9223

ORIGINAL

Dizg Cht 1288

Form 604

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC

Field No. ..... *Office No.* T-9223

LOCALITY

State TEXAS

General locality RIO GRANDE VALLEY

Locality BROWNSVILLE SHIP CHANNEL TO BROWNSVILLE

1952

CHIEF OF PARTY

George E. Morris, Jr., Chief of Field Party
Arthur L. Wardwell, Tampa Photogrammetric Office

8-1870-1 (1)

9223

Dec 8, 1949 — Aug. '45

DATA RECORD

T-9223

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

Field Office (II): Brownsville, Texas Chief of Party: George E. Morris, Jr.

Photogrammetric Office (III): Tampa, Florida Officer-in-Charge: Arthur L. Wardwell

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

Scale Factor (III): None

Date received in Washington Office (IV): JAN 21 1952 Date reported to Nautical Chart Branch (IV): FEB 27 1952

Applied to Chart No. Date: Date registered (IV): 11-23-53

Publication Scale (IV): Not to be published. Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III): MHW 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): BROWNSVILLE LONGITUDE STA., 1885

Lat.: 25° 53' 54".647 (1681.7M) Long.: 97° 29' 27".919 (777.1M) Adjusted ~~Unadjusted~~

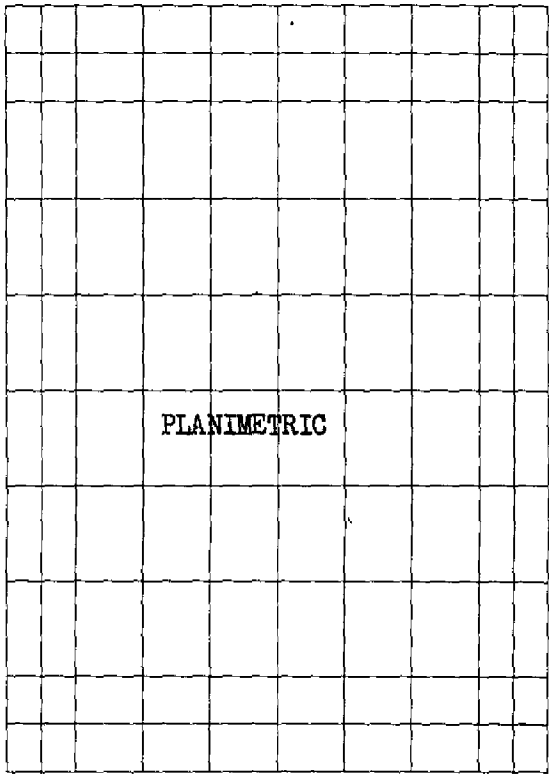
Plane Coordinates (IV): State: Zone:

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.

M-2618-12(4)



Areas contoured by various personnel
(Show name within area)
(II) (III)

M-2618-12(4)

DATA RECORD

Field Inspection by (II): W. H. Nelson, G. B. Torbert — Date: June-July 1950, July-August 1950

Planetable contouring by (II): Inapplicable — Date:

Completion Surveys by (II): W. H. Shearouse — Date: 21 April 1952

Mean High Water Location (III) (State date and method of location):
3 Aug. 1950 Air Photo Compilation

Projection and Grids ruled by (IV): S. W. (W.O.) — Date: 21 Sept. 1950

Projection and Grids checked by (IV): H. D. W. (W.O.) — Date: 21 Sept. 1950

Control plotted by (III): R. J. Pate — Date: 21 Feb. 1951

Control checked by (III): I. I. Saperstein — Date: 7 Mar. 1951

Radial Plot or Stereoscopic Control extension by (III): M. M. Slavney — Date: 23 May 1951

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

Manuscript delineated by (III): R. Dossett — Date: 14 Dec. 1951

Photogrammetric Office Review by (III): J. A. Giles — Date: 20 Dec. 1951

Elevations on Manuscript checked by ~~(II)~~ (III): ~~J. A. Giles~~ Not applicable — Date: 14 Dec. 1951

M-2618-12(4)

Camera (kind or source) (III): U.S.C.& G.S. Nine-lens, 8¼" focal length
Fairchild Cartographic - 6" Metrogon lens, Camera "O"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
25805,25806-25807	4 May 1950	1540,1541,1542	1:20,000	No Tide
48-0-1436 to 1440, incl.	8 Dec. 1948	1433 to 1437, incl.	"	"
48-0-1303 to 1307, incl.	"	1243 to 1247, incl.	"	"
48-0-1311 to 1315, incl.	"	1251 to 1254, incl.	"	"

Tide (III)

Reference Station: Inapplicable
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): C. Hanavich Date: Oct. 29, 1952

Final Drafting by (IV): E.B. Hunter Date: 8-22-53

Drafting verified for reproduction by (IV): W.D. Kallmin Date: 8-23-53

Proof Edit by (IV): M Stempler Date: 11-2-53

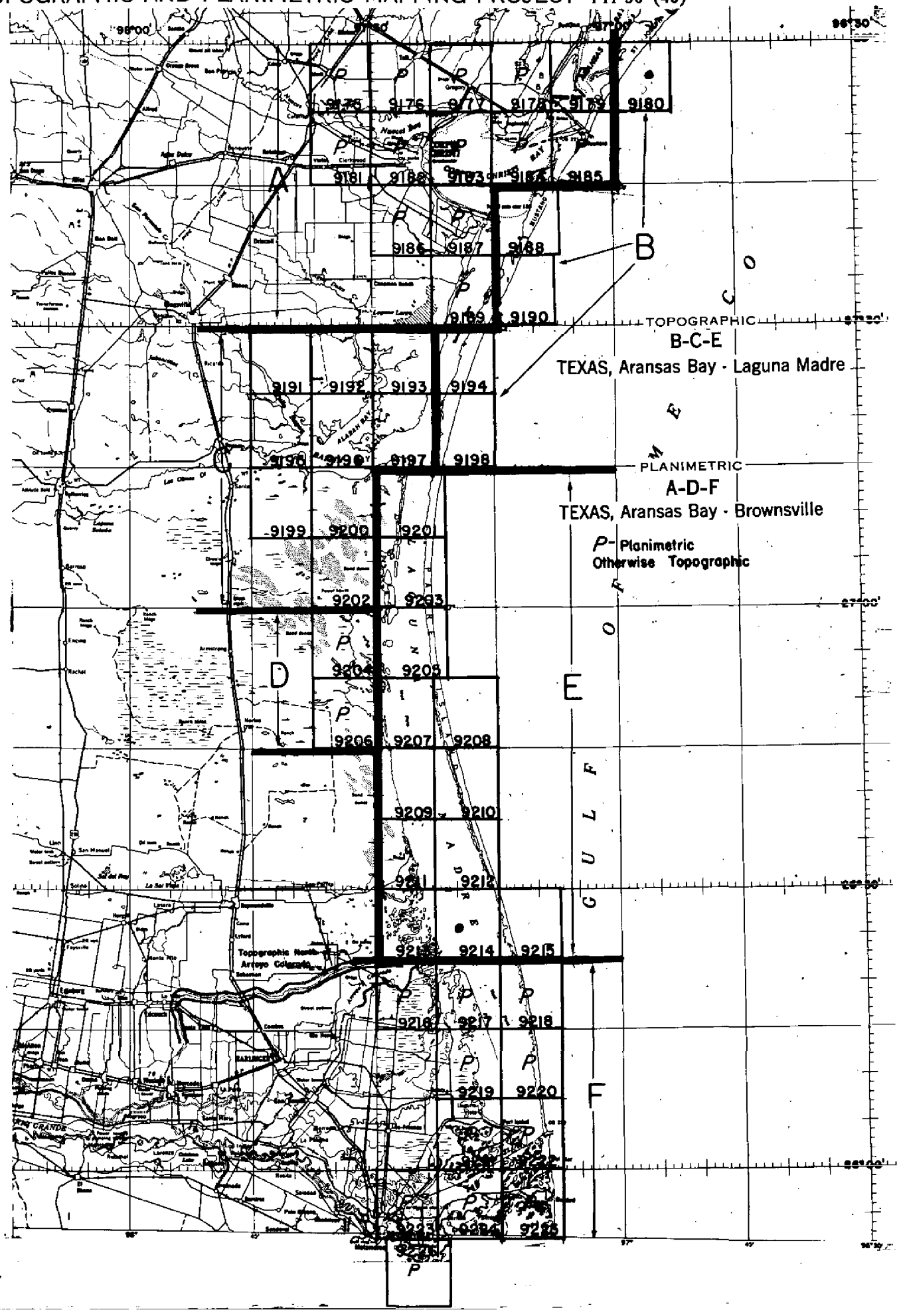
Land Area (Sq. Statute Miles) (III): 67 (also 2 sq. mi. in MEXICO)
Shoreline (More than 200 meters to opposite shore) (III): 12
Shoreline (Less than 200 meters to opposite shore) (III): 58.9
Control Leveling - Miles (II): 0.0
Number of Triangulation Stations searched for (II): 27 (13) Recovered: 16 (10) Identified: 11 (8)
Number of BMs searched for (II): 65 (4) Recovered: 51 (4) Identified: 51 (3)
Number of Recoverable Photo Stations established (III): 1
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

( ) Outside of quadrangle.

M-2618-12(4)

TOPOGRAPHIC AND PLANIMETRIC MAPPING PROJECT PH-36 (48)



Summary T-9223

Project Ph-36(48) consists of fifty-two quadrangles at 1:20,000, each 7.5 minutes in latitude and longitude, covering the Gulf Coast of Texas and the Intracoastal Waterway from Aransas Bay to Brownsville and the Mexican Border. Adjoining the project to the north is a series of shoreline surveys in Part IV of Project Ph-14(46).

Information concerning Ph-36(48) in its broader 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 Geographic Names Report are field in the Project Completion Report.

2. AREAL FIELD INSPECTION

This planimetric quadrangle lies in the southern part of Texas, along the Rio Grande ~~River~~, approximately sixteen miles west of the Gulf of Mexico. The City of Brownsville is located in the southeastern section. The principal agricultural products are cotton, citrus fruit, and truck farming. The entire farming area is a rich black, sandy soil, and irrigated by a vast network of ditches and canals.

The City of Brownsville is rapidly growing at its perimeter. It is served by two railroads, three Federal Highways and several State Highways. The ginning and compressing of cotton are the major industries of the city. Brownsville is also a port of entry for shipping via air, water, and land. Importation of Mexican and Central American sea-food is gaining economic importance.

Port Brownsville lies approximately six miles to the east of Brownsville and is accessible by two State Highways and by boat from the Gulf of Mexico through a channel dredged from Port Isabel. The channel is dredged to a depth which affords draft for ocean going vessels. The exportation of cotton and oil, as well as the importation of tropical fruit and fish, are the principal products handled. One oil refinery is located at this port.

Field inspection was performed on two nine-lens photographs, 1:20,000 scale, and one ratio, single lens photograph, 1:20,000 scale: Nos. 25806, 25804, and 48-0-1439. Due to the rapid growth at the perimeter of Brownsville, there will be a great change by the time the field editor arrives.

Photography was recent, May 1950, for the nine-lens photographs, and no difficulty was encountered in interpretation of the photographs. The entire rural area is of a rather dark gray tone with the ditches and canals just a shade or two darker, with the exception of ditches or canals that have water in them. The water may be either very light gray, almost white, or almost black depending on the reflection of the sun on the water. There are several areas where there is no cultivation that appear to be scrub that are open areas. This is due to the mottled tone of the photographs.

3. HORIZONTAL CONTROL

One new station, GULF ATLANTIC WAREHOUSE CO WATER TANK 1950, (an intersection station), was located during field inspection by third-order methods, primarily as a landmark for charts. This tank was constructed in late May and early June 1950, subsequent to single-lens and nine-lens photography and was not identified.

The following are stations which were recovered but not identified for the reasons given:

INTERNATIONAL 1947: Only one of three stations in locality required to be identified.
IBC RP 44 USGS: Only a short distance from BROWNSVILLE LONGITUDE STATION 1885.
NO 5H USGS: A short distance from LOS FRESNOS MUNICIPAL WATER TANK 1939.
IBC RP 46 USGS: A short distance from NO 17H USGS.
CAMERON COUNTY BM USGS: Only a short distance from NO 14H USGS.

NO 7 1913 S USGS was not searched for because the key to locked gate and landowner's permission to enter the area could not be obtained.

The following USGS stations were recovered and identified: IBC RP 41, IBC RP 42, IBC RP 49, NO 7 1913, NO 7H 1929, NO 8H 1929, NO 12H 1929, NO 14H, NO 17 1913, NO 17H 1929, NO 87(USE), NO 5H 1929, NO H10 1929, U 48.

The following stations were reported lost: CAMERON COUNTY TEXAS BM, FORT BROWN EAST RADIO TOWER 1939, FORT BROWN WEST RADIO TOWER 1939, IBC RP 43(USGS), IBC RP 45(USGS), NO 11H(USGS), NO 16H(USGS), NO 23 1913(USGS), OHIO TEXAS SUGAR FACTORY TALL BRICK STACK 1913, OLMITO FACTORY N STACK 1913, OLMITO FACTORY S STACK 1913, PORT BROWNSVILLE AIRPORT BEACON 1939, STATION 757 X 48(USGS), 6H(USGS).

Horizontal control was identified on the following 1:20,000 scale, single lens, ratio prints: 48-0-1301, 48-0-1303, 48-0-1304, 48-0-1306, 48-0-1307, 48-0-1312, 48-0-1313, 48-0-1314, 48-0-1316, and 48-0-1436 through 48-0-1439.

4. VERTICAL CONTROL

The following third-order bench marks of the USC&GS were reported recovered and identified, on 1:20,000 scale, nine-lens photograph No. 25806: E 678, F 678, G 678, H 678, HK 5(C.Co.); K 3(C.Co.), K 4(C.Co.), K 5(C.Co.), K 11(C.Co.), J 6(C.Co.); 46 A IBC; J 2(C.Co.); J 4(C.Co.), J 5(C.Co.); J 7(C.Co.); J 10(C.Co.), J 11(C.Co.), J 12(C.Co.); J 13(C.Co.), J 14(C.Co.); J 15(C.Co.), J 16(C.Co.); J 17(C.Co.); J 18(C.Co.), J 19(C.Co.); L 776; M 679, N 679, Q 679, R 679; S 679, T 679; U 679, A 777(IBC), B 777 (IBC), C 777(IBC); D 777(IBC), E 777(IBC); F 777(IBC), H 777(IBC), K 777 (IBC), L 777(IBC), M 777(IBC), P 777(IBC); Q 777(IBC), NO 7H 1929(USGS); S 678, D 49, NO 5(USGS) north of quadrangle, N 10(USGS) north of quadrangle, U 48 north of quadrangle. The accuracy of the Bench Marks set by Cameron Co. is unknown. These stations are not listed by Geodesy.

The following bench marks of the USGS, accuracy unknown, were reported recovered and identified, on 1:20,000 scale, nine-lens photograph No. 25806: NO 8H 1929; NO 17H 1929, NO 12H 1929, 14H.

5. CONTOURS AND DRAINAGE

As this is a planimetric quadrangle, no contouring was performed.

The entire area is relatively flat and the only drainage of natural features are a few resacas and the Rio Grande ~~River~~. The entire area, however, is covered with a network of irrigation ditches and canals.

6. WOODLAND COVER

Woodland cover was found to be mesquite and was classified as scrub "S", in accordance with Photogrammetry Instructions No. 21, dated August 1948.

7. SHORELINE AND ALONGSHORE FEATURES

Shoreline in this area is along the banks of the channel to Port Brownsville. Several docks and piers are found in the turning basin and have been delineated on the photographs. One small private yacht basin has also been shown.

Shoreline inspection was performed on nine-lens photograph No. 25804.

8. OFFSHORE FEATURES

There are no offshore features to be mapped in this area.

9. LANDMARKS AND AIDS

Two tanks at Port Brownsville were recommended for charting. GULF ATLANTIC WAREHOUSE CO WATER TANK 1950 had been constructed subsequent to photography and was located during field inspection.

Two aeronautical aids were located within the quadrangle: Rio Grande Valley International Airport Beacon and the Low Frequency Range Station northeast of the airport. These have been indicated on photograph No. 25806. See Form 567.

10. BOUNDARIES, MONUMENTS, AND LINES

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

11. OTHER CONTROL

A fourth-order triangulation position on ~~CONO~~ TOWER 2 1950 was determined. This is the radio tower of Continental Oil Co. at Port Brownsville.

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, as amended 24 October 1947.

Buildings and structures in the rural area were classified according to Photogrammetry Instructions No. 29, dated 1 October 1948.

There were no bridges or cables over navigable waters.

The Rio Grande Valley International Airport has been delineated on the photographs.

13. GEOGRAPHIC NAMES on file 854

See "Special Report, Geographic Names, Project Ph-36(48), Port Mansfield (Red Fish Landing) to the Rio Grande", forwarded to Washington Office 6 June 1950.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Boundaries, Project Ph-36(48), Baffin Bay to the Rio Grande", forwarded to Washington Office 8 June 1950.

"Special Report, Geographic Names, Project Ph-36(48), Port Mansfield (Red Fish Landing) to the Rio Grande," forwarded to Washington Office 6 June 1950.

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

Form 567, Aeronautical Aids, to be submitted at a later date.

Data, Quadrangle T-9223( ), forwarded to the Baltimore Office 18 August 1950, on letter of transmittal Ph-36 Field 86.

Data, Supplemental Control T-9223, forwarded to the Washington Office 17 August 1950 on Form 413 No. Ph-36-Field-91.

Submitted
16 August 1950

Grover B. Torbert

Grover B. Torbert
Cartographic Survey Aid

Approved

George E. Morris Jr.

George E. Morris, Jr.
Chief of Party

COMPILATION REPORT

T-9223

PHOTOGRAMMETRIC PLOT REPORT:

Submitted with T-9220.

31. DELINEATION.

Compiled by the graphic method.

All single-lens photographs were of good scale. Nine-lens photographs 25805 and 25807 were of reasonably good scale. Nine-lens photograph 25806 was so badly tilted that it was usable only for location of detail points.

Field inspection was ~~unusually~~ good.

No field inspection was made south of the Rio Grande and the compiler has classified no roads nor shown any geographic names.

32. CONTROL.

Horizontal control was satisfactory with respect to identification, placement and density. For listing of control refer to T-9220.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

Reference Item 5.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline of this map manuscript is confined to the Rio Grande, Brownsville Ship Channel, lakes and ponds. The only shoreline details visible are at the Brownsville Turning Basin at the terminal of the Brownsville Ship Channel. These details have been delineated as indicated on the photographs and by field inspection notes. ~~Proposed details have been omitted.~~

Shoreline inspection was adequate.

36. OFFSHORE DETAILS.

None.

37. LANDMARKS AND AIDS.

Reference Item 9.

38. CONTROL FOR FUTURE SURVEYS.

One (1) Topographic Station "~~CONE~~ TOWER, 1950 2" was submitted on Form 524 to be applied to the map manuscript; however, the theodolite cuts mentioned were not received in the Tampa Office and the tower could not be identified on the photographs. Pertinent data are being forwarded to the field editor. Data for location of tower obtained from field editor.

This station has been listed under Item 49.

39. JUNCTIONS.

Joins U.S.G.S. Quadrangle "LOS FRESNOS" 1:31,680, on the north, T-9224 on the east and T-9226 on the south. No contemporary survey on the west.

Junctions are satisfactory.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement. See Review Report.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with U. S. Geological Survey Quadrangle EAST BROWNSVILLE, TEXAS, scale 1:31,680, edition of 1936, reprinted 1945. The outstanding difference noted is the BROWNSVILLE SHIP CHANNEL, which has been constructed since the publication of the above quadrangle.

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison has been made with Nautical Chart 1288, scale 1:80,000, edition of 1941, corrected to 13 October 1950. Comparable shorelines north of the Rio Grande are in agreement.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

Rudolph Dossett
Carto. Photo. Aid

APPROVED AND FORWARDED:

Arthur L. Wardwell,
Chief of Party

48. GEOGRAPHIC NAME LIST.

X ANNIE S PUTAGNAT SCHOOL
BLALACK SCHOOL
BROWNSVILLE
BROWNSVILLE SHIP CHANNEL
BROWNE HIGHWAY
*BOCA CHICA RD — on Cameron Co. highway map = Tex. No. 4
BOCA CHICA BLVD. (in city limits)
CAMERON COUNTY
X CANALES SCHOOL
CENTRAL BLVD — not found: per U.S.G.S. "East Brownsville" quad, Central Avenue is third N-S road west of airport
X COMMISSIONERS PRECINCT NO. 1
X COMMISSIONERS PRECINCT NO. 2 } precincts not shown - in accordance with instructions

DAKOTA AVENUE

X EL NUEVO TEMPLE
EL JARDIN SCHOOL

FORT BROWN — Gateway Bridge

X IMMACULATE CONCEPTION CHURCH
X IMMACULATE CONCEPTION SCHOOL
INDIANA AVENUE — International Bridge

JERONIMO BANCO NO. 131

LAS COMAS BANCO NO 125
LINCOLN PARK
LOMA ALTA
LOMA ALTA LAKE
X LOS EBANOS SCHOOL
LOS TOMATES BANCO NO. 122
LOZANO BANCO NO. 137

MATAMOROS
MEXICO
MISSOURI PACIFIC RR
MINNESOTA AVENUE — not on manuscript: per USGS "East Brownsville quad, equals N-S road on westside of large airport.
NOGALES SCHOOL

OKLAHOMA AVENUE
OLD PORT ISABEL ROAD
X OUR LADY OF GUADALUPE SCHOOL

* To be checked by Field Editor.

Note: Names preceded by "X" are names of churches & schools in the city of Brownsville & are not (the names) to be shown.

48. GEOGRAPHIC NAME LIST (CONTINUED).

PALM BLVD
PAREDES LINE ROAD
PORT BROWNSVILLE
PRIMERA IGLESIA CHRISTIANA

RANCHO VIEJO FLOODWAY
RESACA DE LA PALMA
RESACA DE LA PALMA BATTLEFIELD
RESACA DEL RANCHO VIEJO
RESACA SCHOOL
RINGOLD PARK
RIO GRANDE
RIO GRANDE VALLEY INTERNATIONAL AIRPORT

SAN MARTIN LAKE
SAN MIGUEL BANCO 48
SOUTHMOST COLLEGE
SOUTHMOST ROAD
SOUTHERN PACIFIC RR

TAMAULIPAS
TEXAS

STATE 48
STATE 4
STATE FARM ROAD 511

U S 77
U S 83
U S 281
UNITED STATES

Rio Grande Valley (for title)

or Ringgold?

Names underlined in red are approved.
10-20-52.
L. Heck
(Based on project Names Report)

Form 567
April 1945

PHOTOGRAMMETRIC REVIEW SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

TO BE CHARTED / ~~TO BE DISCONTINUED~~ } STRIKE OUT ONE

Tampa, Florida 7 August, 19 52

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

The positions given have been checked after listing by Rudolph Dossett, Tampa Photo, Office

/s/ J. E. Waugh
J. E. Waugh *Chief of Party.*

STATE 409 TEXAS			POSITION									
			LATITUDE *		LONGITUDE *			METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	″ D.M. METERS	° ′	″ D.P. METERS	DATUM						
· BROWNSVILLE CHANNEL LIGHT 43			25 57	28.93 884	97 22	48.81 1358	N.A. 1927	Theod. T-9223	Apr. 1952		X		1288
· BROWNSVILLE CHANNEL LIGHT 44			25 57	17.78 547	97 23	36.59 1018	*	*	*		X		*
· BROWNSVILLE CHANNEL LEADING LIGHT "F"			25 57	01.36 42	97 24	10.72 298	*	*	*		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.

* TABULATE SECONDS AND METERS

M-2836-3

Form 567
April 1945

PHOTOGRAMMETRIC REVIEW SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED / TO BE DELETED — STRIKE OUT ONE

Tampa Florida 1 March, 1950

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

The positions given have been checked after listing by Rudolph Dossett, Tampa Photogrammetric Office

Arthur L Wardwell *Chief of Party.*

STATE: TEXAS

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LAT. D.M. METERS	POSITION LONGITUDE ° ′	LONG. D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
✓ TANK	GULF ATLANTIC WAREHOUSE CO. TANK Steel, water. ht = 128 (142)	Appld to 898 7-15-52 NDN.	25 56	1516.4	97 24	450.7	N.A. 1927	Tri.	1950		x		1288
✓ TANK	AT PORT BROWNSVILLE, NAVIGATION DISTRICT WATER TANK. ht = 142 (153)	Appld to 898 7-15-52 NDN	25 57	229.8	97 24	335.4	"	"	1939		x		"
													20

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

Form 567
April 1945

PHOTOGRAMMETRIC REVIEW SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

AERONAUTICAL NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Tampa Florida 1 March 19 50

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

The positions given have been checked after listing by Rudolph Dossett, Tampa Photogrammetric Office

Arthur L. Wardwell *Chief of Party.*

STATE 107 TEXAS

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D. M. METERS	LONGITUDE ° ′	LONGITUDE D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
BEACON	RIO GRANDE VALLEY INTERNATIONAL AIRPORT CONTROL TOWER		25 54	1074	97 25	1448	N.A. 1927	Radial Plot	1 Mar 1950				
BEACON	CAA LOW FREQUENCY RADIO RANGE CENTER OF FIVE TOWERS		25 56	1540	97 26	342	"	"	"				

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

Form T-2

PHOTOGRAMMETRIC OFFICE REVIEW

50 T-9223

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

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy M.M.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) J.G. 7. [illegible] 8. Bench marks J.G.
9. Plotting of sextant fixes J.G. 10. Photogrammetric plot report J.G. 11. Detail points J.G.

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline J.G. [illegible] 16. Aids to navigation J.G. 17. Landmarks J.G. 18. Other alongshore physical features J.G. 19. Other alongshore cultural features J.G.

PHYSICAL FEATURES

[illegible] 21. Natural ground cover J.G. [illegible] 26. Other physical features J.G.

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines J.G. [illegible]

MISCELLANEOUS

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

40. Jesse A. Giles *Jesse A. Giles* — William A. Rasure *William A. Rasure*
Reviewer — 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.

Compiler — Supervisor

43. Remarks:

M-2623-12

Field Edit Report, T-9223

51. Methods.--Field edit was accomplished by riding all roads and streets to check their classification and to verify the existence and classification of other planimetric features.

Field edit west of 97 degrees 30 minutes--an extension of the original project limit--was done directly on photographs 48-0-1311 and 1313. All details to appear on the final draft were indicated regardless of present delineation on the field edit map manuscript.

Many of the Resacas in Brownsville and immediate vicinity differ from those found elsewhere in that they contain water year-round and should be mapped as ponds instead of washes. During high-water stages of the Rio Grande River water is pumped into them through ditches and stored for emergency use.

These ditches are also used for irrigation purposes. There is an extensive irrigation system in the Rio Grande Valley and practically all the ditches and canals in this quadrangle are for that purpose.

Field edit information will be found on Field Edit Sheets Nos. 1 and 2 and the following photographs: 48-0-1304, 1305, 1306, 1307, 1311, 1313, 1436, 1437, 1438, and 1439. Field edit information, shown on the photographs, was located by direct identification or measurements from identifiable points. Features on the Field Edit Sheets were by planetable.

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

52. Adequacy of compilation.--Field edit brought to light numerous details to be added to the map manuscript. After this is done, compilation will be adequate.

53. Map accuracy.--No testing was done. However, points used to take-off and tie-in the planetable traverses indicate the horizontal accuracy to be excellent.

54. Recommendations.--None offered.

55. Examination of proof copy.--It is recommended that the proof copy be sent to Mr. F. L. Rockwell, City Engineer of Brownsville, for examination. Mr. Rockwell is very familiar with the area and has agreed to make the examination. His address is City Hall, Brownsville, Texas.

No discrepancies in geographic names were noted.

56. Vertical control.--During the course of ground comparison several bench mark witness posts were noticed but no symbol shown on the map manuscript. Descriptions were not on hand and recovery notes were not written,

nor a systematic search for bench marks made.

Following is a list of those found: H 178, T 678, U 678, C 679, and K 679. All are in good condition and were identified on photograph 48-O-1436 by direct marking. Added to map manuscript.

Respectfully submitted,
21 April 1952
William H. Shearouse
William H. Shearouse,
Cartographer

Review Report T-9223
Planimetric Map
29 October 1952

62. Comparison with Registered Topographic Surveys.- None

63. Comparison with Maps of Other Agencies.-
East Brownsville Quadrangle, USGS, Edition 1936, Reprint 1943, 1:31,680

The Brownsville Ship Channel has been constructed since the publication of the USGS map.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-
Chart No. 1288, 15 January 1951, 1:80,000
Three aids to navigation listed in the light list and indicated on the map manuscript are now shown on the nautical chart.

66. Adequacy of Results and Future Surveys.-This map complies with the project instructions and National Map Accuracy Standards.

For the special treatment accorded to the shoreline delineation of San Martin Lake, refer to the Descriptive Report for T-9214.

Reviewed by:
Charles Hanavich
Charles Hanavich

APPROVED

L C Lardy 23 Dec 1954
Chief, Review Section
Div. of Photogrammetry

H C Edmonston
Chief, Nautical Chart Branch
Division of Charts

Mary B Ricketts
Chief, Div. of Photogrammetry

Carl O. Heaton
Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9223

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5-18-59	1288	A.J. Hoffman	Examined ~~Before~~ After Verification and Review No corr.
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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.