA 1927	Rad. Fl. or T-9175						

Chief of Party: Charles W. Clark

Field Edit Report, T-9175

51. Methods.--To make a thorough ground comparison, all roads and trails were ridden out. The classification of each was checked and all natural and cultural features compared with the compilation. At the same time, questions raised by the reviewer were answered after the necessary investigation or study of the feature was made.

Deletions, additions and corrections found were made on the Field Edit Sheet or the photographs. Where made on the photographs, reference to the photograph number was noted on the Field Edit Sheet.

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

Field edit information will be found on the Field Edit Sheet and photographs 48-0-1370, 1371, 1372, 1379, 1380, 1381, and 1382.

52. Adequacy of compilation.--This map manuscript is well-compiled. Some revision of road and building classification is required. After these corrections and application of other field edit information it will be adequate.

53. Map accuracy.--No accuracy test was specified.

54. Recommendations.--None offered.

55. Examination of proof copy.--Mr. Randolph S. King, County Surveyor of San Patricio County, has agreed to examine the proof copy of the map. His address is: Sinton, Texas. It is believed Mr. King is well-qualified to make the examination.

Geographic names.--The addition of one geographic name is recommended. It is BETHEL CEMETERY. This cemetery lies about a mile south of Odem and is said to be the oldest cemetery in the area. It is well known locally and there is no conflict as to its name. (S) 125

No discrepancies were noted in names on the map manuscript.

Respectfully submitted,
5 September 1951

William H. Shearouse
William H. Shearouse,
Cartographer

Review Report T-9175
Planimetric Map
September 17, 1952

62. Comparison with Registered Topographic Surveys.-
T-4904 1:20,000 1934-35 (Graphic Control)
T-5366 1:20,000 1934

This map supersedes these surveys for nautical charting purposes.

63. Comparison with Maps of other Agencies.-
USGS Robstown Quadrangle 1:62,500 1925, Reprinted 1941
The map manuscript and the quadrangle are in good agreement except for recent cultural changes shown on the map manuscript.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-
Nautical Chart 1286 1:80,000 1942 Corr. 1952
No major discrepancies were noted between the map manuscript and the nautical chart.

66. Map Accuracy.-See Review Report T-9176, Item 66, for results of a horizontal accuracy test on this quadrangle. This map conforms with National Map Accuracy Standards.

Reviewed by:

Charles Theurer
C. Theurer

APPROVED:

S. V. Griffith
Chief, Review Section B
Div. of Photogrammetry

W. E. Johnston
Chief, Nautical Chart Branch
Div. of Charts GFS

O. S. Reading
Chief, Div. of Photogrammetry

Carl O. Heaton
Chief, Div. of Coastal Surveys
JSCF