

9915

Diag. Cht. No. 532.

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline

Field No. Ph-76(51) Office No. T-9915

LOCALITY

State Texas

General locality Houston Ship Channel

Locality Crystal Bay to Carpenter Bay-
ou.

1951-52.

CHIEF OF PARTY

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

LIBRARY & ARCHIVES

DATE March 4, 1958

9915

DATA RECORD

T-9915

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

Field Office (II): Houston, Texas

Chief of Party: P. L. Bernstein

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III): 21 November 1951

28 Dec. 1954, 2 Febr. 1955

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV):

JAN 19 1954

Date reported to Nautical Chart Branch (IV): *2-11-54*

Applied to Chart No.

Date:

Date registered (IV): *19 Sept 1957*

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III):

N. A. 1927

Vertical Datum (III):

~~Mean sea level except as follows: M.H.W.~~
~~Elevations shown as (20) refer to mean high water~~
~~Elevations shown as (20) refer to sounding datum~~
~~in the area of low water or mean lower low water~~

Reference Station (III): TIP, 1931

Lat.: 29°46'18.893" (581.7m) Long.: 95°04'35.050" (941.6m)

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State:

Zone:

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

DATA RECORD

Field Inspection by (II): J. A. Clear, Jr.
W. M. Reynolds
W. H. Shearouse

Date: June 1952

Planetable contouring by (II): Not applicable.

Date:

Completion Surveys by (II): *L. F. Woodcock*
(See Completion Report)

Date: *26 April 1955*

Mean High Water Location (III) (State date and method of location): 19 June 1952
Air Photo Compilation

Projection and Grids ruled by (IV): Jack Allen (W. O.)

Date: 25 Nov. 1952

Projection and Grids checked by (IV): H. D. Wolfe (W.O.)

Date: 26 Nov. 1952

Control plotted by (III): R. J. Pate

Date: 24 Dec. 1952

Control checked by (III): I. I. Saperstein

Date: 20 Jan. 1953

~~Radial Plot or Stereoscopic~~
~~Control extension~~ by (III): M. M. Slavney

Date: 3 sept. 1953

Stereoscopic Instrument compilation (III):
Planimetry
Contours *Inapplicable*

Date:

Date:

Manuscript delineated by (III): R. R. Wagner

Date: 30 Oct. 1953

Photogrammetric Office Review by (III): J. A. Giles

Date: 30 Dec. 1953

Elevations on Manuscript
checked by *M* (III): *Inapplicable*

Date:

Camera (kind or source) (III): Fairchild Cartographic Camera "0" - 6" Metrogon lens

Number	Date	PHOTOGRAPHS (III) Time	Scale	Stage of Tide
51-0-5661	4 May 1951	0859	1:10,000	Negligible
-5662	"	0900	"	"
-5663	"	0901	"	"
-5664	"	0901	"	"
-5665	"	0902	"	"
-5666	"	0908	"	"
-5683	"	0921	"	"
-5684	"	0922	"	"
-5685	"	0923	"	"
-5686	"	0923	"	"

Camera "W"
54-W-3191 to 3198 incl. 10-19-1954 1:30 000

Tide (III)

Reference Item 7

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Lena J. Stevens
H. Sturfler

Date: *23 Feb. 1954*
15 April 1957

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 8
 Shoreline (More than 200 meters to opposite shore) (III): 15
~~Shoreline (Less than 200 meters to opposite shore) (III):~~
 Control Leveling - Miles (II): Inapplicable
 Number of Triangulation Stations searched for (II): 28
 Number of BMs searched for (II): 3 tidal
 Number of Recoverable Photo Stations established (III): 13
 Number of Temporary Photo Hydro Stations established (III): none

Recovered: 9
Recovered: 0

Identified: *8
Identified: 0

Remarks:

*(III) One (1) of these stations is not plotted on the manuscript.
See Item 23 of Photogrammetric Plot Report.

Summary to Accompany T-9915

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

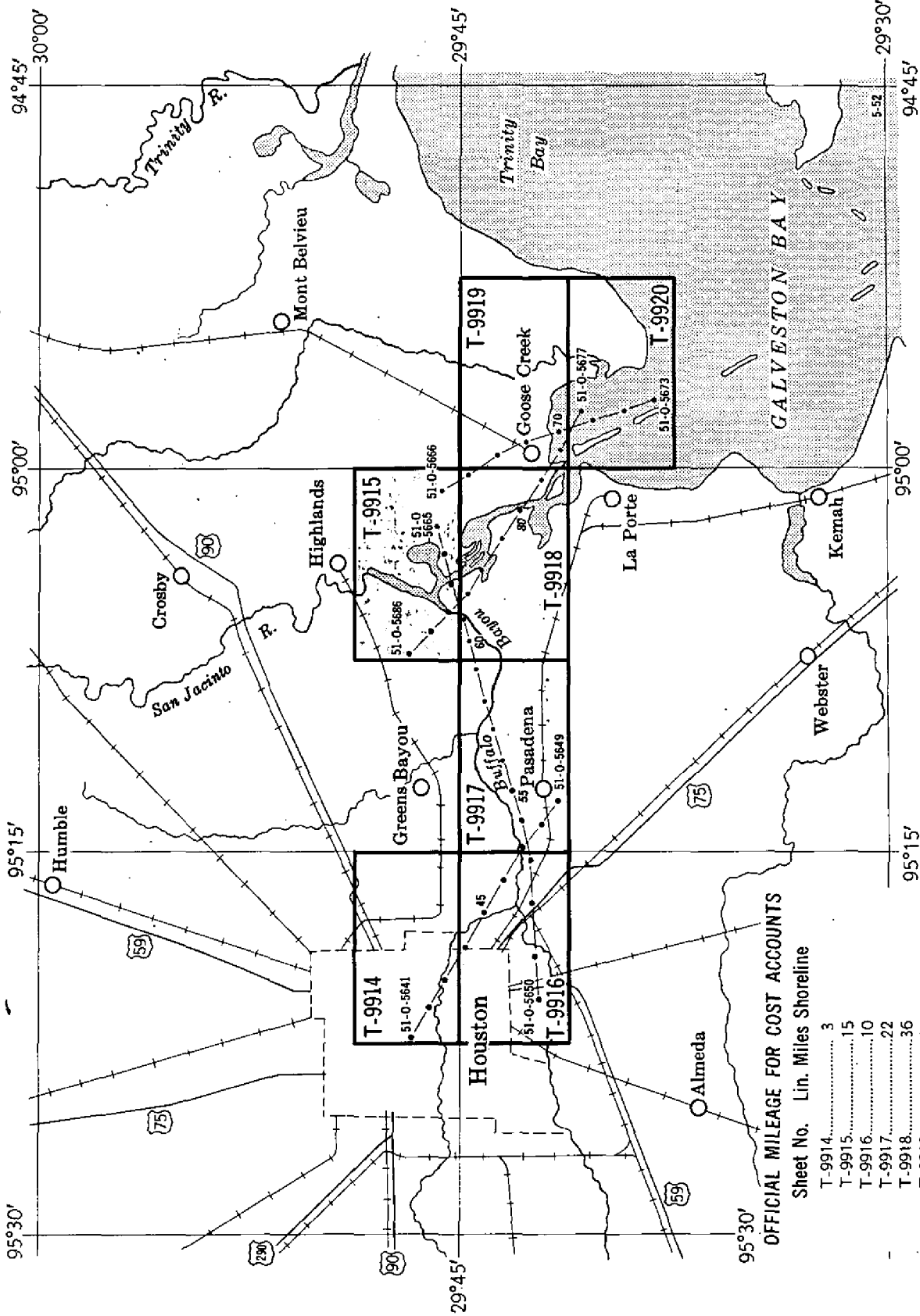
T-9915 includes that part of the Ship Channel between Channel view and Wooster.

After smooth drafting and printing a ~~cloth-backed~~ *cronar film positive* copy of the map and the descriptive report will be registered and filed in the Bureau Archives.

When all the maps of the project have been thus registered, a Completion Report for the whole project will be written. It will describe the project as to purpose, reports, and records turned in and filed.

SHORELINE MAPPING PROJECT PH-76

TEXAS, Houston to Galveston Bay (Buffalo Bayou)



OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No. Lin. Miles Shoreline

T-9914	3
T-9915	15
T-9916	10
T-9917	22
T-9918	36
T-9919	10
T-9920	10
TOTAL	106

Compiled at scale 1:10,000 from 1:24,000 scale single-lens photographs taken May 1951

(Refer to Air-Photo Indexes 99-E and 99-F)

Field Inspection Report

Ph-76(51)

See also Field Edit Report (with Completion Report)

- 7 -

2. AREAL FIELD INSPECTION

The area is open and rural except for the waterfront of the City of Baytown and the village of Morgan Point.

The terrain is fairly flat after rising abruptly to approximately 25 feet from the waters of the Houston Ship Channel, and the adjacent bays and streams.

Many of the shallow bays adjoining the ship channel are being filled with spoil from widening and deepening of the channel by the Corps of Engineers.

Woodland cover is spotty, it being pine or deciduous trees or a mixture. Generally the land is open and grassed over, some of it being devoted to cattle pasture. Where the trees are found they stand out very clearly on the photographs and have been labelled as to classification.

Photography is very good as to coverage and quality. No difficulty was experienced in interpretation of tones as they follow the usual pattern and enough notes were made during field inspection to clarify features for delineation.

No part of field inspection was knowingly omitted and it is believed to be complete.

3. HORIZONTAL CONTROL

See "Special Report, Horizontal Control Recovery, Project Ph-76(51)".

The following stations not established by the Coast and Geodetic Survey were recovered:

P.T.S. NO. 185 (USGS) 1915*
MON. 160 (USC&G & STATE SURVEY)**
P.T.S. S-3204 (H.L. & P.CO.)-third order.
P.T.S. NO. 174 (USGS)*
465/89.47 (USE) 1937-third order.
350 P.T. 860/95.47 (USE) 1948-third order.
259/03.2 (USE)-third order.
308/90.76 (USE)-third order.
98/82.16 (USE)-third order.
387/ 38.94 (USE)-third order.
0/000 200 OFFSET (USE) 1946-third order.
4/000 650 OFFSET (USE) 1946-third order.
578/54.04 (USE) 1937-third order.

*Accuracy not known.

**No position available.

All Coast and Geodetic Survey stations were searched for. The following are reported lost on Form 526:

QUADRANGLE T-9915

BATTLEFIELD(USE) 1900	RANGE O REAR 1931
BOY 1931	RANGE O FRONT 1931
BUFFALO 1931	RANGE S REAR 1931
BURN 1931	RANGE S FRONT 1931
BURNETT 1900	RANGE U FRONT 1931
CRYSTAL 1900	RANGE W REAR 1931
DIP 1931	RANGE X REAR 1931
FLAG 1931	RICK 1931
FULLER 1900	SANTA ANNA 1900

QUADRANGLE T-9918

BADGER (USE)	PEGGY (USE)
BARNES (USE)	RANGE C FRONT 1931
BLACK 1930	RANGE C REAR 1931
BRINSON 1930	RANGE K FRONT 1931
DARE 1931	RANGE K REAR 1931 ✓
DAVIS (USE)	RANGE M FRONT 1931
DOG 1930	RANGE M REAR 1931
DRAGON(USE)	RANGE N FRONT 1931
DUCK (USE)	RANGE N REAR 1931
DUCKY 1930	RANGE O FRONT 1931
FALSE 1931	RANGE O REAR 1931
GOAT	RANGE P REAR 1931
GRASSY(USE)	RANGE T REAR 1931
HOUSTON CHANNEL BN. 34	RANGE V FRONT 1931
HOUSTON CHANNEL BN. 32	RANGE V REAR 1931
INLET 1930	REFINE 1930
INSULATOR 1938	SMALL (USE)
JENNINGS (USE)	SMALL 1930
JENNINGS 2 1938	SPIL 1930
LINE 1930	SPILLMAN(USE)
MAN 1930	TANK 1938
MARSH(USE)	UPPER CRACK (USE)
MARSH 1930	WHITE 1930
McKEE (USE)	WOOSTER (USE)

QUADRANGLE T-9919

CANE 1930
CEDAR BAYOU BEACON
CRUDE 1931
DERRICK 1930
DR. SMITH(USE)
EVERGREEN 1931
FERRY 1930
HOG(USE)
HOG ISLAND(USE) 1900
HOUSTON CHANNEL NIGHT NO. 2
MIDWAY(USE)

OIL 1930
PASS 1930
PIG 1930
RANGE D FRONT 1931
RANGE D REAR 1931
RANGE F FRONT 1931
SPILLMAN(USE)
TABB(USE)
TABBS 1930
TREAT 1930

QUADRANGLE T-9920

ATKINSON(USE)
BEACON 29
CANAL(USE) 1900
DON 1930
DUMP 1930
END 1930
HEAD 1930

ISLE 1930
LAST 1930
MORGAN POINT CHANNEL LT.
POINT 1930
SAW 1930
SHELL 1930
SOW 1930
WET

Of the foregoing lost stations, INLET 1931 and DUCKY 1930 were identified for use in the photogrammetric plot.

In the case of DUCKY 1930, both reference marks were found and the point of intersection of the chained distances was determined and used to establish a substitute station for the plot.

INLET RM 2 1931 was recovered and identified.

After completion of recovery of control stations it was found that a Coast and Geodetic Survey triangulation party had been in the area in early 1952. Descriptions of new stations were requested and several (G-9346) were recovered and identified.

4. VERTICAL CONTROL

Tidal bench marks as follows were searched for and reported on Form 685A:

Quadrangle T-9915:

At Lynchburg: TIDAL BM 1, 2, and 3 destroyed.

Quadrangle T-9918:

None.

Quadrangle T-9919:

None.

Quadrangle T-9920:

At Morgan Point:

TIDAL BM 2 - destroyed.
TIDAL BM 3 - destroyed.
TIDAL BM PIPE (USE) - destroyed.
TIDAL BM 14 - destroyed.
TIDAL BM 8.643 (USE) - recovered.

5. CONTOURS AND DRAINAGE

Drainage is generally clear on the photographs. It has been labelled or indicated by symbol in a few places.

Contours are not applicable.

6. WOODLAND COVER

Woodland outlines are clear on the photographs. Classification has been made by standard labels.

7. SHORELINE AND ALONGSHORE FEATURES

Tides are negligible but winds blow the water in or out to the extent that a low-water line is visible in places along the ship channel. Where considered worthy of mapping it has been indicated by dots as approximate.

The high-water line is clear in most places. It has been inspected and indicated throughout. Heavy ship traffic in the channel causes a false-appearing line on the photographs. The wake waves wash inshore some 15 or 20 feet from normal high-water line and cause a visible line on the photographs. The high-water line should be delineated about 20 feet offshore from this line except where deepwater is, in which case there is only the one line.

The foreshore is mud and clay from the western limits eastward to Lynchburg Ferry, then it becomes sand, clay, and shell.

There is a Field Edit Report of the shoreline of the channel and some adjacent areas, by: L.F. Woodcock of 26 April 1955 (bound with Completion Report)

Piers and shoreline structures have been labelled on the photographs as have cable and pipeline crossings.

8. OFFSHORE FEATURES

Classified on the photographs.

9. LANDMARKS AND AIDS

Nonfloating aids to navigation have been located by direct identification or theodolite method and are reported on Form 524 and 567. *See "Special Report - Landmarks for Charts" by Percy L. Bernstein, 1952 (bound with Form 567 and 524 are being submitted for landmarks. Completion Report)*

10. BOUNDARIES, MONUMENTS, AND LINES

Inapplicable.

11. OTHER CONTROL

None required.

12. OTHER INTERIOR FEATURES

Roads and buildings have been classified according to instructions. Generally, only Class 2 buildings have been labelled. To assist the compiler many Class 1 buildings have been blocked in or circled in red. Structures not to be shown have been deleted in green.

There are no bridges over navigable water except for small boat traffic in Goose Creek at Baytown. Clearances are shown on photograph 51-0-5668 and are tabulated on the following page. T-9919

A copy of letter advising the District Engineer, Corps of Engineers, U. S. Army, Galveston, Texas, of discrepancies in bridge clearances is a part of this report.

Overhead cables crossing navigable water are power transmission lines of the Houston Lighting and Power Company. They are built so as not to obstruct navigation. Clearances were furnished by the power company and visually estimated as correct in the field:

Transmission line crossing at Alexander Island (Quadrangle T-9918 () Photograph 51-0-5681), Vertical Clearance of 198.4 ft. above MLW.

Transmission line crossing Old River (Quadrangle T-9915 () Photograph 51-0-5662), Vertical Clearance of 76.9 ft. above MLW.
77.0 MLW ✓

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
Arabi, Louisiana

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

10 July 1952

EXPRESS ADDRESS:

To: District Engineer
Galveston District
Corps of Engineers, U. S. Army
606 Santa Fe Building
Galveston, Texas

Subject: Bridge Data

There is enclosed a list of the bridge clearance data determined by this party.

Percy L. Bernstein
Commander, U.S.C. & G.S.
Chief of Party

Encl.
cc: The Director

TABULATION OF BRIDGE DATA

Navigable to skiffs & small boats only.

Name	Type	Horizontal Clearance		Vertical Clearance	
		C&GS Meas.	Br. Book*	C&GS Meas.	Br. Book*
<i>T-9919</i> <u>GOOSE CREEK, TEXAS</u>					
Highway	F	56.0	56.0	12.8	8.0 above H.W.
Railroad	F	45.5	45.0	11.0	4.0 " " "

Measurements were made at 1000 and 1015 respectively 3 July 1952.

Winds and rain water strongly influence vertical clearance and accurate comparison cannot be made.

*List of Bridges Over The Navigable Waters of the United States revised to July 1, 1941 and Supplement thereto.

Transmission line crossing ^sSan Jacinto River (Quadrangle T-9915()),
Photograph 51-0-5684), Vertical Clearance of 92.2 ft. above MLW.
74 H.W.

These are measured clearances by the power company. The permits were checked at the Corps of Engineers office and the actual clearances exceed the permit in each instance.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-76(51)".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Geographic Names, Project Ph-76(51)", submitted to Washington Office on 2 July 1952.

"Special Report, Horizontal Control Recovery, Project Ph-76(51)", submitted to Washington Office on 16 May 1952.

Data, Quadrangles T-9915(), T-9918(), T-9919(), and T-9920(), forwarded to Washington Office on letter of transmittal 76-2 dated 21 July 1952.

Submitted
10 July 1952

William H. Shearouse
William H. Shearouse
Cartographer (Photo)

Approved and forwarded

21 July 1952

Percy L. Bernstein

Percy L. Bernstein
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT.

21. AREA COVERED.

This photogrammetric plot was for Ph-76(51), which is comprised of shoreline surveys T-9914 to T-9920 inclusive. These surveys cover the Houston Ship Channel, Texas.

The sketch on Page 18 of this report shows the arrangement of surveys in Ph-76(51), the centers of photographs used, and the control identified for use in this plot.

22. METHOD.

Radial Plot:

Map Manuscripts: -- The map projections are on acetate at a scale of 1:10,000 with the Lambert South Central Grid Zone in red, and the polyconic projection in black. Small discrepancies, 0.3 millimeter (3 meters) maximum, were noted in the relationship of the grid coordinates with the polyconic projections when checking the junction of several manuscripts.

All the manuscripts were 7'30" in longitude and 3'45" in latitude excepting T-9917 which is 3'55" in latitude and T-9918 which is 4'30" in latitude.

Control was plotted using dividers, beam compass, and meter bar. Positions were computed for plotting substitute stations more than 30 meters from the triangulation station, and/or more than one instrument set-up was used to locate the substitute station.

Base grids of vinylite with the 5,000 foot interval at 1:10,000 scale were used for laying the plot. Identified control was transferred from the map manuscripts by matching grid values and adjusting the scale differences. Special adjustments were made for the minor discrepancies noted in the first paragraph under Item 22.

Photographs: -- The photographs were single-lens taken on 4 May 1951 with Cartographic Camera "O". The negative scale was 1:24,000 and the print scale was 1:10,000. Reprints were required for some photographs when the fiducial marks were masked out.

Photographs used were:

51-0-5641 through 51-0-5673
51-0-5677 through 51-0-5686

Templets: -- Vinylite templets were made from all the photographs using the distortion templet furnished by the Washington Office for Cartographic Camera "O". It is noted that the distortion templet was a 2 diameter enlargement and the photographs used in this project were 2.4 diameter enlargements.

Closure and adjustment to control: -- A preliminary radial plot disclosed that six "positively" identified stations could not be held. The discrepancy in position of Substitute Point 860 + 95.47 (USE), 1948, No 35 on sketch, on T-9917 was resolved before the final radial plot. The preliminary plot position was 0.5 mm (5 meters) from the field position. Investigation disclosed that the identification on the field print differed by 0.5 mm (5 meters) from the point as described on the identification card. When the point was used as described on the identification card it held exactly. BAYTOWN HUMBLE REFINERY STACK, 1931, No. 56 on sketch, on T-9918 was "positively" identified but a caution note on the Control Station Identification card stated that "no description was available - - there are several other stacks in the vicinity". The radial plot position was about 3.14 cm (314 meters) west southwest of the geographic position. There was a stack in the area that did satisfy the geographic position on the plot; this stack has been used and appropriate notes made on the field print and Control Station Identification card.

The final radial plot was developed conventionally from the most strongly fixed photographs through weaker fixes until completion. The plot was re-laid several times to insure its final accuracy; this was especially true where slight control adjustments gave a tighter plot, and in areas of control discrepancies. The radial plot discrepancies of PRIMARY TRAVERSE STATION 185 (USGS), 1915 on T-9915, Substitute Point 308 + 90.76 (USE), 1938, and Substitute Point LOW, 1931 on T-9918,

and Substitute Point RANGE F REAR LIGHT, 1931 on T-9919 are discussed under Item 23, "ADEQUACY OF CONTROL".

The photograph centers and pass points were transferred to the map manuscripts by matching grid values with the base grid and adjusting scale differences. Dog-ears were added for photograph centers that fall off the manuscripts but are needed for compilation.

23. ADEQUACY OF CONTROL.

Eighty-one (81) control stations were identified for this photogrammetric plot; of which three (3) were not used. Two (2) - HOUSTON MERCHANTS AND MANUFACTURING COMPANY TANK SOUTH, 1942, and GULF (H.L. & P.CO.), 1942, on T-9914, were within 25 and 125 meters of other identified control stations in downtown Houston. Substitute Point HAT, 1931, on T-9917, was surrounded by "positively" identified control that held.

Of the seventy-eight (78) identified stations no geographic positions could be found for two - MONUMENT 160 (Texas State Survey), No. 73 on sketch, on T-9915; and MONUMENT 27 (Texas State Survey), No. 74 on sketch, on T-9917. See copy of letter attached.

Seventy-six (76) identified control stations were used, of which four positively identified refused to hold. They were disposed of as follows:

On T-9915, PRIMARY TRAVERSE STATION 185 (USGS), 1915, No. 51 on sketch, failed to hold the position as furnished in the copy of letter attached. The letter did not indicate whether the position was North American or North American 1927 datum and it is noted that plotting the station on both assumptions gave discrepancies from the radial plot position of 1.4 mm (14 meters) east southeast and 1.0 mm (10 meters) west northwest. Because the aforesaid letter also stated "The accuracy of these positions is not known and, therefore, if used at all they should be used with caution", the station symbol has therefore been removed from the manuscript and the pass point shown.

On T-9918 two "positively" identified control stations refused to hold:

COPY

731-mk1

22 May 1952

To: Comdr. Percy L. Bernstein
U. S. Coast and Geodetic Survey
P. O. Box 208
Arabi, Louisiana

Subject: Control - Project Ph-76(51).

Reference is made to paragraph 5 of page 1 of your report on horizontal control.

Positions for monuments Nos. 27 and 160 have not been determined. This condition is not unusual for monuments established under the C. W. A. program. Data on these stations was intentionally omitted when the field data was forwarded to you.

Information regarding G. S. control was not collected at the time the project was planned because there appeared to be enough control by this agency, if it could be recovered, to control the plot. An inquiry has been made regarding the U. S. G. S. stations P. T. S. Nos. 174 and 185. The positions of these stations as established by the U. S. G. S. is as follows:

P.T.S. No. 174: 29° 43' 58.80"
95 05- 22.39.

P.T.S. No. 185: 29 45 03.38
95 02 08.46

The accuracy of these positions is not known and, therefore, if used at all they should be used with caution.

(Signed) O. S. Reading
O. S. Reading
Chief, Division of Photogrammetry

cc: Tampa Photogrammetric Office

COPY

Substitute Point 308 + 90.76 (USE), 1937, No. 75 on sketch, gave a radial plot position 4.5 mm (45 meters) south southwest of the field position. Although the identification card classifies the accuracy of identification as "positive", a caution note on the card drew attention to the "doubtful recovery of 308 + 90.76 (USE), 1937." The radial plot position is shown with a pass point.

Substitute Point LOW, 1931, No. 63 on sketch, gave a radial plot intersection about 0.9 mm (9 meters) north northwest of the field position. Investigation disclosed that the radial plot position was on the azimuth from LOW, 1931 as determined in the field but scaled 147 feet from the station instead of 117 feet as indicated on the identification card. The radial plot position is shown with a pass point.

On T-9919 Substitute Point RANGE F REAR LIGHT, 1931, No. 64 on sketch gave a radial plot intersection 3.1 mm (31 meters) southwest of the field position. The identification is classified "positive" but a note on the identification card states "use with caution, light rebuilt in 1934, foundation recovered in plotted position". The radial plot position is shown with a pass point.

Control was more than adequate for a good plot with the exception of the southern part of T-9920, which is comprised of narrow islands covered by photographs 51-0-5672 and 51-0-5673 which required control to "stop" the centers to insure accuracy.

24. SUPPLEMENTAL DATA.

None.

25. PHOTOGRAPHY.

Photographic coverage was adequate and definition and contrast were good. Several photographs were tilted, none severely enough to justify computation.

26. GENERAL.

Dates of completion of the photogrammetric plot are as follows:

T-9914	on	14	July	1953
T-9916	on	16	July	1953
T-9917	on	1	Sept	1953
T-9915	on	3	Sept	1953
T-9918	on	18	Sept	1953
T-9919	on	18	Sept	1953
T-9920	on	18	Sept	1953

Respectfully submitted

Milton M. Slavney

Milton M. Slavney,
Cartographer,
Tampa Photogrammetric Office

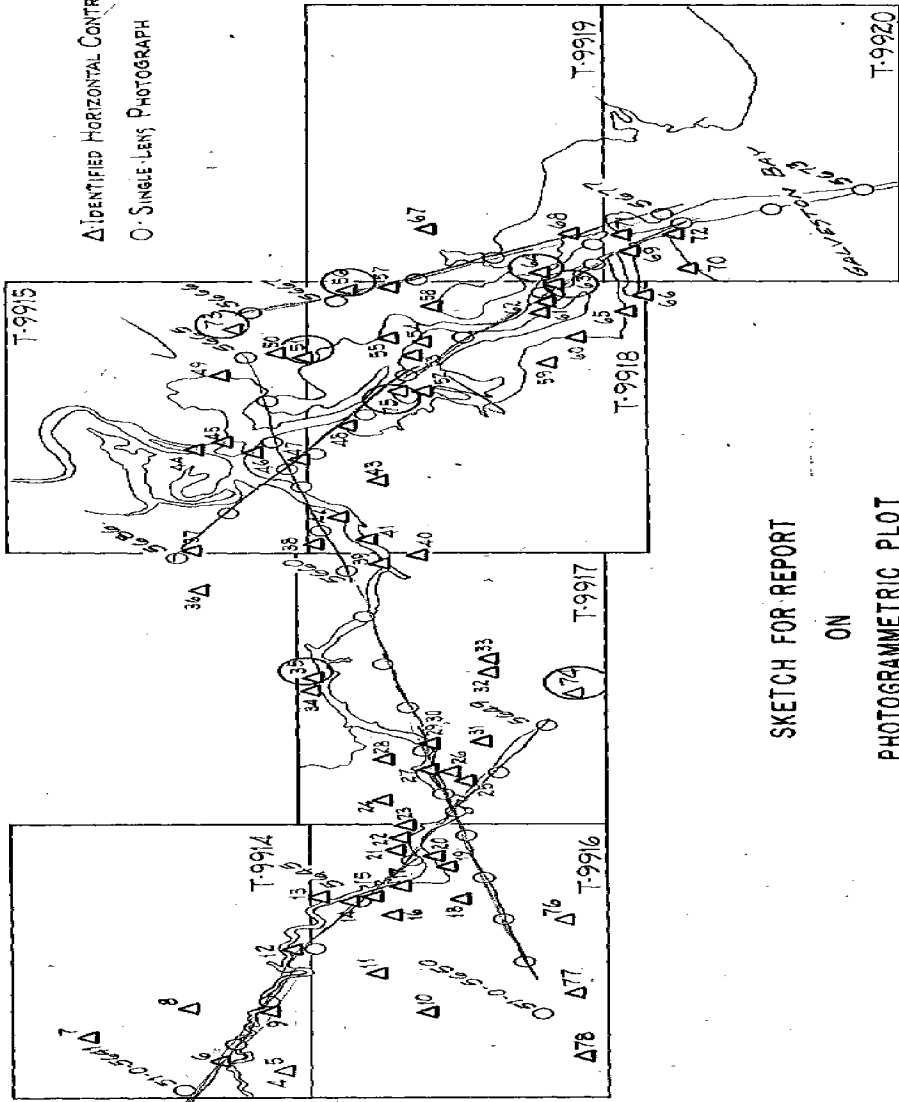
APPROVED AND FORWARDED:

J. E. Waugh
J. E. Waugh, Chief of Party

INDEX OF CONTROL

1. HOBB (E.L. & P.CO.), 1938
2. HOUSTON, STANDARD RICE CO., DAM, 1942
3. HOUSTON, HEPBURN DAVIS HOSPITAL, GEORGETOWN, 1942
4. HOUSTON, GULF BUILDING, HOUSTON, 1931
5. HOUSTON, ESPERSON BUILDING, HOUSTON, 1942
6. HOUSTON, MERCHANTS AND MANUFACTURING CO., BANK (NORTH), 1942
7. CONGRESS (E.L. & P.CO.), 1938
8. KEMPLEY (E.L. & P.CO.), 1938
9. HOUSTON, TRINITY CEMENT CO., STAK, 1942
10. HOUSTON, JONES STEEL CO., DAM, 1942
11. HOUSTON, HENRY (E.L. & P.CO.), 1938
12. HOUSTON, REED DRILLING CO., WATER TANK, 1952
13. TANK 4, 1931
14. TANK 5, 1931
15. TANK 3, 1931
16. Sub. Pt. 25 1/2 (US), 1930
17. HOUSTON, SHEP CHANNEL EXPRESS CO., TANK, 1942
18. Sub. Pt. 25 1/2 (US), 1930
19. TANK 2, 1931
20. Sub. Pt. 25 1/2 (US), 1930
21. HOUSTON, TEXAS GAS PLANT, WATER TANK, 1952
22. TANK 2, 1931
23. TANK 3, 1931
24. CALERA (E.L. & P.CO.), 1936
25. COTTON, 1931
26. HOUSTON WATER & LIGHT CO., PLANT, 1931
27. DEERKREHT, HOUSTON LIGHT & POWER CO., TANK, 1942
28. TANKS, 1931
29. Sub. Pt. BUFFALO, 1931
30. PASADENA, STANTON PAPER MILL CO., WATER TANK, 1952
31. HOUSTON, RADIO SPARROWS, KATZ - WINS, CALLEST MARK, 1952
32. Sub. Pt. RADIO, 1931
33. HOUSTON, SHEFFIELD STEEL CO., STAK, 1952
34. Sub. Pt. 660 + 95.47 (US), 1946
35. HOUSTON, 1931
36. HOUSTON MUNICIPAL WATER TANK, 1952
37. SAN JACINTO, GEORGETOWN PLANT, FIELD WATER TANK, 1952
38. Sub. Pt. NO. 1, 2008, 1931
39. Sub. Pt. 1931
40. Sub. Pt. 578 + 54.04 (US), 1937
41. S - 2004 (E.L. & P.CO.)
42. Sub. Pt. 617 1931
43. Sub. Pt. 105 + 89.47 (US), 1937
44. Sub. Pt. 105 + 89.47 (US), 1937
45. Sub. Pt. 105 + 89.47 (US), 1937
46. Sub. Pt. 105 + 89.47 (US), 1937
47. MONUMENT, 1942
48. Sub. Pt. 307 + 36.94 (US), 1937
49. Sub. Pt. 1931
50. STATION, MOUSTON MUNICIPAL WATER TANK, 1952
51. PRIMARY TRAV. STA. 105 (US), 1915
52. Sub. Pt. 259 + 07.12 (US), 1937
53. STATION, S.W. TRANSMISSION TOWER, 1931
54. STATION W.4, TRANSMISSION TOWER, 1931
55. STATION, HUNTER REFINERY STAK, 1931
56. STATION, SLAVE WATER TANK, 1931
57. Sub. Pt. DUNAY, 1931
58. LA FORT, DUPONT CHEMICAL CO., WATER TANK, 1952
59. Sub. Pt. 838, 1930
60. Sub. Pt. 838, 1930
61. PRIMARY TRAV. STA. 98 + 82.16 (US), 1937
62. Sub. Pt. 104, 1931
63. Sub. Pt. 104, 1931
64. Sub. Pt. 104, 1931
65. Sub. Pt. 0 + 000 (600 OFFSET) (US), 1936
66. Sub. Pt. 0 + 000 (650 OFFSET) (US), 1936
67. MONUMENT 160 (TEXAS STATE SURVEY)
68. MONUMENT 27 (TEXAS STATE SURVEY)
69. Sub. Pt. 306 + 90.76 (US), 1937
70. PRIMARY TRAV. STA. 478 (E.L. & P.CO.)
71. Sub. Pt. HOUSTON NORTH BASE, 1942
72. FOSTER EAST BASE (E.L. & P.CO.), 1933

* No geographic position available



SKETCH FOR REPORT
ON
PHOTOGAMMETRIC PLOT
FOR
PH-76(51)

MAP T. 9915 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 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)	
NOFFKE, 1931	G.P.'s Pg 275	N.A. 1927	29 46 95 08	17.933 22.305	West of Manuscript Limits			552.2 599.2	(1295.2) (1012.6)	
TORY HILL (USE) 1900	" Pg 102	"	29 45 95 04	57.527 22.692				1771.3 609.6	(76.1) (1002.3)	
TIP, 1931	" Pg 105	"	29 46 95 04	18.893 35.050				581.7 941.6	(1265.7) (670.3)	
BLU, 1931	" Pg 112	"	29 46 95 02	00.48 33.15				14.8 890.6	(1832.6) (721.3)	
465 + 89.47 600 (USE) 1937	USE Photo- stat	"	721.610.20 3,244,051.39		1,610.20 (3,389.80) 4,051.39 (948.61)					
BAYTOWN WOOSTER MUNICIPAL WATER TOWER, 1952	G.P.'s Pg 11	"	29 45 95 01	26.21 49.90				807.0 1340.7	(1040.4) (271.4)	
CHANNELVIEW, MUNICIPAL WATER TANK, 1952	" Pg 11	"	29 46 95 07	23.32 19.81				718.0 532.2	(1129.4) (1079.6)	
PRIMARY TRAV. STA. 185, (USGS), 1915	ltr W.O. 22 May 1952	"	29 45 95 02	03.38 08.46				104.1 227.4	(1743.3) (1385.3)	

MAP T-9917 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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)
CHIM, 1931	G.P.'s Pg 285	N.A. 1927	29	43	33.450			1029.9	(817.5)		
			95	07	33.699			905.7	(706.9)		
PASADENA, 1931	G.P.'s Pg 285	"	29	42	45.288			1394.4	(453.0)		
			95	12	43.031			1156.6	(456.1)		
HOUSTON POWER & LIGHT COMPANY, TANK, 1931	G.P.'s Pg 285	"	29	43	16.93			521.3	(1326.1)		
			95	13	31.44			845.0	(767.6)		
GALENA, (H.L.& P.CO.) 1938	G.P.'s Pg 457	"	29	44	02.688			82.8	(1764.6)		
			95	14	16.838			452.5	(1159.9)		
BUFFALO, 1931	G.P.'s Pg 275	"	29	43	28.143			866.5	(980.9)		
			95	12	45.527			1223.6	(389.0)		
RADIO, 1931	G.P.'s Pg 103	"	29	42	39.497			1216.1	(631.3)		
			95	10	21.603			580.7	(1032.1)		

1 FT. = 3048006 MICRONS
COMPUTED BY: I.I. Saperstein
DATE: 5 Nov. 1952
CHECKED BY: R.J. Pate
DATE: 10 Nov. 1952
M-2388-12

MAP T-9917 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 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)	
TEXAS, 1931	G.P.'s Pg 103	N.A. 1927	29	43	58.912			1813.9	(33.5)	
			95	13	11.749			315.7	(1296.7)	
COTTON, 1931	G.P.'s Pg 103	"	29	43	06.598			203.2	(1644.2)	
			95	14	53.705			1443.5	(169.2)	
BOGG, 1931	G.P.'s Pg 105	"	29	44	03.222			99.2	(1748.2)	
			95	07	42.124			1132.0	(480.4)	
DEEPWATER, HOUSTON LIGHT & POWER COMPANY, STACK, 1942	G.P.'s Pg 282	"	29	43	25.514			785.6	(1061.8)	
			95	13	32.288			867.8	(744.8)	
HAT, 1931	G.P.'s Pg 111	"	29	43	27.851			857.5	(989.9)	
			95	13	55.676			1496.3	(116.2)	
350 PT 860 + 95.47 (USE), 1948	Card	"	715,	412.03,		412.03	(4587.97)			
			3,211,	363.85,		1363.85	(3636.15)			

MAP T. 9917 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 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)	
PASADENA, CHAMPION PAPER MILL COMPANY, WATER TANK, 1952	G.P.'s Pg 11 G-9346	N.A. 1927	29 43	19.33				595.2	(1252.2)	
			95 12	52.92				1422.3	(190.3)	
HOUSTON, SHEEP- FIELD STEEL COMPANY, STACK, 1952	G.P.'s Pg 11 G-9344	"	29 44	50.39				1551.5	(295.9)	
			95 11	06.09				163.6	(1448.6)	
HOUSTON, RADIO STATION KXYZ - KPRC, TALLEST MAST, 1952	G.P.'s Pg 13 G-9346	"	29 42	37.88				1166.3	(681.1)	
			95 10	28.45				764.7	(848.0)	
HOUSTON, ETHYL GAS CORP., WATER TOWER 1952	G.P.'s Pg 11 G-9346	"	29 44	24.88				766.1	(1081.3)	
			95 10	07.88				211.7	(1400.6)	

MAP T. 9918 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 SCALE FACTOR

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)	
DAVIS (USE), 1900	G.P.'s Pg 143	N.A. 1927	29 95	44 01	08.935 38.621			275.1 1037.9	(1572.3) (574.5)	
BAYTOWN, N.E. TRANSMISSION TOWER, 1931	G.P.'s Pg 159	"	29 95	43 01	50.359 30.812			1550.6 828.1	(296.8) (784.4)	
BAYTOWN, S.W. TRANSMISSION TOWER, 1931	G.P.'s Pg 159	"	29 95	43 01	40.144 40.407			1236.0 1085.9	(611.4) (526.6)	
BAYTOWN, HUMBLE REFINERY, STACK, 1931	G.P.'s Pg 159	"	29 95	44 00	27.52 22.63			847.3 608.1	(1000.1) (1004.2)	
BAYTOWN, SILVER WATER TANK, 1931	G.P.'s Pg 160	"	29 95	43 00	49.173 24.025			1514.0 645.7	(333.4) (966.8)	
SAN JACINTO BATTLEFIELD MONUMENT, 1942	G.P.'s Pg 282	"	29 95	44 04	58.676 49.785			1806.6 1337.7	(40.8) (274.5)	

MAP T. 9918 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 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)	
INLET R.M.2, 1931	Comp.	N.A. 1927	29 43	30.833				949.3	(898.1)	
			95 03	01.340				36.0	(1576.5)	
578 + 54.04 (USE), 1937	Card	"	715,880.89		880.89	(4119.11)				
			3,236,238.55		1238.55	(3761.45)				
259 + 03.2 (USE), 1937	USE Photo- stat	"	710,228.85		228.85	(4771.15)				
			3,259,697.28		4697.28	(302.72)				
387 + 38.94 (USE), 1937	"	"	716,209.53		1209.53	(4790.47)				
			3,248,445.93		3445.93	(1554.07)				
308 + 90.76 (USE), 1937	"	"	710,744.92		744.92	(4255.08)				
			3,254,552.83		4552.83	(447.17)				
98 + 82.16 (USE), 1937	"	"	699,975.30		4975.30	(24.70)				
			3,268,371.94		3371.94	(1628.06)				

MAP T. 9918 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 SCALE FACTOR -

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS (BACK)	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)	
DUCKY, 1930	G.P.'s Pg 104	N.A. 1927	29 43	20.185	Sta. destroyed - plot (S.P.)	used in	621.5	(1225.9)	
			95 00	40.824			1097.2	(515.4)	
PATRICK, 1931	G.P.'s Pg 105	"	29 44	10.028			308.8	(1538.6)	
			95 07	02.667			71.7	(1540.7)	
LOW, 1930	G.P.'s Pg 108	"	29 41	54.760			1686.1	(161.3)	
			95 00	06.282			168.9	(1440.0)	
CAT, 1930	G.P.'s Pg 110	"	29 41	59.948			1845.8	(1.6)	
			95 00	49.648			1334.6	(278.3)	
SAN, 1930	G.P.'s Pg 109	"	29 41	07.194			221.5	(1625.9)	
			95 01	28.037			753.8	(859.4)	
S 3204 (H.L.& P.CO.)	card	"	711,450.07		1450.07	(3549.93)			
			3,240,805.47		805.47	(4194.53)			

MAP T. 9219 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 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)	FORWARD	(BACK)
PELLEY, MUNICIPAL TANK, 1931	G.P.'s Pg 160	N.A. 1927	29	43	21.302			655.9	(1191.5)		
			94	58	32.377			870.2	(742.4)		
HOG 2, 1930	G.P.'s Pg 101	"	29	41	38.905			1197.9	(649.5)		
			94	58	38.660			1039.3	(573.7)		
STATE MARKER, 1938	G.P.'s Pg 105	"	29	41	38.837			1195.8	(651.6)		
			94	58	38.867			1044.9	(568.1)		
SHORE, 1930	G.P.'s Pg 108	"	29	41	54.259			1670.6	(176.8)		
			94	57	17.240			463.4	(1149.5)		
HILL, 1930	G.P.'s Pg 112	"	29	41	46.72			1438.3	(409.1)		
			94	56	28.30			760.8	(852.2)		
RANGE F, REAR, 1931	G.P.'s Pg 116	"	29	42	00.66			20.3	(1827.1)		
			94	59	48.28			1297.9	(315.1)		

Sta. destroyed - used in
plot - show with red
triangle

MAP T-9920 PROJECT NO. PH-76(51) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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)	
HOUSTON CHANNEL BEACON NO. 28, 1931	G.P.'s Pg 105	N.A. 1927	29 40 94 58	20.595 36.465				634.1 980.5	(1213.3) (632.9)	
RAIL, 1930	G.P.'s Pg 107	"	29 40 95 00	42.802 24.567		West		1317.9 660.6	(529.5) (952.7)	
MORGAN PT. (USE) 1901, 1911	G.P.'s Pg 103	"	29 40 94 59	51.528 08.805				1586.5 236.7	(260.9) (1376.5)	
SHELL, 1930	G.P.'s Pg 112	"	29 40 94 59	51.24 34.42				1577.7 925.5	(269.7) (687.8)	
MORGAN PT. (2, ...) 1931	G.P.'s Pg 143	"	29 40 94 59	51.731 08.942				1592.8 240.4	(254.6) (1372.8)	
NEAL, 1932	G.P.'s Pg 97	"	29 39 94 59	59.648 53.399				1836.6 1436.0	(10.8) (177.5)	

COMPILATION REPORT T-991531. DELINEATION.

The manuscript was delineated by the graphic method. No unusual methods of compilation were used.

The field inspection was adequate with a few minor exceptions as listed below:

1. No limits were recovered for the small cemetery in San Jacinto State Park.
2. The location of the indicated power line on field photograph No. 51-0-5664³ is believed to be in error. A turning point was shown on the map manuscript at approximate latitude 29° 46!2 and longitude 95° 04!2 where the compiler believes a pole or tower is visible. This agrees with the published quadrangle. Another turning point was placed at approximate latitude 29° 45!8 and longitude 95° 03!6 which does not agree with the information on the field photograph No. 51-0-5663. The pole or tower is visible on the photographs and the position shown on the map manuscript agrees with that on the published quadrangle.
3. The cable clearance across the San Jacinto River and Old River, listed in Item 12 and as shown on the map manuscript, does not agree with the Notice to Mariners.

During review this transmission line was re-drawn to agree with field inspection. Had the turning-point pole farther north been still in use, it would have been apparent to the inspector. That portion of the new position shown on FI photo. 51-0-5663 has been shown by an unbroken line on the manuscript map. The shoreline has undergone extensive change since the date of the other maps.

32. CONTROL.

Horizontal control was adequate with reference to identification, density and placement.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

No difficulties were encountered in delineating the drainage. Contours are inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate.

No low water or shoal lines have been shown on the map manuscript.

36. OFFSHORE DETAILS.

No statement.

37. LANDMARKS AND AIDS. *Ch. L. No. 35 (1954)*

HOUSTON SHIP CHANNEL, RANGE Q FRONT AND REAR LIGHTS, were identified direct on field photograph No. 51-0-5684. The 1953 light list shows the aids rebuilt in 1952. The rear light was located on the map manuscript by intersections from three-point fix with check angles that were used to locate other aids. The position varied from that as identified on the photograph. In view of the foregoing, the front light has been shown on the back of the map manuscript in red ink. The position of this aid has not been listed on Form 567 or Form 524. *Removed during review.*

The difference between FRONT and REAR RANGE LIGHTS as shown on the map manuscript and in the 1953 Light List are as follows:

LIGHT	---MANUSCRIPT---		--LIGHT LIST---	
	Bear-ings	Distance in Yards	Bear-ings	Distance in Yards
GALVESTON BAY				
HOUSTON SHIP CHANNEL				
-RANGE X FRONT & REAR LIGHTS	121° ²⁸ 40'	561 565	121°	600
-RANGE S FRONT & REAR LIGHTS	344°14'	648 651	343°	590
-RANGE U FRONT & REAR LIGHTS	326° ³⁰ 55'	292	327°	292

LIGHT	---MANUSCRIPT---		--LIGHT LIST---	
	Bear-ings	Distance in Yards	Bear-ings	Distance in Yards
GALVESTON BAY HOUSTON SHIP CHANNEL				
-RANGE Q FRONT & REAR LIGHTS	327° ³⁸ 28'	-	327°	350
-RANGE W FRONT & REAR LIGHTS <i>(Re-plotted during review)</i>	301° ²⁸ 10'	²¹³ 220	301°	240

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

38. CONTROL FOR FUTURE SURVEYS.

Fourteen (14) Forms 524, one for each nonfloating aid, are being submitted herewith. Only those aids that fall on land have been listed under Item 49.

39. JUNCTIONS.

Junction was made to the south with T-9918.

There are no contemporary surveys to the west, north and east.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with Corps of Engineers, BURNETT BAY quadrangle, scale 1:31,680, edition of 1944, and USC&GS topographic survey No. 4618, LYNCHBURG and vicinity, scale 1:5,000, dated February 1931. The changes in shoreline appear around BURNETT and CRYSTAL BAYS. A new channel has been dug for CARPENTER BAYOU.

47. COMPARISON WITH NAUTICAL CHARTS.

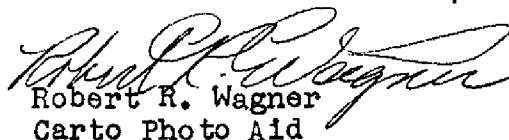
Comparison was made with USC&GS Nautical Chart No. 589, scale 1:10,000, published in 1952, corrected to 24 March 1952. The two are in fair agreement. The maps listed in Item 46 are thought to be the sources of topography shown on the nautical charts. The same differences exist.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

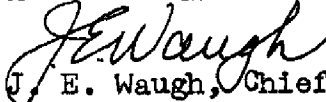
None.

ITEMS TO BE CARRIED FORWARD.

None.


Robert R. Wagner
Carto Photo Aid

APPROVED AND FORWARDED:


J. E. Waugh, Chief of Party

48. GEOGRAPHIC NAME LIST.AVENUE CBATTLEGROUND ROADBATTLESHIP TEXASBAYSHORE DRIVEBROWNWOOD (SUBDIVISION)BUFFALO BAYOUBURNETT BAYCARPENTER BAYOUCHANNELVIEWCROSBY LYNCHBURG ROADCRYSTAL BAYCROW ROADDE ZAVALLA CEMETERYDE ZAVALLA ROADFRESH WATER BAYOUHOG ISLANDHOUSTON SHIP CHANNELLOST LAKELYNCHBURGMARKET STREET ROADMISSOURI PACIFIC RAILROADOLD RIVERSAN JACINTO ORDNANCE DEPOTSAN JACINTO RIVERSAN JACINTO STATE PARKSPRINGS GULLYSTATE 134TEXASTORY HILLU. S. GOVERNMENT RAILROADWOOSTER

Names approved
2-24-54. L. Heck.

49. NOTES FOR THE HYDROGRAPHER.

The following topographic stations will be of value to the hydrographic party:

HOUSTON SHIP CHANNEL, RANGE W REAR LIGHT, 1952 *1955*

HOUSTON SHIP CHANNEL, RANGE W FRONT LIGHT, 1952 *1955*

HOUSTON SHIP CHANNEL, RANGE X REAR LIGHT, 1952 *1955*

HOUSTON SHIP CHANNEL, RANGE Q REAR LIGHT, 1952 *1955*

MAP T- 9915 PROJECT NO. Ph-76 SCALE OF MAP 1:10,000 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 (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
BAST, 1955	G.P.'s Hou. Sh. Ch. Pge 2	N.A. 1927	29 45 46.533 95 05 33.159			1432.8 (414.6)	890.8 (721.1)	
548 + 00 (405L)(USE) 1955	" Pge 22	"	29 45 06.169 95 05 47.904			189.9 (1657.5)	1287.1 (325.0)	
464 + 19.71 (605R)(USE) 1955	" Pge 15	"	29 45 37.970 95 04 41.486			1169.1 (676.3)	1114.6 (497.4)	
HOUSTON SHIP CHANNEL RANGE T EXTENSION, 1955	" Pge 14	"	29 45 55.572 95 04 09.587			1711.1 (136.3)	257.6 (1354.3)	
HOUSTON SHIP CHANNEL RANGE U, REAR LIGHT, 1955	" Pge 14	"	29 45 46.735 95 04 22.529			1439.0 (408.4)	605.3 (1006.7)	
HOUSTON SHIP CHANNEL RANGE U, FRONT LIGHT, 1955	" Page 14	"	29 45 39.481 95 04 17.033			1215.6 (631.8)	457.6 (1154.4)	
HOUSTON SHIP CHANNEL RANGE R EXTENSION, 1955	" Pge 13	"	29 45 15.529 95 04 12.286			478.1 (1369.3)	330.1 (1282.0)	
HOUSTON SHIP CHANNEL RANGE S AND X FRONT LIGHT, 1955	" Pge 14	"	29 45 20.758 95 03 56.999			639.1 (1208.3)	1531.4 (80.6)	
HOUSTON SHIP CHANNEL RANGE S, REAR LIGHT, 1955	" Pge 14	"	29 45 39.401 95 04 03.091			1213.2 (634.2)	83.0 (1528.9)	
HOUSTON SHIP CHANNEL RANGE Q, REAR LIGHT, 1955	" Pge 13	"	29 45 18.082 95 04 12.821			556.7 (1290.7)	344.5 (1267.6)	
HOUSTON SHIP CHANNEL RANGE Q, FRONT LIGHT, 1955	" Pge 13	"	29 45 09.778 95 04 06.686			301.1 (1546.3)	179.6 (1432.4)	
HOUSTON SHIP CHANNEL RANGE X, EXTENSION 1955	" Pge 15	"	29 45 55.858 95 05 02.992			1719.9 (127.5)	80.4 (1531.5)	

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MAP T. 9915

PROJECT NO. **Pb-76**

SCALE OF MAP **1:10,000**

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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)	
HOUSTON SHIP CHANNEL LIGHT 56, 1955	G.P.# Pge 15	N.A. 1927	29 45 47.414 95 05 19.340				1459.9 (387.5) 519.6 (1092.4)		
HOUSTON SHIP CHANNEL LIGHT 58, 1955	" Pge 15	"	29 45 33.40 95 05 29.31				1028.4 (819.0) 787.5 (824.5)		
HOUSTON SHIP CHANNEL LIGHT 59, 1955	" Pge 16	"	29 45 15.091 95 05 27.957				464.7 (1382.7) 751.1 (860.9)		
HOUSTON SHIP CHANNEL LIGHT 61, 1955	" Pge 16	"	29 45 02.725 95 05 40.470				83.9 (1763.5) 1087.4 (524.8)		
HOUSTON SHIP CHANNEL LIGHT 62, 1955	" Pge 16	"	29 45 00.284 95 05 57.080				8.7 (1838.7) 1533.7 (78.5)		
HOUSTON SHIP CHANNEL RANGE V, EXTENSION, 1955	" Pge 15	"	29 45 49.272 95 04 25.879				1517.1 (330.3) 695.3 (916.7)		
HOUSTON SHIP CHANNEL RANGE W, FRONT LIGHT, 1955	" Pge 15	"	29 45 55.535 95 05 00.243				1709.9 (137.5) 6.5 (1605.4)		
HOUSTON SHIP CHANNEL RANGE W, REAR LIGHT, 1955	"	"	29 45 58.881 95 05 06.542				1812.9 (34.5) 175.8 (1436.1)		
HOUSTON SHIP CHANNEL RANGE W EXTENSION, 1955	" Pge 14	"	29 45 19.738 95 03 52.912				607.7 (1239.7) 1421.6 (190.4)		
HOUSTON SHIP CHANNEL RANGE X, REAR LIGHT 1955	" Pge 13	"	29 45 11.995 95 03 40.527				369.3 (1478.1) 1088.9 (523.2)		
500 + 00 (405R)(USE), 1955	" Pge 13	"	29 45 38.227 95 05 13.351				1177.0 (670.4) 358.7 (1253.3)		

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PHOTOGRAMMETRIC OFFICE REVIEW

T- 9915

- 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. Photo hydro stations XX 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. 13. Low-water line XX 14. Rocks, shoals, etc. J.G. 15. Bridges XX 16. Aids to navigation J.G. 17. Landmarks J.G. 18. Other alongshore physical features J.G. 19. Other along-shore cultural features J.G.

PHYSICAL FEATURES

- 20. Water features J.G. 21. Natural ground cover J.G. 22. Planetable contours XX 23. Stereoscopic Instrument contours XX 24. Contours in general XX 25. Spot elevations XX 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. 32. Public land lines XX

MISCELLANEOUS

- 33. Geographic names J.G. 34. Junctions J.G. 35. Legibility of the manuscript J.G. 36. Discrepancy overlay XX 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
 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.

 Complier Supervisor

43. Remarks:

See also Supplemental Review Report with T-9914

Review Report
Shoreline Survey T-9915
23 February 1954

62. Comparison with Registered Topographic Surveys.-

T-4618 1:5,000, 1931, Lynchburg and vicinity

Except for the contour T-9915 supersedes the older survey for charting purposes.

63. Comparison with maps of other agencies.-

AMS Quad. Burnett Bay, Texas, 1:25,000, 1949

The present survey supersedes the quadrangle for shoreline and those cultural features noted by the field inspection.

64. Comparison with Contemporary Hydrographic Surveys.-

No hydrographic surveys were made since the 1931 series H-5121 to 5128, incl., 1:5,000.

65. Comparison with Nautical Charts.-

589, 1:10,000, 1st combined ed. 1952, Houston Ship Channel, Alexander Island to Carpenter Bayou.

Shoreline shape and position as well as cultural features differ greatly from the chart. Range lines agree in direction though not in position. The transmission line over Burnett Bay entrance has been relocated in part.

66. Accuracy.-This survey conforms to project instructions and meets the National Standards of Map Accuracy.

Reviewed by:

Lena T. Stevens
Lena T. Stevens

APPROVED:

L. C. Lande
Chief, Review Branch
Div. of Photogrammetry

Max Skidell
Chief, Nautical Chart Branch
Div. of Charts

W. L. Swanson
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5 Feb. 1958

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