

# 9188

original

Diag. Cht. No. 1286

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. \_\_\_\_\_ Office No. T-918  
Pub. No. Ph-36(46)

### LOCALITY

State Texas

General locality George Christi Bay

Locality Mustang Island

1961

### CHIEF OF PARTY

George W. Morris, Jr. Chief of Field Party  
W. H. Paton, Baltimore Photo. Office

### LIBRARY & ARCHIVES

DATE Apr. 5, 1955

B-1870-1 (1)

9188

Pat Applied to chart 1286 11/14/1958 L.S.S.

Applied chart 523 3-21-66 HR

Applied to Packery Channel <sup>Area</sup> (Area up-dated with 1967 photo)  
1-28-70 R.A. Youngblood - Chart 893-5C

DATA RECORD

T-9188

Project No. (II): Ph-36(48)      Quadrangle Name (IV):

Field Office (II): Corpus Christi, Texas

Chief of Party: G. E. Morris, Jr.

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: H. A. Paton

Instructions dated (II) (III):

14 February 1949 Supplement No. 2 (field) 26 July 1949  
 Supplement No. 2 " 28 July 1949  
 Office compilation assignment 8 June 49

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): Not applicable

Scale Factor (III): none

Date received in Washington Office (IV): Oct 25-50      Date reported to Nautical Chart Branch (IV): OCT 30 1950

Applied to Chart No. 1286  
 893

Date: 11-14-50  
 7-21-52

Date registered (IV): 4-7-53

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:  
 Elevations shown as (25) refer to mean high water  
 Elevations shown as (6) refer to sounding datum  
 i.e., mean low water or mean lower low water

Shoreline at MHW (Gulf Coast)  
 Shoreline at HW (Bay side)

Reference Station (III): FLAT, 1933

Lat.: 27° 41' 41.686" 1283.1m      Long.: 97° 11' 02.298" 63.0m      Adjusted  
~~Unadjusted~~

Plane Coordinates (IV):

State: Texas

Zone: S

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.



DATA RECORD

Field Inspection by (II): J.H. Clark

Date: March April } 1949  
 May June }

Planetable contouring by (II): J. H. Clark

Date: March April } 1949  
 May June }

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

Date: Oct 1951

Mean High Water Location (III) (State date and method of location): Identified on field photographs, 8-9 Dec 1948. Supplemented with nine lens photos taken 4 May 1950 (no field identification on these)

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

Date: 13 September 1949

Projection and Grids checked by (IV): T.L.J

Date: 13 September 1949

Control plotted by (III): W. L. Lineweaver

Date: 15 September 1949

Control checked by (III): F.J. Tarcza

Date: 19 September 1949

~~Radial Plot or Stereoscopic~~

~~Control extension~~ by (III): F.J. Tarcza

Date: 27 September 1949

Stereoscopic Instrument compilation (III):  
 Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): R.R.Hartley  
 F.M.Wisiecki  
 M.F.Kirk  
 J. Councill

Date: 14 Feb 50  
 4 April 50  
 21 Apr 50  
 10 Oct. 50

Photogrammetric Office Review by (III): -- M.F. Kirk

Date: 19 Oct. 50

Elevations on Manuscript checked by (II) (III): M. F. Kirk

Date: 18 Oct. 50

Camera (kind or source) (III):

		PHOTOGRAPHS (III)			
Number	Date	Time	Scale	Stage of Tide	
1102 to 1104 ratio	12-8-48	1028	1:20,000	Negligible in Corpus Christi Bay and the Laguna Madre.	
1126 "	"	1046	"		
1127 "	"	1047	"		
1128 - 1129 "	"	1048	"		
1605 contact	12-9-48	1126	"		
1606 - 1608 "	"	1127	"	"	
1609 - 1611 "	"	1128	"	"	
1612-- 1613 "	"	1129	"	"	
1660 "	"	1147	"	"	
1661 - 1663 "	"	1148	"	"	
1664 - 1665 "	"	1149	"	"	
1666 - 1667 "	"	1150	"	"	

For Additional photographs see list under "Remarks"

Tide (III)

Reference Station: Galveston } Gulf Coast  
 Subordinate Station: Aransas Pass }  
 Subordinate Station: The mean range of tide in Laguna Madre is less than 1/2 foot.

Diurnal		
Ratio of Ranges	Mean Range	Spring Range
1.0	1.0	1.4
1.1	1.1	1.5

Washington Office Review by (IV): *L. Martin Fay*

Date: 6-10-52

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

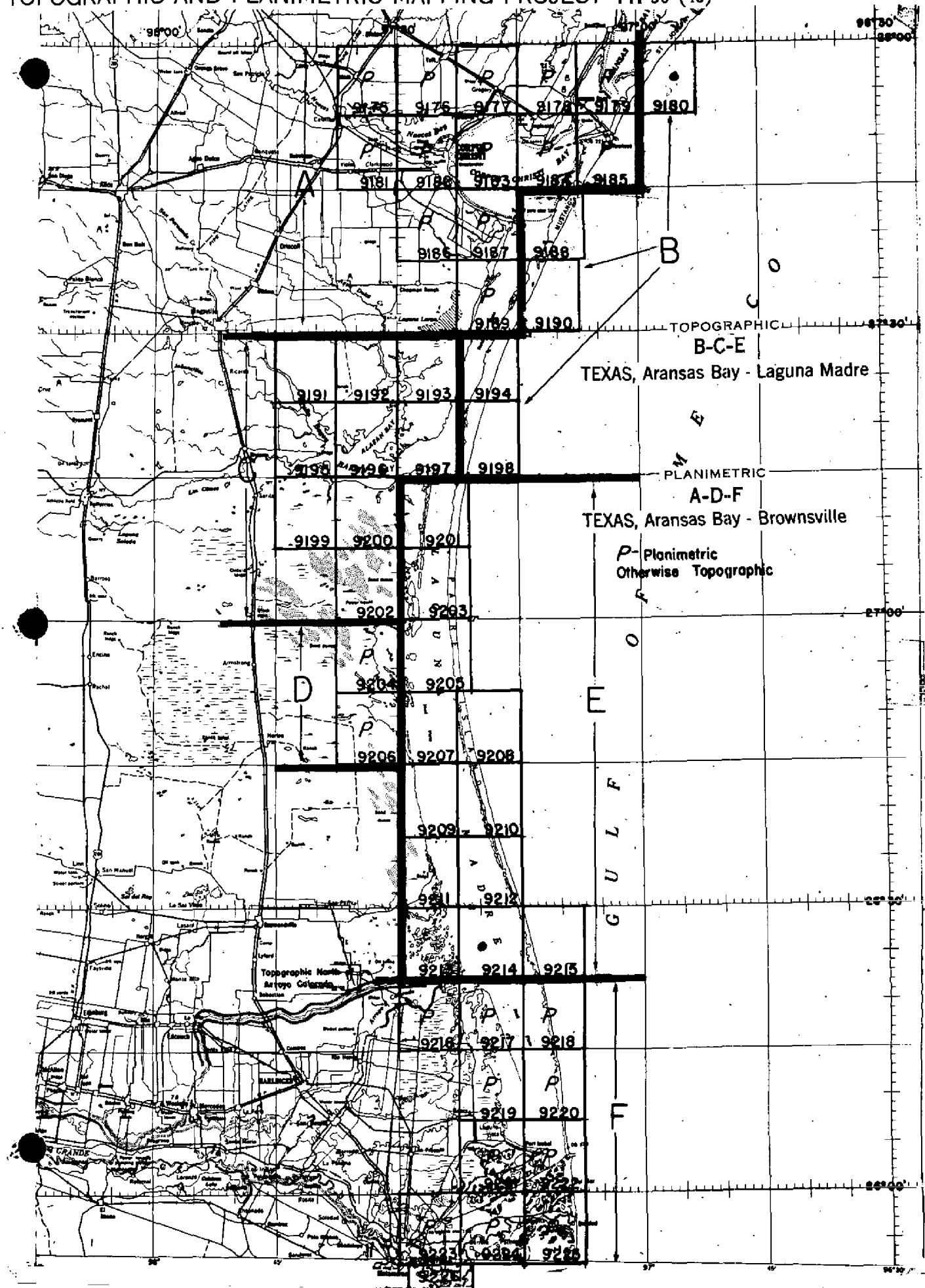
Date:

Land Area (Sq. Statute Miles) (III): 13  
 Shoreline (More than 200 meters to opposite shore) (III): 40  
 Shoreline (Less than 200 meters to opposite shore) (III): 5  
 Control Leveling - Miles (II):  
 Number of Triangulation Stations searched for (II): 8 Recovered: 7 Identified: 3  
 Number of BMs searched for (II): 3 Recovered: 3 Identified: 3  
 Number of Recoverable Photo Stations established (III): one  
 Number of Temporary Photo Hydro Stations established (III): none

Remarks:

Number	Date	Time	Scale	Stage of Tide
1740 - 1741 contact	12-9-48	1240	1:20,000	Negligible in Corpus Christi Bay and the Laguna Madre.
25,762 nine lens	5-4-50	1434	"	
25,763 " "	5-4-50	1435	"	
25,764 " "	5-4-50	1436	"	
25,776 " "	5-4-50	1458	"	
54-59 single lens	9-17-51	-	1:10,000(?)	"
(NAVY - Shamrock Island)				
16	"	"	"	"

TOPOGRAPHIC AND PLANIMETRIC MAPPING PROJECT PH-36 (48)



Summary T- 9188

Project Ph-35(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 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 1:24,000 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 Geog. Names Report will be filed in the Project Completion Report.



2. AREAL FIELD INSPECTION:

This quadrangle includes the southeast portion of Corpus Christi Bay, the north end of Laguna Madre, approximately the southern half of Mustang Island, the northern tip of Padre Island, and the extreme northeastern tip of the Encinal Peninsula. Also included, is the northern end of that recently-dredged section of the Intracoastal Waterway, running from Corpus Christi Bay to Port Isabel, Texas.

All field work was done on the following contact prints: 48-0-1659 to 48-0-1667 inclusive; 48-0-1605-48-0-1613 inclusive and the following ratio prints: 48-0-1101 - 48-0-1104 inclusive and 48-0-1126-48-0-1129 inclusive. Additional shoreline work will be found on contact print 48-0-1741.

Laguna Madre is a long narrow bay which, without channel dredging, would be too shallow for any considerable navigation. Corpus Christi Pass, formerly dividing Mustang Island from Padre Island, is now completely closed. At different times in the past, from the appearance of the area, the pass must have been at three or four different locations. At present, there are three different areas, each approximately one mile apart, any one of which could become the next open pass, from storm and tidal action. An unusually strong east wind (40 mph or more) causes a little water from the Gulf to flow across all these areas.

The Gulf beach contains an area of soft sand, about 200 feet in width, almost flat, and littered with driftwood, extending between the high water line and the sand dunes. The outer edge of the beach is used as a road by surf-fishermen coming south from Port Aransas. Unusually high tide, or an unusually strong east wind makes the beach almost impassable, except for four-wheel drive vehicles.

There is a new Laguna Madre Causeway now under construction, from the mainland across Laguna Madre. The eastern end of the causeway is to coincide with the former Don Patricio Causeway. From the east end of the new causeway, a new road is to be constructed east and south to the vicinity of "Four Mile Hill," where Nueces County Padre Island Park is to be established. A swing-barge bridge is to be built across the Intracoastal Waterway.

One PI of the road to Nueces County Padre Island Park was located on Photo 48-0-1667. The point is tentative and the final

location of the road and park was left for the field editor.

In general, these portions of Padre and Mustang Islands consist of comparatively high grass-covered sand dunes near the Gulf Beach, almost-flat grass-covered cattle-grazing area down the center of the island, and either shifting sand or soft sand flats near the shores of Laguna Madre and Corpus Christi Bay.

3. HORIZONTAL CONTROL:

All U. S. Coast and Geodetic Survey Stations were searched for or recovered. All recovered stations were identified on the photos. "GRANTS 2, 1912" was reported lost.

4. VERTICAL CONTROL:

Mustang Island Tidal Bench Marks 1, 2 and 3 were recovered and identified. There is no other monumented vertical control.

A fly-level line was run from Mustang Island Tidal BM 1 south to Padre Island, across Laguna Madre to USE Stations 8 and 9, and back across Laguna Madre to Mustang Island Tidal BM 1, establishing level points 88-1 to 88-8. A closed loop was run from level point 88-6 south through quadrangles T-9190 ( ) and T-9189 ( ), and back to 88-6, to establish an elevation on topographic station "WINE" for future use. A short loop was run from Bench Mark M-610 through X 909, USE stations 8 and 9, and back to M-610, establishing a datum plane difference. The U. S. Engineer elevations are 1.02 feet higher than the U.S.C. & G.S. datum of MSL 1929.

Another line of fly-levels was run from Mustang Island Tidal BM-1 across the island, north up the beach, and back to Mustang Island Tidal BM 2, establishing level points 88-9 to 88-17.

5. CONTOURS AND DRAINAGE:

Planetable contouring was done on Ratio Prints 48-0-1102 to 48-0-1104, incl., 48-0-1128 and 48-0-1129.

In general, it can be said that all areas above five feet in elevation on these portions of Padre and Mustang Islands are sand dunes. For that reason, there is no real drainage pattern, as such.

With few exceptions, contouring of individual sand dunes is hardly possible nor practical at the scale of the photographs. Consequently, contours have been generalized. For example, an almost-continuous row of closely spaced sand dunes is contoured as a ridge. Elevations of all prominent high points are shown, along with those of important saddles and low points. Relatively unimportant elevations taken from contouring are not shown. Use of the five-foot contour in the central, grassy part of the island was comparatively difficult to decide. Sand dunes in this area range from small isolated dunes to a density of small dunes, closely-spaced enough to be contoured. At times, density, rather than strict elevation, was the criterion for contouring.

Prominent and other important elevations are shown in areas of shifting sand, although such areas were not contoured.

It will be noted that all high elevations, and some small contours are shown on spoil islands in Laguna Madre. These islands are not composed entirely of soft sand as might be expected. Along with the sand there is a considerable amount of shell, and some clay. Some grass and weeds are in evidence, though usually lacking sufficient density to photograph.

6. WOODLAND COVER:

There is no woodland cover within this quadrangle.

7. SHORELINE AND ALONGSHORE FEATURES:

The mean high water line of the Gulf of Mexico is shown by measurements, on the contact prints 48-0-1605 to 48-0-1613 inclusive. The mean high water line along Corpus Christi Bay and Laguna Madre is shown on contact prints 48-0-1659 to 48-0-1667 inclusive. This was more difficult, and was determined by various means. Direct inspection and linear measurements were used, where possible. In extremely flat areas of the shoreline, the mean high water line was determined by planetable. This method was also used on the islands in Laguna Madre, and is shown on ratio prints 48-0-1128 and 48-0-1129. The shoreline of the extreme northeast tip of the Encinal Peninsula is shown on contact print 48-0-1840. The water level of Laguna Madre has a variation due more to wind than to tidal action. The elevation

taken to be the mean high water line of Corpus Christi Bay and Laguna Madre for this area is 0.2 ft. Basis for this assumption is half tide level for Mustang Island Tidal bench marks.

The mean low water line was not shown on the photographs, since any feasible determination would still be extremely doubtful. However, the approximate mean low water line of the Gulf of Mexico, in this area, is approximately five meters from the mean high water line.

There is one small pier, shown on contact print 48-O-1667, and one dock, shown on contact print 48-O-1660.

8. OFFSHORE FEATURES:

There are no visible offshore features in the Gulf of Mexico. Those in Laguna Madre are noted on the Photographs.

9. LANDMARKS AND AIDS:

There are no suitable landmarks along the Gulf shore, nor any aids to navigation in nearby Gulf Waters. Aids to Navigation along the Intracoastal Waterway, in Laguna Madre, are discussed in "Special Report, Location of Aids to Navigation, Project Ph-36(48), Baffin Bay to Latitude 28° 00'."

The daybeacons along the former Navy Crash Boat Channel were located by theodolite cuts from photo points. These aids are not listed and were treated as private aids to navigation by this party.

10. BOUNDARIES, MONUMENTS AND LINES:

See "Special Report, Boundaries, Baffin Bay to Latitude 28° 00', Project Ph-36(48)".

11. OTHER CONTROL:

One topographic station was established for additional control, on a previously-set monument "NEBL 597", shown on Photo 48-O-1104.

12. OTHER INTERIOR FEATURES

All roads in the area have been classified according to Photogrammetry Instructions No. 10, dated 14 April 1947 as amended 24 October 1947. There are no bridges over navigable waters in the area. However, it is expected that within a few months there will be swinging barge type bridge across the Intracoastal Waterway, as a part of the Laguna Madre Causeway, now under construction. Buildings to be shown have been circled in red ink on the photographs, and classified according to Photogrammetry Instructions No. 29, dated 1 October 1948. There are no airfields for land planes in the area. There is one landing area for seaplanes in the extreme northwest corner of Laguna Madre. However, this appears to have been abandoned, in favor of a portion of Corpus Christi Bay adjacent to the Naval Air Station.

13. GEOGRAPHIC NAMES

See "Special Report on Geographic Names to be submitted at a later date.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA.

Special Report, Location of Aids to Navigation, Baffin Bay to Latitude 28° 00', Project Ph-36(48). Forwarded to Washington 28 June 1949.

Special Report, Boundaries, Baffin Bay to Latitude 28° 00', Project Ph-36(48). Forwarded to Washington 11 July 1949.

Special Report, Geographic Names, Baffin Bay to Latitude 28° 00', Project Ph-36(48), to be forwarded later.

Forms 567 forwarded to Washington 1 July 1949.

Letter of transmittal No. Ph-36, Field-13.

Forms 567 forwarded to Baltimore 1 July 1949, letter of transmittal No. Ph-36, Field-14.

Records, Location of Aids to Navigation, forwarded to Washington 28 and 29 July 1949, letters of transmittal Nos. Ph-36, Field-11 and Ph-36, Field-12.

Records, Quadrangle T-9188( ) forwarded to Washington 26 July 1949, letter of transmittal No. Ph-36, Field-22.

Submitted:

*Isaiah Y. Fitzgerald*  
Isaiah Y. Fitzgerald,  
Cartographer.

Approved:

*George E. Morris, Jr.*  
George E. Morris, Jr.,  
Chief of Party.

MAP T. 9188 PROJECT NO. Ph-36(48)B SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -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)	
PIPER, 1933	G-2874 P. 69	N.A. 1927	27	43	10.570			325.4	1521.4	
			97	08	24.032			658.3	985.3	
FLAT, 1933	G-2874 P. 54	"	27	41	41.686			1283.1	563.7	
			97	11	02.298			63.0	1581.0	
CRANE, 1933	" "	"	27	39	14.533			447.3	1399.5	
			97	10	56.471			1547.9	96.7	
CORPUS CHRISTI PORT ISABEL LT. No. 3, 1949	G-8133 Pg. 7	"	27	41	22.562			694.5	1152.4	
			97	13	24.432			669.5	974.6	
CORPUS CHRISTI PORT ISABEL LT. No. 9, 1949	" "	"	27	39	55.607			1711.6	135.2	
			97	13	46.657			1278.7	365.7	
CORPUS CHRISTI PORT ISABEL LT. No. 15, 1949	" "	"	27	38	24.463			753.0	1093.8	
			97	14	10.331			283.2	1361.6	
CORPUS CHRISTI PORT ISABEL RGE A FRONT LT. 1949	" "	"	27	37	59.314			1825.7	21.1	
			97	14	18.250			500.3	1144.6	
SUB.STA. PIPER, 1933	" "	"	27	43				231.3	1615.5	
			97	08				873.7	769.9	
SUB. STA FLAT, 1933	" "	"	27	41				1209.5	637.3	
			97	11				182.3	1461.7	
SUB. STA. CRANE, 1933	" "	"	27	39				538.4	1308.4	
			97	10				1469.2	175.4	

1 FT. = 3048006 METER COMPUTED BY M. F. Kirk DATE 6 Sept. 1949 CHECKED BY J. Steinberg DATE 9/14/49 M-2388-12

PROJECT PH-36(48)

T-9188

PHOTOGRAMMETRIC PLOT REPORT

Refer to the descriptive report of Survey T-9175, submitted to the Washington Office 16 December 1949 for the Photogrammetric Plot Report.

31. DELINEATION

This survey was delineated by graphic methods.

The photographs used in the delineation were flown in December 1948 with June 1949 field inspection. These were supplemented with May 1950 photographic coverage with no field inspection.

32. CONTROL

Identification and density of control is considered adequate.

33. SUPPLEMENTAL DATA

Blueprint plans of the new Laguna Madre Causeway (in Nueces Co., Texas) 1949, were used to determine the types of bridges over the Intracoastal Waterway over a strait just to the east of the Intracoastal Waterway.

34. CONTOURS AND DRAINAGE

See Par. 5 of Field Report.

Spot elevations have been shown on the highest **Points** located on Demit I. since space would not permit delineating the 15 and 20 foot contours.

35. SHORELINE AND ALONGSHORE DETAILS

See par 31, this report, regarding the photographic coverage and field inspection supplied for the delineation of this manuscript.

The June 1949 field inspection of the shoreline was used where possible. Where this conflicted with the field inspection on the 1950 photographs, the latter was used (Note: The 1950 field inspection was used by analogy only, as the areas inspected were outside the limits of this manuscript).

Where the 1950 photographic coverage clearly indicated new construction, and/or, shoreline changes had taken place these conditions were delineated by office inspection.

In doubtful areas the storm water line was delineated in lieu of the mean high water line in accordance with Supplement No. 1, Field Instructions, Project Ph-36(48), dated 24 February 1950.

The Shallow Areas were delineated by office inspection.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

There are no landmarks within the area of this manuscript.

Form 567 for Nonfloating Aids is being submitted with this report.

The daybeacons along the Navy Crashboat Channel and around the Seaplane Operating Area were plotted from information supplied by the field party. The numbers appearing with these daybeacons are arbitrary ones assigned in the field.

Photo Pt "C" (one of the points used to control the location of the aforementioned daybeacons) using the horizontal angles furnished by the field party, was proved to be misidentified.

Theodolite cuts from Photo Pts "P" and "E" through daybeacons No. 16 and No. 17 were proved to have been reversed when entered in the field notes.

38. CONTROL FOR FUTURE SURVEYS

Form 524 is being submitted with this report for NEBL 597, 1949.

39. JUNCTIONS

Junction has been made with T-9184 and T-9185 to the north, T-9190 to the south and T-9187 to the west, and all are in agreement. There is no survey to the east.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 through 45.

No comment.



46. COMPARISON WITH EXISTING MAP

A quadrangle of the area was not available.

47. COMPARISON WITH NAUTICAL CHART

Manuscript T-9188 has been compared with USC&GS Chart No. 1286, scale 1:80,000, published 1942 (13th edition), corrected to 9 January 1950. Comparison was also made with USC&GS Chart No. 523, scale 1:40,000 published June 1945 (1st edition) corrected to 19 December 1949.

(a) No comment (See Items 63 & 65 of the Review Report).

(b) Items to be applied to nautical charts immediately:  
Laguna Madre Causeway  
Dredged channel (near top edge of sheet)

(c) Items to be carried forward:  
None

(d) No comment (For shoreline delineation see Review Report).

Respectfully submitted  
16 October 1950

Judson Y. Councill  
Judson Y. Councill

Approved and forwarded  
25 October 1950

Hubert A. Paton  
Hubert A. Paton  
Comdr., C&GS  
Officer in Charge

48. GEOGRAPHIC NAMES

Commissioner Precinct IV

Corpus Christi Bay ✓

Corpus Christi Pass (closed) ✓

Crane Islands ✓

Demit Island ✓

Gulf of Mexico ✓

Intracoastal Waterway ✓

Laguna Madre ✓

Laguna Madre Causeway (under constr.) ✓

Mustang Island ✓

Navy Crashboat Channel \* ✓

Newport Pass (closed) ✓

Neuces County

Packery Channel ✓

Padre Island ✓

Seaplane Operating Area \*

Shamrock Cove ✓

Woods Bayou (not shown - see Item 65 of the review report).

Geographic names, listed above, were taken from names standard furnished by the Washington Office, dated 4 November 1949 and labeled "Final Name Sheet No. 2". The two names listed above and marked with an \* were not on the aforementioned names standard but were shown on the field photographs.

Names approved

4-9-51

a. j. w.

49. NOTES FOR THE HYDROGRAPHER

(a) Photo hydro stations - None

Topographic stations - NEBL 597, 1949

(b) No comment (No details between MH & ML to be checked by  
the hydrographer).

(c) No comment (Attention is called to no special  
information of the hydrographer in using  
this map.)

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9188

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

CONTROL STATIONS

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

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

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

CULTURAL FEATURES

- 27. Roads Mofok
- 28. Buildings Mofok
- 29. Railroads None
- 30. Other cultural features None

BOUNDARIES

- 31. Boundary lines None
- 32. Public land lines None

MISCELLANEOUS

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

40. Mofok Reviewer Joseph Steinberg Supervisor, Review Section of 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:

Field Edit Report, T-9188

51. Methods.--The few roads on Padre and Mustang islands were ridden out but most of the field edit was accomplished by riding the beach and driving about the sand dunes in a Jeep.

Extensive changes are in progress along the northeasterly part of the quadrangle due to the exploration and development of oil fields. Some new roads at approximate latitude  $27^{\circ}42'$ , longitude  $97^{\circ}09'$  were located by planetable. The shoreline area along the easterly side of Corpus Christi Bay from approximate latitude  $27^{\circ}42'$  and extending north-east into quadrangle T-9184 was photographed at 1:10,000 scale by the U. S. Navy. These photographs were made available to the field edit party and were field inspected for additional detail. The photographs were taken on 17 September 1951 and additional detail, not shown on the map manuscript should be taken from them. Sextant fixes were used to locate some of the oil wells not covered by photography and some privately maintained aids to navigation in this quadrangle and T-9184 to the north.

All field edit information will be found on the Field Edit Sheet or the Navy photographs.

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

52. Adequacy of compilation.--The compiling is well done and will be complete after application of field edit information.

53. Map accuracy.--No accuracy tests were specified. Contours and planimetry were visually inspected and some points used to take-off from and tie-in to with the planetable. The accuracy appears good.

54. Recommendations.--None offered.

55. Examination of proof copy.--Mr. Conrad M. Blucher, County Surveyor of Nueces County for many years and a lifelong resident of the area, has agreed to examine the proof copy. His address is County Courthouse, Corpus Christi, Texas.

No discrepancies were noted in Geographical Names.

Respectfully submitted,  
4 October 1951

*William H. Shearouse*  
William H. Shearouse,  
Cartographer



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR OBSTACLES FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

15 July

1949

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

The positions given have been checked after listing by

*William F. Kirk*  
William F. Kirk

Hubert A. Paton Chief of Party.

STATE	TEXAS	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE		LONGITUDE								DATUM
				°	'	°	'							
		Navy Crashboat Channel Daybeacon	27	38	1187	97	14	465	N.A. 1927		X	X	523 1286	
"	"	"	"	"	1332	97	14	510	"		X	X	"	
"	"	"	"	"	1447	97	14	618	"		X	X	"	
"	"	"	"	"	1595	97	14	666	"		X	X	"	
"	"	"	"	"	1712	97	14	777	"		X	X	"	
"	"	"	"	39	5	97	14	820	"		X	X	"	
"	"	"	"	"	112	97	14	922	"		X	X	"	
"	"	"	"	"	268	97	14	978	"		X	X	"	
"	"	"	"	"	375	97	14	1081	"		X	X	"	
"	"	"	"	"	530	97	14	1136	"		X	X	"	
"	"	"	"	"	667	97	14	1252	"		X	X	"	
"	"	"	"	"	828	97	14	1309	"		X	X	"	
"	"	"	"	"	1005	97	14	1460	"		X	X	"	
"	"	" Ch Let 838 (50)	"	"	1146	97	14	1493	"		X	X	"	

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.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
~~TO BE DELETED~~ }  
 Baltimore, Maryland 15 July 1950

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

The positions given have been checked after listing by

*Mo. To. Kirk*  
 Millard F. Kirk

STATE 7-9188 SURVEYING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED			
			LATITUDE		LONGITUDE				HARBOR CHART	NEARSHORE CHART	OFFSHORE CHART	
			°	'	°	'						D.P. METERS
Texas	Navy Crashboat Channel Daybeacon		27	37	97	13	1069	N.A. 1927	1949	X	X	523 1286
"	"		"	"	"	"	1118	"	"	X	X	"
"	"		"	"	"	"	1133	"	"	X	X	"
"	"		"	"	"	"	1170	"	"	X	X	"
"	"		"	"	"	"	1220	"	"	X	X	"
"	"		"	"	"	"	1330	"	"	X	X	"
"	"		"	38	"	"	1397	"	"	X	X	"
"	"		"	"	"	"	1507	"	"	X	X	"
"	"		"	"	"	"	1537	"	"	X	X	"
"	"		"	"	"	14	18	"	"	X	X	"
"	"		"	"	"	"	38	"	"	X	X	"
"	"		"	"	"	"	165	"	"	X	X	"
"	"		"	"	"	"	200	"	"	X	X	"
"	"		"	"	"	"	352	"	"	X	X	"
"	Ch. Lat. 8 38 (10)		"	"	"	"	"	"	"	X	X	"

Hubert A. Paton  
 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.





DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

15 July

19 49

Baltimore, Maryland

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

The positions given have been checked after listing by

*Millard F. Kirk*  
Millard F. Kirk

Hybert A. Paton Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE							
				D. M. METERS	'	D. P. METERS	'						
Texas	T-9188	Seaplane Operating Area Daybeacon		27	41	97	14	803	N.A. 1927	1949	X	X	523 1286
"	"	"		"	"	"	"	780	"	"	X	X	"
"	"	"		"	"	"	"	696	"	"	X	X	"
"	"	"		"	"	"	"	605	"	"	X	X	"
"	"	"		"	"	"	"	604	"	"	X	X	"
"	"	"		"	"	2	"	670	"	"	X	X	"
"	"	"		"	"	"	"	690	"	"	X	X	"
"	"	"		"	"	"	"	809	"	"	X	X	"
"	"	"		"	"	"	"	766	"	"	X	X	"
"	"	"		"	"	"	"	820	"	"	X	X	"
"	"	"		"	"	"	"	775	"	"	X	X	"
"	"	"		"	"	"	"	70	"	"	X	X	"
"	"	"		"	"	"	"	44	"	"	X	X	"
"	"	"		"	"	"	"	30	"	"	X	X	"
"	"	Chart 808 (1927)		"	"	"	"		"	"	X	X	"

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
~~NON-FLOATING AIDS~~

Baltimore, Maryland

15 July 1949

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

The positions given have been checked after listing by Willard F. Kirk



Hubert A. Paton Chief of Party

STATE	TEXAS	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
					LATITUDE		LONGITUDE								DATUM
					°	'	°	'							
		J-9188	Seaplane Operating Area Daybeacon		27	40	97	34	N.A. 1927	1563		X	X	523 1286	
"	"	"	"		"	"	"	"	"	1485		X	X	"	
"	"	"	"		"	"	"	"	"	1410		X	X	"	
"	"	"	"		"	"	"	"	"	1349		X	X	"	
"	"	"	"		"	"	"	"	"	1195		X	X	"	
"	"	"	"		"	"	"	"	"	1185		X	X	"	
"	"	"	"		"	"	"	"	"	1255		X	X	"	
"	"	"	"		"	"	"	"	"	1293		X	X	"	
"	"	"	"		"	"	"	"	"	1352		X	X	"	
"	"	"	"		"	"	"	"	"	1418		X	X	"	
"	"	"	"		"	"	"	"	"	1372		X	X	"	
"	"	"	"		"	"	"	"	"	1325		X	X	"	
"	"	"	"		2	"	"	"	"	1290		X	X	"	
"	"	"	"		"	"	"	"	"	1739		X	X	"	

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Ch 2-4 838 (2)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

15 July, 1949

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

*Noted*

The positions given have been checked after listing by WILLARD F. KIRK

STATE	TEXTS	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED				
				LATITUDE		LONGITUDE											
				°	'	°	'							D. P. METERS			
	7-9188	Seaplane Operating Area Daybeacon		27	41	26	97	14	1210				1949	X	X		523, 1286
	"	"		"	"	76	"	"	931				"	X	X		"
	"	"		"	"	25	"	"	775				"	X	X		"
	"	"		"	40	1833	"	"	644				"	X	X		"
	"	"		"	"	1797	"	"	526				"	X	X		"
	"	"		"	"	1762	"	"	412				"	X	X		"
	"	"		"	"	1727	"	"	307				"	X	X		"
	"	"		27	41	34	"	"	250				"	X	X		"
	"	"		"	"	43	"	"	258				"	X	X		"
	"	"		"	"	88	"	"	365				"	X	X		"
	"	"		"	"	136	"	"	467				"	X	X		"
	"	"		"	"	213	"	"	620				"	X	X		"
	"	"		"	"	282	"	"	748				"	X	X		"
	"	"		"	"	334	"	"	805				"	X	X		"

Hubert A. Paton  
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.





REVIEW REPORT T-9188  
Topographic Manuscript  
June 10, 1952

62. Comparison with Registered Topographic Surveys:

T-1044	1:20,000	1869
T-1626	1:20,000	1881-82
T-4873	1:20,000	1934
T-4905	1:10,000	1934
T-5368 supp.	1:20,000	1934
T-6663b	1:20,000	1938
T-6708	1:20,000	1939

Man and nature combine to effect extensive and frequent changes of shoreline, channels, passes, causeways, shifting sands, etc., on the western sides of PADRE and MUSTANG ISLANDS and at the meeting of the waters of CORPUS CHRISTI BAY and the LAGUNA MADRE.

Except for the passes connecting the bay waters with the Gulf, which at various times are closed, dredged, or broken through at several low places between the two islands, the Gulf shoreline itself is comparatively stable as all surveys to date indicate.

For a discussion of the special shoreline interpretation and delineation on the western side of PADRE and MUSTANG ISLANDS see the Review Report contained in the Descriptive Report for T-9180.

The present survey supersedes those listed above as a basic topographic survey for the construction of nautical charts in this area.

63. Comparison with Maps of Other Agencies:

CORPUS CHRISTI, Tex., USE, 1:125,000, 1918 (?)  
CRANE ISLAND, Tex., USE, 1:62,500, 1929

The latter was constructed from a base map of the USC&GS.

The passes to the Gulf, south of the CRANE ISLANDS, shown on the above maps are now closed as the present survey indicates.

For more detailed differences, also applicable here, see Item 65 below.

64. Comparison with Contemporary Hydrographic Surveys:

H-6395	1:20,000	1938
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Horizontal control and the Gulf shoreline are the only topographic features carried on the above hydrographic survey.

The Gulf shoreline shows only minor changes since 1938-the date of H-6395.

65. Comparison with Nautical Charts:

Chart 523	1:40,000	May, 1951
Chart 1286	1:80,000	April, 1952

The following are differences to be noted between the above charts and the present survey:

- (1) Shoreline interpretation and delineation - see Item 62 above. Extensive changes on the bay side should be noted.
- (2) WOODS BAYOU - although approved, this geographic name has not been carried forward on this survey due to the obliteration of the defineable limits of this feature.
- (3) A new channel has been dug near the entrance to SHAMROCK COVE in an ESE direction into MUSTANG ISLAND about a half mile short of the Gulf shoreline.
- (4) New oil wells in the area south of SHAMROCK COVE, visible on photographs, were cut in by the radial plot method. Those not visible were determined by sextant fixes supplied by field edit.
- (5) Obstructions - in two low water areas, approximately a half mile east and south-east of the Corpus Christi - Port Isabel Light 15, are 2 boilers and a house on piling not charted at present.

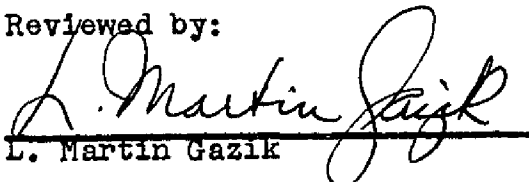
66. Classification:

Although this manuscript has obtained classification clearance for publication - see letter dated 29 January 1951, G2-SMP 061, addressed to the Director by Maj. D. L. Hickok - some of the photographs in this area still bear the classification stamp "SECRET."

67. Adequacy of Manuscript:

This topographic survey complies with project instructions and with National Standards of Map Accuracy.

Reviewed by:

  
L. Martin Gazik



Approved:

L. C. Lunde 6 Jan 1955  
Chief, Review Section  
Division of Photogrammetry

J. M. Edmonson  
Chief, Nautical Chart Branch  
Division of Charts <sup>OPN</sup>

Miss K. K. Kettle  
Chief, Div. of Photogrammetry

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

HISTORY OF HYDROGRAPHIC INFORMATION  
Topographic Map T-9188  
Corpus Christi Bay, Texas

Hydrography was applied to the map manuscript in accordance with the general specifications of 18 May 1949.

Depth curves and soundings are in feet and originate with the following:

C. & G.S. hydrographic surveys:

H-958 (1868), 1:20,000; H-5694 (1934), 1:20,000;  
H-6395 (1938) 1:20,000; H-6402 (1938), 1:40,000

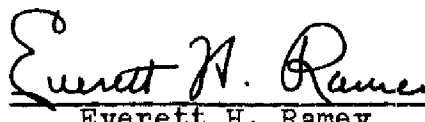
U.S.E. survey: B.P. 40212 (1945), 1:10,000

C. & G.S. Nautical Charts:

893 1:40,000 corrected to September 1952  
1286 1:80,000 latest print date 4-14-52

The depth curves are shown at 6, 12, 18 and 30 feet. The datum is mean low water.

The hydrographic data was compiled by Everett H. Ramey 10 September 1952 and checked by O. Svendsen 1 October 1952. It represents the latest information available.

  
Everett H. Ramey  
Division of Photogrammetry  
9 September 1952

