

9916

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-9916

LOCALITY

State Texas

General locality Houston Ship Channel

Locality Fidelity Island to Turning

Basin

19451-52

CHIEF OF PARTY

P.L. Bernstein, Chief of Party

J.E. Waugh, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE May 12, 1958

B-1870-1 (1)

9916

DATA RECORD

1

T - 9916

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

Copy filed in Division of
Photogrammetry (IV)

28 Dec. 1954 - 2 Febr. 1955

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 5 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): M.H.W.

~~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

Reference Station (III): FIRE, 1942

Lat.: 29° 43' 04".539 (139.8m.) Long.: 95° 17' 00".478 (12.8m.)

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. H. Shearouse

Date: June 1952

Planetable contouring by (II): Inapplicable

Date:

Completion Surveys by (II): ~~Inapplicable~~ L.F. Woodcock

Date: 26 April 1955

Mean High Water Location (III) (State date and method of location):

May 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: 25 Nov. 1952

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

Date: 29 Dec. 1952

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

Date: 21 Jan. 1953

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

Date: 16 July 1953

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

Date:

Date:

Manuscript delineated by (III): R. A. Reece

Date: 18 Sept. 1953

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

Date: 30 Oct. 1953

Elevations on Manuscript
checked by (II) (III): Inapplicable

Date:

Camera (kind or source) (III): Fairchild Cartographic Camera "0", 6" focal length

Number	Date	PHOTOGRAPHS (III) Time	Scale	Stage of Tide
51-0-5643 to				
5647, incl.	4 May 1951	0843	1:10,000	Inapplicable
5650	"	0855	"	
5651	"	0855	"	
5652 to				
5654, incl.	"	0856	"	

Camera "W"
54-W-3150 to 3154 incl. 19 Oct. 1954 1:30 000

Tide (III)

Reference Station:
 Subordinate Station:
 Subordinate Station:

Reference Item 7

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): *Henry J. Stevens*
W. Streifer

Date: *15 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): 9

Shoreline (~~More than 200 meters to opposite shore~~) (III): 10 Statute Linear Miles

~~Shoreline (Less than 200 meters to opposite shore) (III):~~

Control Leveling - Miles (II): None

Number of Triangulation Stations searched for (II): 22

Recovered: 19

Identified: 17

*Number of BMs searched for (II): 7

Recovered: 5

Identified: 3

Number of Recoverable Photo Stations established (III): 4

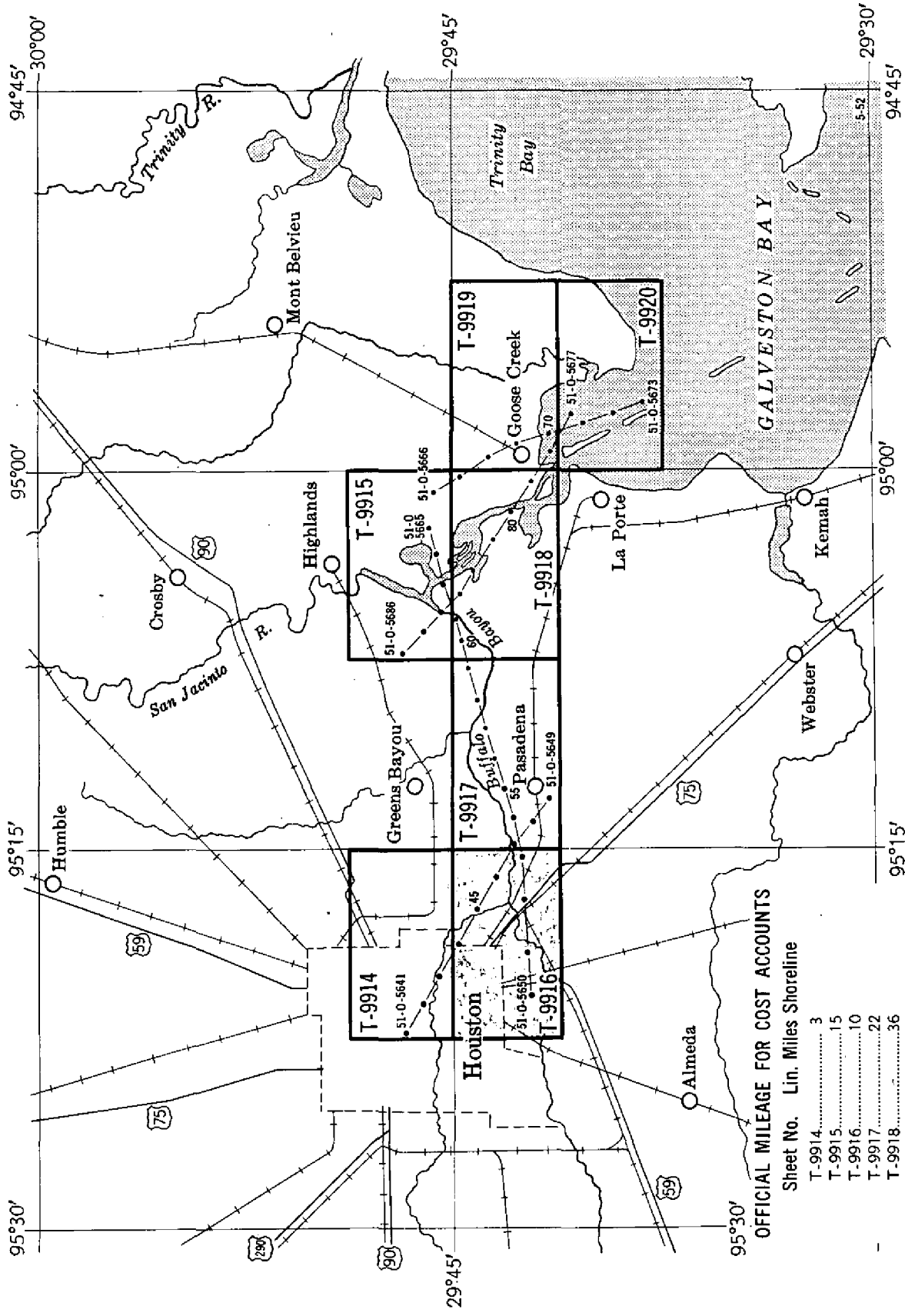
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

*Tidal Bench Marks

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)

Summary to Accompany T-9916

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

Channel

T-9916 includes that part of the canal from the north end of the Turning Basin northeastward past Manchester.

After smooth-drafting and printing, a cloth-backed *erona film* ~~copy~~ *positive* 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 whole project as to purpose, reports, and records turned in and filed.

FIELD INSPECTION REPORT
PROJECT PH 76

- 7 -

2. AREAL FIELD INSPECTION

The area is heavily industrialized, covering a large part of downtown Houston and the ship channel leading into the city. Many large manufacturing plants and oil refineries are to be found, mostly along the ship channel. The Houston Ship Channel affords excellent deep-water navigation and vessels of all types visit the very active port.

Highway and rail transportation facilities are excellent, there being several major railroad systems and a number of U. S. Highways.

Streets were ridden out to the half-mile-from-the-channel limit to find and indicate public buildings. An official map of the City of Houston is furnished for further information on street names, etc.

Railroad field inspection is supplemented by maps furnished by the railroad companies to assist in delineating spurs, sidings, and yards.

Industrial plants such as Sinclair Oil Refinery, Sheffield Steel Corp., and Ethyl Corp., were field inspected in detail or detail maps of the plants obtained.

The terrain is generally flat, after rising abruptly to approximately 25 or 30 feet from the ship channel and feeder streams. The banks of the ship channel, which also is known as Buffalo Bayou, are largely vertical, (bluff heights are indicated on photographs) the channel being a dredged cut. The channel follows the old bayou mostly and has been widened from time to time until it has a maintained width of 300 feet at the easterly limit of T-9917() which narrows to 200 feet a mile or so upstream, this width being carried to the turning basin. At present there is a widening project under way by the Corps of Engineers of 50 feet ~~or~~ more. West of the turning basin the maintained width is 60 feet and a depth of 6 feet to accommodate small boats and barges to the mouth of the White Oak River.

Vegetation consists of deciduous and pine trees which are mainly confined to alongshore areas.

Photographic coverage is complete and the photographs of good quality. No difficulty was experienced in interpretation.

No part of the field inspection was purposely omitted and the work is believed to be adequate.

See also Field Edit Report (with Completion Report)

3. HORIZONTAL CONTROL

A special report on recovery was submitted under date of 10 May 1952.

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

HOGG (HOUSTON LIGHTING AND POWER CO.), 1938 (Second Order)
COMPRESS (" " " " "), " (" ")
GULF (" " " " "), " (" ")
BREWERY (" " " " "), " (" ")
FOSTER EAST BASE (" " " " "), " (" ")
BL 150 (USE) 1940 (Third Order)
BL 152 (USE) 1940 (" ")
BL 154 (USE) 1940 (" ")
GALENA (H.L. & P. CO.), 1938 (Second Order)
MON. NO. 27 (U.S.C. & G.S. & State Survey)*
P.T.S. 478a (H.L. & P. CO.) (Third Order)

*Washington Office advises no position available for this station.

The Houston Lighting and Power Company has a second order scheme of triangulation over the city and many primary traverse lines. A book of this control is submitted.

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

HOUSTON, TRINITY PORTLAND CEMENT CO., STACK, 1942;
FLOUR 1931; GAD 1931; PIPE 1930; BEND 1931; CHANNEL 1931;
GREEN 1931; IRISH 1931; RADIO 1931.

Of these, HOUSTON, TRINITY PORTLAND CEMENT CO., STACK, 1942 and RADIO 1931 were identified for use in the plot. The cement company stack is reported lost as part of it has been cut off. The mast marking station RADIO 1931 has been removed but the footings were recovered.

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

4. VERTICAL CONTROL

Tidal bench marks were searched for and reported on Form 685A.

Map T-9914(): None

Map T-9916(): Turning Basin, Houston
T.B.M. 1(1931), recovered.
T.B.M. 2(1931), recovered.
T.B.M. 3(1931), recovered and identified on
photograph 51-0-5644.
T.B.M. 1285(USE), lost.

Manchester, Houston
T.B.M. 1(1931), lost.
T.B.M. 2(1931), recovered and identified on
photograph 51-0-5654.
T.B.M. 3(1931), recovered and identified on
photograph 51-0-5654.

Map T-9917(): Pasadena, Houston Ship Channel
T.B.M. 1(1931), lost.
T.B.M. 2(1931), lost.
T.B.M. 3(1931), recovered and identified on
photograph 51-0-5656.

Shell Petroleum Company
T.B.M. 1(1931), recovered and identified on
photograph 51-0-5660.
T.B.M. 2(1931), recovered.
T.B.M. 3(1931), recovered and identified on
photograph 51-0-5660.

5. CONTOURS AND DRAINAGE

Drainage is visible on the photographs. In a few places it has been clarified in the field.

Contours are not applicable.

6. WOODLAND COVER

This consists of pine thickets, clumps and hummocks of deciduous trees and a mixture of the two. Sufficient labelling has been done on the photographs to aid in delineation.

Terms not applicable

7. SHORELINE AND ALONGSHORE FEATURES

Tides are negligible, ~~the average range being 1 to 1.5 feet,~~ *(The MHW and MHW lines are coincident)*
~~according to the Resident Engineer, Corps of Engineers. Winds strongly determine the range.~~ High water line and the bluff line of the ship channel are coincident and have been labelled on the photographs.
The water level is effected by meteorological conditions.

Low water line has not been indicated as it is not easily determined with accuracy. Winds may blow the water out for several days thereby making a low water line visible (which seems to have been true at the time of photography). When the winds cause high water it is at the base of the bluff and no low water line exists.

The foreshore is mud or clay throughout.

Piers, wharves and shoreline structures have been labelled on the photographs, as have the shore ends of cable and pipeline underwater crossings.

8. OFFSHORE FEATURES

These were visited by skiff and appropriately labelled as to type and elevation.

Features shown on Nautical Chart No. 590, such as wrecks, stumps, and fowl areas were inspected and verified or deleted on the chart section submitted for Landmarks for Charts.

9. LANDMARKS AND AIDS

All nonfloating aids to navigation have been located by direct identification on the photographs or theodolite cuts. Forms 567 and 524 are submitted.

See Special Report Landmarks for charts (with Completion Report)

10. BOUNDARIES, MONUMENTS, AND LINES

Inapplicable.

11. OTHER CONTROL

None required.

12. OTHER INTERIOR FEATURES

Roads and buildings have been classified in accordance with instructions. Generally, only Class 2 and public buildings have been labelled. Roads within the large industrial sites should be labelled "private" on the map manuscripts.

Bridge data will be found on the following page.

OVERHEAD LINES

AT BRIDGE

B	Transmission line	92.1 ft. above est. MHW.
C	" "	87.4 " " " "
D	" "	96.0 " " " "
E	" "	67.7 " " " "
H	Telephone Line	89.5 " " " "
J	Transmission Line	86.6 " " " "
K	" "	86.1 " " " "

These overhead lines and the BUFFALO BAYOU bridges are in T-9914() and are west of the turning basin where navigation is by small boats and barges only, the maintained depth being 6 feet. The information is submitted for possible future value.

One overhead transmission line exists in T-9917() at the Houston Lighting and Power Company's Deepwater generating plant (Lat. 29°43'5", Long. 95°13'5"). This high line crosses the Houston Ship Channel from two 285 foot towers, 1,000 feet apart and has a maintained vertical clearance of 217 feet, according to H.L. & P. Co. officials. It is obviously built not to obstruct traffic and the clearance was not verified but is estimated to be correct at 217 feet above mean high water.

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

13. GEOGRAPHIC NAMES

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

*outfile
854 L.H.*

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Geographic Names, Project Ph-76(51)", to be submitted at a later date.

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

Maps to aid in compilation are submitted as follows:

- No. 1 City of Houston (Official Map), T-9914().
- No. 2 Railroad Map (For correct RR names), T-9914().
- No. 3 Railroad Map (For sidings, spurs, etc.), T-9914().

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Copy



POST-OFFICE ADDRESS:

P. O. Box 288
Arabi, Louisiana

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

25 June 1952

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

Subject: Bridge Data

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

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

cc: The Director

TABULATION OF BRIDGE DATA

Iden. on Photo	Name	Type	Horizontal Cl.			Vertical Cl.			Time and Date
			Br.	Bk.	CofE* C&GS	Br.	Bk.	CofE* C&GS	
	<u>BUFFALO BAYOU</u>					**			0950
T 9916 A	Railroad	SW	100.0	108.4	112.0	32.4	32.2	30.0	32 5/14. 1025
T 9914 B.	Highway, 69th St.	B	100.0	109.3	109.6	35.0	37.1	33.4	36 5/14. 1120
C	Railroad	SW	103.0	102.2	103.0	35.0	35.2	33.0	35 5/15. closed 1100
D	Highway, Lockwood Ave.	VL	100.0	99.6	99.5	66.0		63.4	raised 5/14. 1125
E	Railroad	SW	85.0	107.1	104.0	37.6	37.7	34.5	37 5/14.
F	No longer exists.								
G	Highway, Hill St.	F	110.0	119.3	120.0	43.0	42.9	38.6	40 1150 5/14. 1240
H	Railroad	B	91.4	93.0	89.5	30.0	31.8	28.5	31 5/14. 1255
J	Railroad	B	80.5	83.5	81.5	38.0	36.9	34.8	37 5/14. 1310
K	Highway, McKee St.	F	100.0	101.0	101.0	43.0	42.9	40.4	43 5/14. 1330
L	Railroad	F	100.0	115.6	115.0	45.0	44.0	42.0	44 5/14. 1335
M.	Highway, San Jacinto St.	F	110.0	100.6	100.5	38.8	39.1	35.0	37 5/14. 1410
N	Highway, Main St.	Arched F	150.0	102.8	105.0	54.2	55.6	51.3	54 5/14. 1420
P	Highway, Milam St.	Arched F	48.5	-	51.0	17.8	-	15.0	17 5/14. 1430
Q	Highway, Franklin Ave.	F	47.0	-	50.0	28.8	-	25.5	28 5/14. 1440
R	Highway, Congress Ave.	F	Not in Book	-	50.0	Not in Book	-	20.2	22 5/14. 1455
S	Highway, Preston Ave.	F	"	-	27.0	"	-	25.0	27 5/14.
T	Railroad	F	"	-	78.0	"	-	24.0	26
U	Railroad	F	"	-	54.0	"	-	24.0	26
	<u>OLD CHANNEL AT BRADY I.</u>								
T 9916	Highway, Cypress St.	P	77.5	-	116.4				
	<u>BRAYS BAYOU</u>								
T 9916	Railroad	VL	40.4	-	40.0	31.1	raised 24.5***	1310	
						11.6	closed- 6.3	6/2	9 1/2

TABULATION OF BRIDGE DATA

- 11b -

Iden. on Photo.	Name	Type	Horizontal Cl.			Vertical Cl.			* Time and Date
			Br.	Bk.	CofE* C&GS	Br.	Bk.	CofE* C&GS	
T 9916 ↓	BRAYS BAYOU cont'd Highway, Broadway- Harrisburg St.	VL	40.0	-	39.8	26.0 raised-	23.0***	1330	15 6/2
	Railroad	F	50.0	-	51.5	26.5	-	22.4	25 6/2
T 9916 ↓	SIMS BAYOU Railroad	F	25.7	-	18.5	27.0	-	20.7	23 6/2
	Railroad	F	15.0	-	36.7	27.0	-	20.0	23 6/2
	Highway	F	122.8	-	89.0	20.6	-	14.7	17 6/2

*The Harrisburg Field Office, Corps of Engineers, Houston, Texas have redetermined clearances for certain bridges. Information furnished is listed here.

**Above M.L.W. as determined by Corps of Engineers. Tide Staff read 2.5 ft. above M.L.W. when bridges in BUFFALO BAYOU were measured. 2.5 ft. to be added to C&GS measurements to get correct M.L.W. clearance.

***3.0 ft. to be added to C&GS measurements in BRAYS AND SIMS BAYOU according to Corps of Engineers tide staff.

Where excessive discrepancies were found the bridges were remeasured with steel tape.

To express vertical bridge clearances above ^{Average} mean high water, subtract 1.5 feet from clearance determined for mean low water. This is the approximate mean range as furnished by the Resident Engineer, Corps of Engineers, Houston, Texas.

~~Since~~ *The tide in this area is negligible; (the MHW and MLW lines are coincident). The level of the water is effected by meteorological conditions. The second and third paragraphs above, indicate the conditions that existed at the time of field inspection and supply the necessary information to reduce the clearances to ~~the~~ datum.

The above values have been computed on the basis of instruction contained on page 14 of the Nautical Chart Manual by H.R. Edmiston.

But these terms do not apply because there is no tidal effect.

1/26/54 *Em*
THC

- ✓ No. 4 Railroad Map for yard details, T-9914().
- ✓ No. 5 Railroad Map for yard details, T-9914().
- ✓ No. 6 Railroad Map for yard details, T-9914().
- No. 7 Blueprint for new housing project, T-9914().
- ✓ No. 8 Print of new wharf, T-9914().
- ✓ No. 9 Print of large new building and RR spur, T-9914().
- No. 10 Railroad Map for yard details, T-9916().
- ✓ No. 11 Railroad Map for yard details, T-9914().
- No. 12 Railroad Map for yard details, T-9916().
- No. 13 Sinclair Refining Co., map of railroads within plant site, T-9917().
- No. 14 Map of Sheffield Steel Corp., plant, T-9917().
- No. 15 Map of Ethyl Corp. plant, T-9917().
- No. 16 City Map of Houston (Texaco), for highway routes and numbers.

Data, Quadrangles T-9914(), T-9916(), and T-9917()
forwarded to Washington Office on letter of transmittal 76-2 dated 21 July.

Submitted
25 June 1952

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

Approved and forwarded
21 July 1952

Percy L. Bernstein

Percy L. Bernstein
Chief of Party

*Additional field work, triangulation location
of aids and shore line inspection was done
by woodcock in 1955. Report is bound
with the project completion report.*

COMPILATION REPORT T-9916

PHOTOGRAMMETRIC PLOT REPORT.

This report submitted with T-9915.

31. DELINEATION.

The graphic method of compilation was used.

There are many new subdivisions. All that could be shown, using the photographs available, were delineated.

Field inspection was adequate.

Photographs were clear and of fair to good scale.

In some areas, photographic coverage permitted only two cuts on detail points. These have been shown with a green circle.

32. CONTROL.

A sufficient number of well placed pass points were established for the cutting in of detail points.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

Contours are inapplicable.

No difficulty was encountered in the delineation of drainage.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate. No difficulty was encountered during the delineation of the shoreline or adjacent areas. Reference Item 7.

36. OFFSHORE DETAILS.

No unusual problems were encountered during compilation of details offshore from the high-water line.

37. LANDMARKS AND AIDS.

No unusual circumstances exist.

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

38. CONTROL FOR FUTURE SURVEYS.

Four (4) recoverable topographic stations have been shown and Form 524 submitted for each. These have been listed under Item 49.

39. JUNCTIONS.

A satisfactory junction has been made with T-9914 on the north and T-9917 on the east.

Project limits are to the south and west.

40. HORIZONTAL AND VERTICAL ACCURACY.

Horizontal accuracy is inapplicable.

Reference Item 31 anent green circled detail points.

41. BRIDGES.

Clearances of four (4) bridges on BRAYS BAYOU beyond limits of field inspection are shown with clearances taken from the List of Bridges over Navigable Waters of the United States.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with Army Map Service Quadrangle, PARK PLACE, scale 1:25,000, copied in 1947 from 1946 edition. Numerous cultural changes have taken place but are of a nature to be expected with the passage of time. New features falling outside of the normal shoreline survey limits have been shown wherever photographic coverage permitted.

Comparison was also made with USC&GS Topographic Survey No. 4621, scale 1:5,000, 1931 edition. There are no cultural changes of note. Wrecks shown north of FIDELITY ISLAND on Survey No. 4621 have been removed for the most part.

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USC&GS Nautical Chart No. 590, published March 1952 and corrected 27 June 1952. The maps listed under Item 46 were probably the source for most of the planimetry of the nautical chart and the same differences exist.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

The new U. S. Navy Pier and lights at Latitude $29^{\circ} 43.7$ and Longitude $95^{\circ} 15.5$ should be applied immediately.

ITEMS TO BE CARRIED FORWARD.

Wrecks shown on the chart at Latitude $29^{\circ} 43.7$ and Longitude $95^{\circ} 15.4$ are believed to exist and should be investigated or carried forward on the chart.

Richard A. Reece
Richard A. Reece
Carto Photo. Aid

APPROVED AND FORWARDED:

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

48. GEOGRAPHIC NAME LIST.ARMOUR FERTILIZER WORKS, INC.BRADY ISLAND
BRAYS BAYOU
BUFFALO BAYOUCANAL STREET
CLINTON DRIVE
CONTINENTAL OIL COMPANYDICKSON GUN PLANTEASTERN STATES PETROLEUM CORPORATION
EASTWOOD PARK
EDISON JR HIGH SCHOOLFIDELITY ISLAND
FOREST HILLSGALVESTON HOUSTON & HENDERSON RAILROAD
GULF FREEWAYHARRISBURG
HARRISBURG BEND
HARRISBURG BOULEVARD
HIDALGO PARK
HOUSTON
HOUSTON BELT & TERMINAL RAILROAD
HOUSTON COMPRESS COMPANY
HOUSTON SHIP CHANNELJOHN T MASON PARKLA PORTE ROADMAGNOLIA PARK
MANCHESTER
MANCHESTER DOCK 2NAVIGATION BOULEVARD
NAVY PIERPARKVIEW HOSPITALPORT TERMINAL RAILROAD (this name not in *o.k. although it is*
Railway Guide).

48. GEOGRAPHIC NAME LIST (CONTINUED)

SHIP CHANNEL COMPRESS COMPANY

SIMS BAYOU

SOUTHERN PACIFIC (RAILROAD)

SOUTHERN PACIFIC (RAILROAD) SHOPS

STATE 225

preferably omit

TENNESSEE COAL, IRON & RAILROAD COMPANY

TURNING BASIN

D. S. 59

U. S. 75

U. S. 90

WAYSIDE DRIVE

(Gulf ^{Free} ~~way~~)

US 90 Alt.

*Names approved
2-16-54. L. Heck.*

49. NOTES FOR THE HYDROGRAPHER.

The following topographic stations will be of use to the hydrographer:

TANK, 1952

LIGHT, 1952, U. S. NAVY DOCK LIGHT (eastern end)

LIGHT, 1952, U. S. NAVY DOCK LIGHT (center)

LIGHT, 1952, U. S. NAVY DOCK LIGHT (western end)

MAP T. 9916 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)	
MAID, 1931	G.P.'s Pg 275	N.A. 1927	29	43	22.421			690.3	(1157.1)	
			95	15	50.491			1357.0	(255.6)	
PORT, 1931	G.P.'s Pg 275	"	29	44	49.163			1513.7	(333.7)	
			95	16	58.414			1569.6	(42.6)	
HOUSTON, LONE STAR BAG CO., WATER TANK, 1942	G.P.'s Pg 282	"	29	43	24.070			741.1	(1106.3)	
			95	20	03.862			103.8	(1508.8)	
HOUSTON SHIP CHANNEL COMPRESS CO. INC., WATER TANK, 1942	G.P.'s Pg 282	"	29	43	50.103			1542.7	(304.7)	
			95	16	41.374			1111.9	(500.6)	
FOSTER EAST BASE (H.L. & P.CO.) 1938	G.P.'s Pg 456	"	29	41	19.310			594.6	(1252.8)	
			95	21	28.268			760.0	(853.1)	
BREWERY, (H.L. & P.CO.), 1938	G.P.'s Pg 456	"	29	44	07.324			225.5	(1621.9)	
			95	19	04.832			129.9	(1482.5)	

MAP T-9916 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)	
TANK NO.1, 1931	G.P.'s Pg 111	N.A. 1927	29 95	43 15	43.957 09.438			1353.4 253.6	(494.0) (1358.9)	
TANK NO.3, 1931	" Pg 111	"	29 95	44 16	11.031 50.628			339.6 1360.5	(1507.8) (251.9)	
TANK NO.4, 1931	" Pg 111	"	29 95	44 17	30.542 01.352			940.4 36.3	(907.0) (1575.9)	
TANK NO.2, 1931	G.P.'s Pg 113	"	29 95	43 15	49.16 21.59			1513.6 580.2	(333.8) (1032.3)	
TANK NO.5, 1931	G.P.'s Pg 113	"	29 95	43 16	13.81 08.46			425.2 227.4	(1422.2) (1385.2)	
FIRE, 1942	G.P.'s Pg 270	"	29 95	43 17	04.539 00.478			139.8 12.8	(1707.6) (1599.8)	

MAP T- 9916 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)	
HOUSTON NORTH BASE, 1942	G.P.'s Pg 270	N.A. 1927	29 41	40.224				1238.5	(608.9)	
			95 19	36.866				991.1	(621.9)	
BL 154, (USE) 1940	USE Photo- stat	"	708,942.85		3942.85	(1057.15)				
			3,177,263.43		2263.43	(2736.57)				
BL 150, (USE) 1940	"	"	714,090.85		4090.85	(909.15)				
			3,171,483.39		1483.39	(3516.61)				
Pts. 478a (H.L. & P.CO.)	H.L. & P.Co.	"	695,874.65		874.65	(4125.35)				
			3,181,621.42		1621.42	(3378.58)				
BL 152, (USE) 1940	USE	"	712,627.04		2627.04	(2372.96)				
			3,175,864.20		864.20	(4135.80)				
HOUSTON, DICKSON GUN PLANT, WATER TANK, 1952	G.P.'s Pg 13 6-7346	"	29 43	45.83				1411.1	(436.3)	
			95 15	31.91				857.6	(754.9)	
HOUSTON, REED DRILLING TOOL CO. WATER TANK, 1952	G.P.'s Pg 13 6-7346	"	29 44	59.60				1835.1	(12.3)	
			95 18	22.44				602.9	(1009.2)	

1 FT. = 3048006 METER
 COMPUTED BY: I.I. Saperstein
 DATE 5 Nov. 1952
 CHECKED BY: R. J. Pate
 DATE 7 Nov. 1952
 M-2388-12
 14a

PHOTOGRAMMETRIC REVIEW
BRANCH

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AID(S) OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Tampa Photogrammetric Office, Tampa, Fla. 30 Sept., 1953

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

The positions given have been checked after listing by

Richard A. Rooce, Carto Photo Aid

J. E. Naugh

Chief of Party.

STATE	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									
				°	'	°	'		D. M. METERS							"	
TEXAS	TANK	Steel, aluminum-colored Houston Dickson Gun Plant Ht = 120 (155)		29	43	45.83	95	15	15	M.A. 857.6	1927	Triang.	1952	X		590	
	TANK	Steel, aluminum-colored Ht = 80 (116)		29	43	49.16 1513.6	95	15	15	21.59 580.2	"	"	1931	X		"	
	GRAIN ELEVATOR	Superstructure of grain elev. at Arrow Hills, Inc. Ht = 181 (204)		29	43	22.42 690.3	95	15	15	50.49 1357.0	"	"	"	X		"	
	TANK	Steel, aluminum-colored Water Tank, Houston Ship Channel Compress Co. Inc. Ht = 140 (160)		29	43	50.10 1542.7	95	16	16	41.37 1111.9	"	"	1942	X		"	
	TANK	Steel, aluminum-colored Ht = 142 (167)		29	44	11.03 339.6	95	16	16	50.63 1360.5	"	"	1931	X		"	
	TANK	Steel, aluminum-colored Ht = 142 (157)		29	44	36.90 1136	95	17	17	06.48 174	"	R. Plot T-9916	1952	X		"	
	TANK	Steel, aluminum-colored "LONG REACH" painted on side Ht = 120 (135)		29	44	30.54 940.4	95	17	17	01.35 36.3	"	Triang.	1931	X		"	20

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by

50.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9916

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. XX 15. Bridges J.G. 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 William A. Rasura
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:

See also Supplemental Review Report with T-9914

Review Report
Shoreline Survey T-9916
15 February 1954

62. Comparison with Registered Topographic Surveys.-

T-4621 1:5,000, 1931, Clarion to Turning Basin, shoreline and a 20-foot contour.

Except for the contour and some wrecks that may still exist north of Fidelity Island, T-9916 supersedes the older survey for charting purposes.

63. Comparison with Maps of Other Agencies.-

AMS Quad., Park Place, Texas, 1:25,000, 1947

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

64. Comparison with Contemporary Hydrographic Surveys.-

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

65. Comparison with Nautical Charts.-

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

Because of the many cultural changes which affect shoreline as well as interior the chart is superseded, except for contours, in the area covered by T-9916.

66. Accuracy.-This map conforms to the 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 Ricketts
Chief, Nautical Chart Branch
Division of Charts

J. Gull
Chief, Div. of Photogrammetry

J. S. Kell
Chief, Div. of Coastal Surveys

PMJ

