

5865

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~  
Hydrographic } Sheet No. 17  
5865

State Texas

LOCALITY

Matagorda Bay

~~Dog Island Reef, Colorado~~

River mouth and Vicinity

1935

CHIEF OF PARTY

Earl O. Heaton & B. B. Roberts

5865

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 17

REGISTER NO. 5865

State Texas

General locality Matagorda Bay

Locality ~~Dog Island Reef & Mouth of Colorado River and Vicinity~~

Scale 1-20,000 Date of survey Nov. 1934 to April, 1935

Vessel Project H T - 118

Chief of Party Earl O. Heaton, Lieut. & E. B. Roberts, Lieut.

Surveyed by J. L. Hale, observer. W. H. White, observer.

Protracted by R. J. Roberts, recorder.

Soundings penciled by R. J. Roberts, recorder.

Soundings in fathoms feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by G. C. McBlom

Verified by G. C. McBlom

Instructions dated Nov. 5, 1932; Nov. 16, 1933; Mar. 5, 1934

Remarks: May 17, 1934 and letter dated April 18, 1934.

DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC SHEET NO. 17

Date of Instructions:

The instructions for this work were dated Nov. 5, 1932, with supplemental instructions dated Nov. 16, 1933, Mar. 5, 1934, May 17, 1934, and letter dated April 18, 1934.

Survey Methods:

All hydrography was done from a launch or skiff using a leadline graduated in feet or a sounding pole graduated in feet and half feet with a 5 inch plate on the end of the pole to prevent its sinking into soft mud.

The high water line is transferred from the field office compilation of air photo topographic sheets Register Nos. 5353, 5354, 5358, 5359 and was inked prior to receipt of Field Memorandum No. 5 (1935).

The low water line as shown by dotted lines at the mouth of the Colorado River and at Shell Island Reef is taken from information supplied by the hydrographic parties.

The area enclosed by dotted lines in the locality of Dog Island Reef is not a true low water line but surrounds an area of reefs and shoals which cannot be crossed by boats except at Middle Channel or Tiger Island Channel. This area is constantly being dredged for shell and consequently changes continually.

Positions 27-36B (red) and 90-91D (red) do not plot on the smooth sheet because of difference in limits on smooth and boat sheets. The area is covered by work on Sheet 15.

Low water line very nearly coincides with high water line from triangulation station "Last" to triangulation station "Devil" along the north shore of the bay. See note on boat sheet by hydrographer.

Discrepancies:

All sounding lines on the NW shore of the bay show a small decrease in speed on toward shore lines and a small increase in speed on away from shore lines. This is due to the boat dragging bottom thru extremely soft mud or slowing down when it reaches shoal water. Only the more pronounced changes are noted in the sounding record.

The shoal soundings in the channel at Lat  $28^{\circ} 37.85'$ , Long  $95^{\circ} 58.2'$ , 74-75E (green) of  $1\frac{1}{2}$  and 2 feet are shown in preference to the 7 and 8 ft. depths recorded on L day (green). This gives a more accurate indication of the condition prevalent in this channel. *7 & 8 plotted. This area was dredged subsequent to the first survey.*

The following 1 foot differences are probably caused by NW wind on "a" day (red) which evidently made the water relatively higher in this vicinity than at Halfmoon Reef and the soundings consequently relatively deeper.

4 ft. sounding on 3 ft. at Lat  $28^{\circ} 36.58'$ , Long  $96^{\circ} 06.95'$   
Position 37a (red) and 41A (red).

Same discrepancy at Lat  $28^{\circ} 36.64'$ , Long  $96^{\circ} 06.8'$  on  
Position 38a (red) and 40A (red). *(2 on 3)*

5 ft. sounding on 4 ft. at Lat  $28^{\circ} 35.95'$ , Long  $96^{\circ} 08.68'$   
between positions 4-5a (red) and 19B (red).

It is recommended that in all these cases the shoaler sounding be used.

The 8 ft. sounding occurring between a 2 and a  $3\frac{1}{2}$  ft. sounding on 14-15F (green) should be considered as correct inasmuch as the locality is frequented by shell dredges and oyster fishermen and an uneven bottom may be expected.

Dangers:

Railroad iron submerged  $\frac{1}{2}$  ft. at M.L.W. on Position 109c (red) Lat  $28^{\circ} 37.13'$ , Long  $96^{\circ} 00.28'$  and railroad iron awash at Lat  $28^{\circ} 37.11'$ , Long  $96^{\circ} 00.38'$  are in 4 feet of water and are dangerous to small boats. They can be safely cleared by holding close to or north of the range of Middle Channel Beacons.

Sunken log in 5 ft. of water located by position 1M (green) Lat  $28^{\circ} 36.0'$ , Long  $96^{\circ} 06.82'$  is dangerous to small boats. The shoalest sounding found was  $3\frac{1}{2}$  feet.

There is considerable shoaling and uneven bottom in the vicinity of Colorado River Entrance Beacon No. 2 but this condition is general at the mouth and cannot be tabulated due to its constantly changing nature. For further information as to this condition see "Comparison with Previous Surveys".

The following reefs are all dangerous to small craft.

1 ft. sdg. pos. 71H (green), Lat  $28^{\circ} 40.05'$  Long  $95^{\circ} 53.4'$

1 ft. sdg. 74H (green) Lat  $28^{\circ} 40.38'$ , Long  $95^{\circ} 53.18'$

$\frac{1}{2}$  ft. sdg. 4C (green) and  $\frac{1}{2}$  foot sdg. 20 meters east on shell reef Lat  $28^{\circ} 40.8'$ , Long  $95^{\circ} 53.34'$ .

$\frac{1}{2}$  ft. sdg. 10 meters east of 5C (green), Lat  $28^{\circ} 40.58'$ , Long  $95^{\circ} 53.57'$ .

2 ft. sdgs. on and near 9E (green) at Lat  $28^{\circ} 38.55'$ , Long  $95^{\circ} 56.13'$ .

$\frac{2}{6}$  ft. sdgs. surrounded by  $3\frac{1}{2}$  & 4 ft. of water at Lat  $28^{\circ} 37.9'$ , Long  $95^{\circ} 57.18'$ .

The following reefs, shoals and other dangers, all in the vicinity of Raymond Landing Shoal, are dangerous to small boats.

Two 3 inch iron pipes bare  $1\frac{1}{2}$  and 3 ft. at Lat  $28^{\circ} 39.16'$ , Long  $95^{\circ} 54.67'$  60 meters SW of Pos. 17E (blue). In  $4\frac{1}{2}$  ft. water.

Iron pipe bare  $2\frac{1}{2}$  ft. in 3 ft. of water at Lat  $28^{\circ} 39.98'$ , Long  $95^{\circ} 55.08'$ .

Shell reef awash located by position 2C (green) at Lat  $28^{\circ} 39.9'$ , Long  $95^{\circ} 54.6'$ .

2 ft. sdg. 33-34K (green), Lat  $28^{\circ} 40.13'$ , Long  $95^{\circ} 54.46'$ .

2 ft. sdg. 3C (green) Lat  $28^{\circ} 40.35'$ , Long  $95^{\circ} 54.2'$ .

$1\frac{1}{2}$  ft. sdg. 21H (green) Lat  $28^{\circ} 39.65'$ , Long  $95^{\circ} 54.68'$ .

Shell reef bare  $\frac{1}{2}$  ft. at M.L.W., pos. 1C (green), Lat  $28^{\circ} 39.88'$ , Long  $95^{\circ} 55.04'$ .

2 ft. at Lat  $28^{\circ} 40.05'$ , Long  $95^{\circ} 54.89'$ .

1 ft. sdg. on shell reef at Lat  $28^{\circ} 40.20'$ , Long  $95^{\circ} 53.30'$ , position 71H (green).

$2\frac{1}{2}$  ft. sdg. surrounded by  $3\frac{1}{2}$  and 4 ft. at Lat  $28^{\circ} 39.16'$ , Long  $95^{\circ} 54.84'$ .

Logs in 3 ft. of water at Lat  $28^{\circ} 37.58'$ , Long  $95^{\circ} 58.50'$ , and Lat  $28^{\circ} 37.44'$ , Long  $95^{\circ} 58.46'$ , are not especially dangerous in that the area at the mouth of the Colorado is hard to navigate at best due to silt and debris brought down by floods.

Channels:

1 Middle Channel thru Dog Island Reef has a least depth of 3 feet thruout the portion marked by Beacons No. 3, 5, & 1. This is a dredged channel but has not recently been maintained due to the fact that a new channel is proposed for the Intra-Coastal Waterway thru Matagorda Bay. The new channel is to follow the north shore of the bay in order to prevent mud washing in due to wave action in the main part of the bay.

*changed to lighted bn 1 & 3 see par. 11 this page*

2 Tiger Island Channel, a shallow natural pass thru the southeastern end of Dog Island Reef can be navigated by small craft drawing 2 feet or less. It is not maintained or marked.

3 A project of the Matagorda County Conservation and Reclamation District No. 1 is to provide a pass from the Colorado River into the Gulf of Mexico. The completion of the cut is scheduled for late September, 1935. At the time of the survey the Gulf of Mexico end of the Peninsula cut was practically closed and after this survey the Colorado River rose ( in June, 1935) and poured silt and mud in the area between the river and the cut.

4 A dead end channel from the mouth of the Colorado River to Dog Island Reef in Latitude 28° 37.5' is used by shell dredges to take shell from Dog Island Reef. Its depth depends on the amount of use it gets and it becomes filled with silt when the river floods.

5 Culver Cut - the western outlet of the Colorado River is now blocked with river silt and mud at the mouth and cannot be entered from the bay with any type of boat.

Comparison with Previous Surveys:

6 Chart No. 1284 corrected to Oct. 12, 1934 is taken to represent all previous surveys.

7 There has been no notable change in the shore line on either side except in the vicinity of the mouth of the Colorado River where the high water line is more clearly outlined and can be readily recognized.

8 In general the soundings in the portion of the bay west of Dog Island Reef are 1 to 2 feet shoaler. The area bounded by the six foot curve, while extending as far east as is shown on Chart 1284, has narrowed about 1/2 mile. The area within the six foot curve on the smooth sheet with soundings of 7 and 8 ft. formerly had depths of 8 to 10 feet prevailing.

9 The area east of the Colorado River shows depths from 1/2 to 1 foot shoaler than previous surveys. There are now depths of 3 to 1 1/2 feet where there were depths of 4 to 5 feet.

10 The area at the mouth of the Colorado River and west to Dog Island Reef shows a considerable change. The dredging of the Matagorda County Conservation and Reclamation Project has formed spoil dumps along both sides of the channel as far south as Lat 28° 37.9'. Frequent rises in the river, discharging mud, silt and logs where the river enters the bay, make permanently accurate charting impossible. Since the survey was completed April 15, 1935 there have been rises which have changed the entire area at the mouth, filling the dredged channel in places and filling the area west from the mouth to Dog Island Reef with at least a half foot of silt and soft mud. Drift wood and logs have so completely covered the entire area surrounding the river mouth that extreme caution must be used in navigating.

11 "Dog Island Reef Bn #3" has been replaced by "Middle Channel Bn #1" in practically the same location. "Middle Channel Bn #3" has been established. Both of these beacons were located by the hydrographic party by sextant angles. Newly established "Colorado Entrance Bn #2" was also located.

Geographic Names:

Culver Cut - is the locally accepted name for the dredged out at the west branch of the Colorado River.

Greek Island - is the small island west of Tiger Island. Well established by local fishermen and boatmen.

No name has been assigned to the new cut thru Matagorda Peninsula.

The following names are recommended to be retained in spite of the fact that there is some dispute as to their use.

Shell Island

Shell Island Reef

Mud Island Reef

Locally accepted names for Shell Island and Shell Island Reef are Mad Island and Mad Island Reef. Mud Island Reef is correctly named according to local usage. U.S. Engineers call Mud Island Reef variously Mud Island Reef and Mad Island Reef. It is recommended that the names shown on the chart be retained to avoid confusion.

Statistics:

Statute miles of sounding lines - - 425.8

Number of soundings - - - - - 15440

Number of positions - - - - - 1975

Men in Charge of Hydrography:

The work of the FRANCIS MARIE and skiff (red day letters) was in charge of J.L.Hale, Observer. The work of the E-3381 and the DEANA GIRL (blue and green day letters) was in charge of W.H.White, Observer.

Respectfully submitted:

*R.J. Roberts*

R.J.Roberts, Recorder,  
Coast & Geodetic Survey.

Inspected and Approved:

*C.R. Reed*

C.R.Reed, Aid,  
C.& G.Survey.

HYDROGRAPHIC SURVEY NO. 5865

Smooth Sheet Yes

Boat Sheet 1

Sounding Records 9 Vols. \_\_\_\_\_

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol. 1

Landmarks for Charts (Form 567) Yes

Statistics \_\_\_\_\_ Yes

Approved by Chief of Party \_\_\_\_\_ No

Recoverable Station Cards (Form 524) \_\_\_\_\_ No

Special Chart for Lighthouse Service \_\_\_\_\_ None  
(Circular Nov. 30, 1933) *no floating aids*

Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Field Records Section (Charts).

HYDROGRAPHIC SHEET NO. 5865

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	1975
Number of positions checked	65
Number of positions revised	3
Number of soundings recorded	15,440
Number of soundings revised	304
Number of signals erroneously plotted or transferred	One

Date: 31 March, 1936  
Verification by E. C. McBliss  
Review by R. J. Christman

Time: 11 days  
Time: 12½ hrs.

ON Survey	Chest 1284
<u>Matagorda Peninsula</u>	same
<u>Raymond Landing Shoal</u>	"
<u>Matagorda Bay</u>	"
<u>Colorado River</u>	"
<u>Matagorda</u>	"
<u>Dog Island Reef</u>	"
<u>Culver Cut</u>	_____
<u>Greek Island</u> } do not ink	_____
<u>Tiger Island</u> }	same
<u>Shell Island Reef</u>	"
<u>Mud Island Reef</u>	"
<u>Middle Channel</u>	"
<u>Tiger Island Channel</u>	"

For:

Names approved 9/14/55

KJA

Referred to:

Washington, 19

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY



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## TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

February 25, 1936.

✓ Division of Charts: Attention: Mr. E. P. Ellis

Tide Reducers are approved in  
9 volumes of sounding records for

HYDROGRAPHIC SHEET 5865

Locality Colorado River and Vicinity, Matagorda Bay, Tex.

Chief of Party: E. O. Heaton in 1934-1935  
Plane of reference is mean low water reading  
2.6 ft. on tide staff at Half Moon Reef Light  
1.9 ft. below B.M. 1 (1934)  
2.2 ft. on tide staff at Gulf  
--- No B.M.'s

Height of mean high water above plane of reference is approximately  
0.6 foot.

Condition of records satisfactory except as noted below:

*P. Schurman*  
*Acting* Chief, Division of Tides and Currents.

Hydrographic Sheet No. 17 and the accompanying records have been inspected and are approved.

*C.R. Reed*

C.R. Reed, Aid,  
C. & G. Survey.

## Report on H 5865

1. The records conform to the requirements of the General Instructions.
2. The usual depth curves can be completely drawn within the limits of the sheet.
3. The field plotting was completed to the extent prescribed in the Hydrographic Manual except that a check sounding was used periodically throughout the records at an odd time interval. Consequently the person who plotted the sheet inserted this check sounding which made the spacing wrong.

An incomplete dredge cut is shown on the smooth sheet across Mitzorda Peninsula. This cut is shown in pencil as there is no shoreline available to substantiate this cut except the hydrography.

In volume 1 positions 28-36 B and in volume 2 positions 90 and 91 <sup>Area covered by H-5866 (1925)</sup> These positions and soundings will not plot within the limits of this smooth sheet, however this area is covered by adjoining sheet H 5866.

4. The office draftsman had to do over drafting done by field party as noted on statistic sheet and the following:  
The low water line had to be changed in many places to agree with the hydrography.  
The reef area projecting out from

Beacons Nos. 1, 3, and 5 were discontinued NM 13, 1935

Beacons 1 and 3 (Post lights) were established, see  
Chart letter 593 of 1935 and NM 19, 1935.

Culver Cut was partly outlined from the hydrographic notes. The air photo compilation sheet was apparently never compared with the hydrographic smooth sheet, consequently this area was made to agree with the smooth sheet after re-checking the photographs covering this area.

The  $\Delta$  stations Dog Island Reef Beacon #3 and Dog Island Reef Beacon #5 (both 1934), as shown on the smooth sheet do not agree with the stations shown on the air photo sheet. This is due to the fact that these beacons were moved and relocated by sextants files under date of April 8, 1935. See Description Report of T 5358 for further information regarding present location of these beacons.

5. The junctions with contemporary adjacent sheets were found to be satisfactory. However on #5858 the whole with the half foot soundings were shown but in transferring the overlap, only the whole sounding was plotted. <sup>Half added</sup> <sub>R.F.B.</sub>

6. The shoreline was taken from air photo compilation sheets, T 5353, T 5354, T 5358, and T 5359. The signals are composed of triangulation stations and hydrographic signals only.

7. Discrepancies:

In volume 7, page 34, position 1713, lat.  $28^{\circ}37.4'$  long.  $95^{\circ}58.2'$ . The hydrographic refers to a log 75 meters ahead. This log in all probability is the same as the one plotted at position 7017.

The area referred to on the opposite page is in the dredged part of the channel of the Colorado River. As the obstruction (log and shoal) was removed during the period of the survey, the decision of the verifier to show the latest survey only is concurred in by the reviewer.

Rps

In volume 8, page 29, position 75 E, Lat.  $28^{\circ} 37.9'$  Long  $95^{\circ} 58.2'$ . The hydrographer states that the controlling depth is 1.4 ft. about 100 meters ahead, where very narrow channel can be followed around log. This log and the narrow channel is a temporary condition caused by the river rise and that this channel will be dredged shortly. In volume 9, page 58, positions 1-9 L, April 8, 1935. The dredge is now working on this channel and all soundings taken on this line were plotted and prior work recording shoal soundings were rejected. Therefore the above log and shoal soundings of 1.4 ft are now removed in my estimation. However the Chief of Party recommends that the shoal sounding be retained in preference to the deeper soundings recorded on 4 log. This does not seem logical since the dredge has removed this obstruction deposited by local floods and the verifier believes the deeper soundings should be shown as they are now recorded on the smooth sheet.

In volume 9, page 65, position 24 L, Lat  $28^{\circ} 37.9'$  Long  $95^{\circ} 59.8'$ . This is a hydrographic location of beacon #1. It is a 12" pile set in 18" cast iron pipe, with a block 6x6 extension on top of pile. Apparently this beacon is in the same location as A. Dox Island Reef Beacon #3 (1934) which

was removed. Therefore A Dog Island  
Reef Beacon #3 <sup>as made by signal and in records</sup> is shown on the  
smooth sheet because it was used  
for hydrography prior to the  
construction of beacon #1.

In volume 9, page 24, between positions  
113-114 H, lat  $28^{\circ}40.1'$  long  $95^{\circ}55.1'$ . The  
hydrographer records an iron pipe  
which bore 2 ft. In volume 7, page  
57, between positions 54-55 C, he records  
a pipe boring 3 ft. The location  
of these two pipes are approximately  
the same and in all probability  
they are the same pipe. Therefore  
only one pipe is shown on the  
smooth sheet, which bore 2' M.F.W.

Respectfully submitted,

L. C. McElrosson

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5865 (1934-5) FIELD NO. 17

Colorado River and Vicinity, Matagorda Bay, Texas  
Surveyed in Nov. 1934 and April 1935  
Instructions' dated Nov. 6, 1932; Nov. 16, 1933; Mar. 5, 1934;  
May 17, 1934; and letter April 18, 1934 (E. O. HEATON)

Hand Lead and Pole Soundings.

3 Point fixes on Shore Signals.

Chief of Party - E. O. Heaton.  
Surveyed by - J. L. Hale, W. H. White.  
Protracted by - R. J. Roberts.  
Verified and inked by - G. C. McGlasson.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. Lighted beacons were shown by the day beacon symbol on the smooth sheet without indicating that they were lighted. The word "lighted" has been added in the office.

The Descriptive Report is very complete and satisfactorily covers all items of importance.

2. Compliance with Instructions for the Project.

The plan and character of development are in accordance with the instructions for the project.

3. Shoreline and Signals.

The shoreline originates with air photo compilations T-5353 (1934), T-5354 (1933), T-5358 (1933) and T-5359 (1933).

The limits of the dredged cut of the reclamation channel on Matagorda Peninsula, shown by a broken line on the smooth sheet, are not on the air photo compilations as the channel was dredged after the photos were taken. They are derived from fixes in the sounding records and were drawn in pencil by the field party.

The signals are triangulation stations, and hydrographic signals located by sextant cuts recorded in the sounding records. (See List of signals page 1 Vol. 1, for index of cuts).

4. Sounding Line Crossings.

The sounding line crossings are satisfactory, depths generally agreeing within 1 foot or less.

5. Depth Curves.

Within the area of the survey, the usual depth curves may be satisfactorily drawn.

6. Junction with Contemporary Surveys.

The junctions with H-5858 (1935) to the eastward and with H-5866 (1935) to the westward are satisfactory.

7. Comparison with Prior Surveys.

H-689 (1859), H-1161 (1872).

These surveys are on a scale of 1:20,000. The area has changed greatly. The delta of the Colorado River has made out to the southeast about 2 miles and the water area between the delta and Matagorda Peninsula has shoaled 2 to 4 feet. In the other portions of the present survey the shoaling has been 1 to 3 feet, though there has been little change in the high water line. A detailed comparison would serve no useful cartographic purpose. Because of the many changes that have taken place, the lapse of time since the surveys were made, and the close development of the present survey, H-5865 (1934-5) should supersede the above surveys for charting purposes.

8. Comparison with Chart 1284 (New Print dated March 1, 1935).a. Hydrography.

Within the area of the present survey, the chart is based on the surveys discussed in the foregoing paragraph and on information from the following blue prints:

- (1) Blue print 18245 (1922) is a U. S. Engineer survey of the Intracoastal Waterway on scale 1:40,000 and is the authority for the present charting of Raymond Landing Shoal. There has been considerable shoaling since this survey was made, especially in the area of the above shoal where the present survey now shows several spots that are bare at M.L.W. All the information from this blue print should be superseded by the present survey in future charting.
- (2) The charted low water line in the vicinity of the Colorado River comes from notes made on blue prints 27272 (1927 to 1933), and 27375 (1933) by Lieutenant Heaton, Chief of Party, in March 1934. The present survey was made during the period Nov. 1934 to April 1935. There is evidence of a considerable change having taken place here. A note on the boat sheet

states "from triangulation station LAST to triangulation station DEVIL, the low water approximately coincides with the high water line," (westward of longitude  $96^{\circ}01'$ ) though the low water line was not defined by soundings, the lines ending in depths of 1 foot. (Also see Descriptive Report, page 3, par. 10). Similar or even greater changes probably have taken place eastward of longitude  $96^{\circ}01'$ , and the low water information from the above blue prints should be superseded by H-5865 (1934-5) for charting purposes.

b. Controlling Depths.

The chart shows a controlling depth of "3 feet to Matagorda, June 1934", from Chart Letter 475/17 of 1934. The present survey shows a least depth of 4 feet in this dredged channel but attention is directed to the changeable nature of this area. (See Descriptive Report, page 3, par. 10).

c. Aids to Navigation.

The positions of the three charted beacons (post lights) were determined by sextant angles by the present field party and their location furnished to the office before the completion of the records (Chart letter 593 of 1935). The positions shown on the survey are in agreement with their present charted positions.

Dog Island Reef Beacon No. 3 (1934) and Dog Island Reef Beacon No. 5 (1934) were discontinued as beacons while the survey was in progress. Because they were used as signals during the execution of the hydrography they have been retained on the smooth sheet. The present beacon No. 1 is in practically the same location as the former beacon No. 3.

9. Field Plotting.

The protracting of positions was accurate and satisfactory. The penciling of soundings in general was satisfactory, except that in several instances check soundings at odd intervals were plotted as one of the regular interval soundings between positions.

10. Note to Compiler.

Special attention is directed to par. 8c of this review relative to aids to navigation.

11. Additional Field Work Recommended.

The survey is very satisfactory and no further work is required.

12. Superseding Old Surveys.


Within the area covered, the present survey supersedes the following surveys for charting purposes:

H-689 (1859) in part  
H-1161 (1872) " "

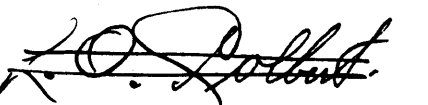
13. Reviewed by - R. J. Christman, May 14, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

  
C. K. Green,  
Chief, Section of Field Records.

  
Chief, Division of Charts.

  
Chief, Section of Field Work.  
Fred. R. Veasey

  
Chief, Division of H. & T.



applied to chart 1284, Dec. 22, 1937

J. G. R.