

8746

Diag. Cht. No. 1282-2.

FORM C&GS-504

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. ECFP-5-1-62 Office No. H-8746

LOCALITY

State Texas

General locality Galveston Bay

Locality Texas City Channel

1962-65

CHIEF OF PARTY

S. L. Hollis

W. V. Hull

P. A. Stark

R. E. Alderman

LIBRARY & ARCHIVES

DATE 9-15-65

USCOMM-DC 37022-P66

8746

HYDROGRAPHIC TITLE SHEET

H-8746

INSTRUCTIONS - 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.

ECFP 05-1-62

State TEXAS

General locality GALVESTON BAY
TEXAS CITY CHANNEL

Locality TEXAS CITY CHANNEL
GALVESTON BAY

Scale 1:5,000 Date of survey OCT. 1962 to JULY 1965

Instructions dated 25 April 1962-4 June 1964 Project No. OPR-428

Vessel LAUNCH CS-1177, CS-183, SKIFF 758, and SKIFF No.2

Chief of party S.L.HOLLIS, LCDR. W.V.HULL, LT. P.A.STARK, LCDR. R.E.ALDERMAN, LCDR.

Surveyed by R.W.ELONEN, LT. (jg) R.A.LEWIS, G.F.TREFETHEN, W.H.PINER

Soundings taken by echo sounder, hand lead, pole

Graphic record scaled by PARTY PERSONNEL

Graphic record checked by PARTY PERSONNEL

Protracted by BERNIE T.DAVIS

Soundings penciled by BERNIE TODAVIS

Soundings in 1/4 fms feet at MLW MLW

REMARKS:

DESCRIPTIVE REPORT
TO ACCOMPANY HYDROGRAPHIC SURVEY H-8746

(Field No. HFP 05-1-62)
Project OPR-428

SCALE: 1:5,000

HYDROGRAPHIC FIELD PARTY 242

CHIEF OF PARTY:

S. L. HOLLIS, LCDR. ✓
W. V. HULL, LT.
P. A. STARK, LCDR.
R. E. AIDERMAN, LCDR.

SURVEYED BY:

R. W. ELONEN, LT. (jg) ✓
R. A. LEWIS
G. F. TREFETHEN
W. H. PINER

A. PROJECT

Work on project OPR-428 Galveston Bay, Texas was done in accordance with basic Instructions 211-pt, S-2-ECFP, dated 25 April 1962, and supplemental Instructions C-211, S-2-HFP-219, dated 4 June 1964. ✓

B. SURVEY LIMITS AND DATES

The area covered by this survey is in the general vicinity of Galveston Bay, Texas and covers that portion of Texas City Channel between Snake Island and the Texas City Channel turning Basin which includes the Texas City Industrial Harbor and Canal. ✓

The boat sheet projection extends from Lat. $29^{\circ}24.30''$ to Lat. $29^{\circ}20.45''$, and from Long. $94^{\circ}52.15''$ to Long. $94^{\circ}54.45''$. ✓

Field work on this sheet commenced on October 1962 and was completed in June 1965. Work was interrupted from April 1963 to June 1965 because the field party was diverted to a special project at Lake Mead, Nevada. ✓

This survey junctions with C&GS contemporary Survey H-8747(1963-65) (ECFP 10-2-62 on the West). ✓

C. SOUNDING VESSELS

Vessels used for sounding were Launch CS-1177, Launch CS-183, Skiff 758, and Skiff No. 2.

<u>Vessel</u>	<u>Identifying Color</u>
Launch CS-1177	Blue
Launch CS-183	Violet
Skiff 758	Red
Skiff No.2	Green

D. SOUNDING EQUIPMENT

Fathometer type EDO 255c No. 16 was used to obtain soundings on Launch CS-1177 for "a" thru "e" days.

Raytheon Fathometer, model DE-723 Serial No. 549, was used to obtain sounding on "f" day.

Raytheon Fathometer, model DE-723 Serial No. 549, was used to obtain sounding on Launch CS-183 for "a" day. On "b" thru "d" days Raytheon DE-723 Serial No. 544 was used to obtain soundings.

A Raytheon Fathometer, model DE-723 Serial No. 544, was used to obtain sounding on Skiff 758 for "a" and "b" days. Model DE-723 Serial No. 263 and No. 265 were used to obtain soundings on "d" day. Model DE-723 Serial No. 265 was used to obtain soundings on "e" thru "g" days.

Skiff No.2 used a sounding pole for all Hydrography.

A sounding pole was used to obtain soundings in depths less than 6 feet on Launches CS-1177 and CS-183, and in depths of less than 3 feet on Skiff 758.

An armed lead was used to obtain bottom samples.

No unusual difficulties were encountered with the sounding equipment.

E. SMOOTH SHEET

The smooth sheet projection was made in the Washington Office with a projection ruling machine. Smooth plotting will be accomplished by Hydrographic Field Party 242. The smooth sheet limits were changed so as to eliminate a Dog Ear on the West side and to make the sheet horizontal. The smooth sheet limits are Lat. $29^{\circ}21.30'$ to $29^{\circ}23.45'$ and Long. $94^{\circ}52.00'$ to $94^{\circ}56.30'$.

F.CONTROL

Horizontal control was obtained by standard three-point sextant fix methods. Appendix A of this report contains a complete list of control used and the quality and source of control.

G.SHORELINE

Shoreline detail was taken from blueline prints of Manuscripts T-9804, T-9803 and T-10886.

The shoreline in the area of the Texas City Canal and in the area along the shore South of the Texas City Dike has greatly changed from that shown on these Manuscripts due to construction. *Land fill for dike toward Dollar Pt. crossed water area*

At the time of this report the Photogrammetry Division ^{was} in the process of flying new Photographs in this area. The highwater line near the Dike was relocated by sextant on C day, Vol. 1 page 63 and 64.

H.CROSSLINES

Crosslines were run at approximately 5 % of the regular system of lines. They were in good agreement with the regular system of lines.

I.JUNCTIONS

Depths at the junction with survey H-8747 ECFP 10-2-63 are in agreement and depth curves can be adequately drawn at all junctions.

J.COMPARISON WITH PRIOR SURVEYS

A comparison was made with prior survey No. 5462--1933-34 Scale 1:10,000, with the following results:

1. Pre-Survey "boards"	29°23.04'	On H-8747	concur
	94°52.20'		

A submerged board was located 100 meters North of this position, extending 0.4 feet above the bottom. This feature should be retained on the chart in its new position.

J. COMPARISON WITH PRIOR SURVEYS (cont)

2. Pre-Survey "old pipe"

29°23.33'

Concur

94°53.08'

A submerged post was located 5 meters Northwest of this position, extending 1.8 feet above the bottom. Recommended deletion of old pipe, and charting of post *and stakes*

3. Pre-Survey "iron pipe"

29°22.92'

concur

94°53.10'

A submerged pipe was located 215 meters East of this position, extending 0.6 feet above the bottom. This feature should be retained on the chart in its new position.

4. Pre-Survey "range light"

29°22.86'

concur

94°52.93'

A submerged pile in the same location is shown on USC&GS Chart 518. This feature had a system of sounding lines run over it. Did not reveal any remains. It is recommended that this submerged pile be retained on the chart until concrete evidence is found as to its existence or nonexistence.

5. Pre-Survey "lines of old piling"

29°22.75'

94°52.91'

There are three lines of old pilings ^{Charted} in this area. Visual inspection and several sounding lines show no submerged pilings in this area. Several new pilings were located in this area. Thorough investigation was impossible due to steep incline of channel and deep mud in this vicinity. It is recommended that lines of pilings be deleted from the chart and new piling be charted. *Were not adequately disproved and have been carried to supplement the present survey information.*

6. Pre-Survey "7 ft. channel"

29°23.11'

94°52.70'

The 7 foot channel in this area no longer exists. Soundings in this area are 5 and 6 foot now.

J.COMPARISON WITH PRIOR SURVEYS(cont)

7. Pre-Survey "shell bank" 29°23.00' ✓
94°53.20'

This shell bank is no longer in existence

8. Pre-Survey " 4 ft. sounding" 29°22.85' ✓
94°5³~~2~~.13'

The soundings in this area are 9 and 10 feet deeper than those of the prior survey.

K.COMPARISON WITH CHART

This survey was compared with Chart 518; 1st edition, May 17, 1965. Scale 1:25,000. ✓

↳ BP 87682
Pre-Survey Review Item #39 -Wreck PA 29°22.68'
94°5^{3.27}~~2~~.34'

A system of sounding lines did not reveal any trace of the ⁷sunken barge. Existence is unlikely. Was not adequately disproved and should be retained as charted.

Wreck 29°22.52' ✓
3
94°5³~~2~~.54'

This wreck was shown on chart as a stranded wreck. This wreck was located on this survey in the same location but covered by 11 feet of water. Recommended this wreck be shown as submerged.

L.ADEQUACY OF SURVEY

This survey is considered complete and adequate to supercede prior surveys for charting purposes.

M.AIDS TO NAVIGATION

There are 4 fixed aids to navigation and 2 floating aids maintained by the U.S.Coast Guard. ✓

There are 4 fixed aids, privately maintained for the Texas City Industrial Canal.

M.AIDS TO NAVIGATION (cont) ✓

A comparison with the Light List and Chart 518 indicates these aids adequately serve the purposes for which they were established.

N.STATISTICS ✓

<u>Vessel</u>	<u>No. of Pos.</u>	<u>Nautical Miles of Soundings</u>
Launch CS-1177	313	27.7
Launch CS-183	191	9.0
Skiff 758	463	24.6
Skiff No.2	53	2.1
<hr/>		<hr/>
TOTAL	1020	63.4

Total area surveyed----- 0.9

A standard tide gage, located at Pier 21 Galveston and a portable automatic gage, located at Bolivar Point, furnished tide control for the survey. See Appendix C TIDAL NOTES, for additional information on these stations.

Eight bottom samples were taken on this sheet.

O.MISCELLANEOUS ✓

A modified chain sweep was utilized to search for submerged objects. This sweep consisted of two trawl boards, identical to those used by shrimp trawlers, with a three hundred foot length of small chain (rod size 3/16") between them. The trawl boards were bridled and towed in such a manner as to drag along the bottom. The chain between the boards dragged along the bottom approximately 250 feet behind the vessel. Upon snagging an object the two lines to the trawl boards, which were generally 60° apart, would come together slowly allowing sufficient time for the coxswain to stop the Launch. The sweep was then pulled aboard until the snagged object was close aboard the stern. A leadline or sounding pole could then be eased down the taughly drawn chain to obtain a depth on the object.

When the survey was resumed in 1965, two changes were found since the 1962 hydrography. The first change was the widening and deepening of the Texas City Canal and construction of a turning basin. The second was the construction South of the Texas City Dike for the Texas City seawall which changed the shoreline and the soundings in this ✓

O. MISCELLANEOUS (cont)

vicinity. ✓

These two areas were resurveyed on overlays until a junction could be found with 1962 soundings, and the original vertical sheet projection changed to horizontal so as to be able to cover the Texas City Canal. (long way)

Respectfully submitted,

Bernie T. Davis
Bernie T. Davis

3

APPENDIX A

List of Signals

Triangulation Stations

EEL	TEXAS CITY TERMINAL RAILWAY CO. - EAST WATER TANK, 1933
FIX	TEXAS CITY CHANNEL CUT B INNER RANGE REAR LT., 1963
HUT	TEXAS CITY CHANNEL CUT B INNER RANGE FRONT LT., 1963
ICE	TEXAS CITY CHANNEL CUT C RANGE REAR LT., 1963
IDA	TEXAS CITY CHANNEL CUT C RANGE FRONT LT., 1963
MON	TEXAS CITY, MONSANTO CHEMICAL CO., TANK, 1960
WES	TEXAS CITY TERMINAL RAILWAY CO., WEST WATER TANK, 1933

PHOTO-HYDRO STATIONS

AIM	T-9804	JIM	T-9804
ANN	T-9804	KEY	T-9804
BIG	T-9804	LOW	T-9804
BUT	T-10886	NON	T-9804
CAW	T-10886	OUT	T-9803
CON	T-9803	PRO	T-10886
CUR	T-9804	RAT	T-10886
DIX	T-9804	SAD	T-9803
END	T-9803	SOP	T-10886
EST	T-9803	SOX	T-10886
FAR	T-10886	STY	T-9803
FIT	T-9803	SUB	T-9804
FOX	T-9804	TAL	T-10886
FRY	T-9804	TAX	T-10886
GAD	T-9804	TOY	T-9804
GOB	T-9804	WAG	T-9803
HEM	T-9803	WEE	T-9804
JAP	T-10886	YEA	T-9804

APPENDIX B

Corrections to echo soundings

Hydrographic Survey (ECFP 05-1-62)

Launch CS-1177

<u>DATE</u>	<u>DAY LETTER</u>	<u>RECORDER NO.</u>	<u>DEPTH(ft)</u>	<u>CORR(ft)</u>
10-2-62	a	EDO 255c No.16	3.0 to 7.0	-0.2
10-5-62	b	EDO 255c No.16	7.1 to 14.0	0.0
10-31-62	e	EDO 255c No.16	14.1 to 17.0	+0.2
			17.1 to 21.0	+0.4
			21.1 to 25.8	+0.6
			25.9 to 29.0	+0.8
			29.1 to 31.0	+1.0
			31.1 to 35.0	+1.2
			35.1 to 37.0	+1.4
			37.1 to Deeper	+1.6
---		---	---	---
10-17-62	c	EDO 255c No.16	3.0 to 13.6	-0.8
10-29-62	d	EDO 255c No.16	13.7 to 15.0	-0.6
			15.1 to 16.0	-0.4
			16.1 to 17.0	-0.2
			17.1 to 19.0	0.0
			19.1 to 21.0	+0.2
			21.1 to 23.0	+0.4
			23.1 to 25.0	+0.6
			25.1 to 29.0	+0.8
			29.1 to Deeper	+1.0

APPENDIX B (cont)

6-22-65	f	DE-723 No. 549	6.0 to 8.7	+0.2
			8.8 to 11.5	+0.4
			11.6 to 14.5	+0.6
			14.6 to 18.0	+0.8
			18.1 to 21.0	+1.0
			21.1 to 24.0	+1.2
			24.1 to 27.0	+1.4
			27.1 to 30.0	+1.6
			30.1 to 34.7	+1.8
			34.8 to 38.0	+2.0
			38.1 to 40.6	+2.2
			40.7 to 44.5	+2.4
			44.6 to 48.0	+2.6

Launch CS-183

3-22-63	a	DE-723 No. 549	3.0 to 6.0	-0.8
			6.1 to 11.0	-0.6
			11.1 to 21.0	-0.4
			21.1 to 27.0	-0.2
			27.1 to 36.0	0.0
			36.1 to Deeper	+0.2

6-25-65	b	DE-723 No. 544	2.4 to 9.2	-0.2
6-28-65	c		9.3 to 14.2	0.0
6-29-65	d		14.3 to 18.0	+0.2
			18.1 to 22.0	+0.4
			22.1 to 25.7	+0.6
			25.8 to 30.0	+0.8
			30.1 to 36.0	+1.0
			36.1 to Deeper	+1.2

Skiff 758

4-1-63	a	DE-723 No. 544	3.0 to 4.0	0.0
			4.1 to 5.0	+0.2
			5.1 to 12.0	+0.4
			12.1 to 18.0	+0.6
			18.1 to 22.0	+0.8
			22.1 to 26.0	+1.0
			26.1 to Deeper	+1.2

APPENDIX B (cont)

4-3-63	b	DE-723 No. 544	3.0 to 4.0	0.0
			4.1 to 8.0	+0.2
			8.1 to 18.0	+0.4
			18.1 to 21.0	+0.6
			21.1 to 24.0	+0.8
			24.1 to 27.0	+1.0
			27.1 to Deeper	+1.2
6-2-65	c	Walking shoreline		
6-3-65	d	DE-723 No. 263	3.0 to 4.0	-0.2
	(pos. 1d to 53d)		4.1 to 5.6	0.0
			5.7 to 10.4	+0.2
			10.5 to 12.0	+0.4
			12.1 to 22.5	+0.6
			22.6 to 26.8	+0.8
			26.9 to 30.0	+1.0
6-3-65	d	DE-723 No. 265	3.0 to 6.5	0.0
	(pos. 54d to 86d)		6.6 to 13.2	+0.2
6-4-65	e		13.3 to 17.5	+0.4
6-8-65	f		17.6 to 21.2	+0.6
6-15-65	g		21.3 to 26.3	+0.8
			26.4 to 36.0	+1.0
			36.1 to Deeper	+1.2

Skiff No. 2 Used sounding pole all days

APPENDIX C

TIDAL NOTES

Tide control for the survey was furnished by two tide gages, one at Pier 21, Galveston, and the other at Bolivar Point, Galveston Bay. The data from both gages can be used interchangeably.

GAGE LOCATION: Pier 21, Galveston, Texas
Lat. 29°18.57'
Long. 94°47.59'

GAGE TYPE: Standard Automatic

STAFF: Vitrified Scale MLW corresponds to 2.7 ft. on the staff.

CORRECTIONS: +30 minutes time correction—no height correction.

TIME MERIDIAN: 90th

GAGE LOCATION: Bolivar Point, Galveston, Texas
Lat. 29°21.75'
Long. 94°46.53'

GAGE TYPE: Portable Automatic
10-1-62 to 5-18-63
Pressure Recording
11-23-64 to 7-19-65

STAFF: Vitrified Scale MLW corresponds to 2.2 ft. on staff in 1962 and 1963, and 5.0 ft. on staff in 1965.

CORRECTION: +30 minutes time correction
no height correction

TIME MERIDIAN: 90th

APPENDIX D

Field work on this sheet was performed under the supervision of ICDR. Steven L. Hollis Jr., ICDR. P.A. Stark, and LT. W.V. Hull, in 1962 and 1963, and ICDR R.E. Alderman, in 1965. Corrections to soundings and the record volumes were also under supervision of the above. ✓

I supervised the completion of this survey, the final field records and will overlook the smooth sheet preparation.

This survey is complete and accurate to the extent of my knowledge.

Approved and forwarded,


R.E. Alderman, ICDR. USC&GS

ADDENDUM TO DESCRIPTIVE REPORT
BB
SMOOTH PLOTTER

All 1962 and 1963 soundings West of a line at approximately Long. $94^{\circ}52.87'$ in the vicinity of the entrance to Texas City Harbor were not plotted. This area was pumped in the construction of a levee in 1964 and 1965. Hydrographic lines were re-run in 1965 and supercede all 1962 and 1963 soundings in this area.

All 1962 and 1963 soundings in the vicinity of the private Texas City Canal were not plotted. This area was dredged out in 1964. Hydrographic lines were re-run in 1965 and supercede the 1962 and 1963 soundings.

In addition to those two locations there was some new work done around the dock area. The 1965 soundings always superceded the 1962 and 1963 work. All the 1962 and 1963 work that was not plotted was noted in the sounding records.

The shoreline on the Smooth Sheet was left in pencil due to the great changes from that shown on the 1961 Manuscripts. This party has been informed that new photographs are to be flown in this area in the near future, and the shoreline location should be placed on from Manuscripts compiled from these new photos.

Pier $29^{\circ}23.03'$
 $94^{\circ}53.27'$

This pier on Advance Manuscript T-10886, completion date October 1961, compiled from field inspection done prior to hurricane Carla of Sept. 11, 1961, was located by the hydrographer on Oct. 30, 1962 (pos. 40 e Launch 1177). This location was used on the Smooth Sheet.

There is a wreck located at Lat. $29^{\circ}22.6'$ Long. $94^{\circ}53.5'$. This wreck was not plotted on the boat sheet as it is in the process of being raised as of this date, Sept. 1, 1965, and will be removed in the near future.

There are 8 fixed aids, privately maintained by Union Carbide Corporation, for the Texas City Canal. The privately maintained floating aids located during the 1962 and 1963 work no longer exist. These were not plotted on this sheet.

Respectfully submitted,

Bernie T. Davis

Bernie T. Davis

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 1, 1966

Nautical Chart Division: R. H. Carstens

Plane of reference approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET 8746

Locality: Texas City Channel
Galveston Bay, Texas

Chief of Party: P. A. Stark, 1962, 1963
R. E. Alderman, 1965

Plane of reference is mean low water

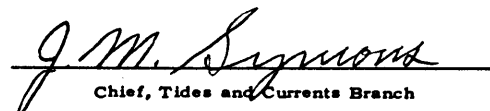
Tide Station Used (Form C&GS-681):

Pier 21, Galveston, Texas
Bolivar Point, Galveston Bay, Texas

Height of Mean High Water above Plane of Reference is as follows:

1.4 feet

Remarks


Chief, Tides and Currents Branch

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. 8746

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT
SMOOTH SHEET		1	BOAT SHEETS		1
DESCRIPTIVE REPORT		1	OVERLAYS		

DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES	4					
CAHIERS						
VOLUMES	8					
BOXES						

T-SHEET PRINTS (List)

SPECIAL REPORTS (List)

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				1020
POSITIONS CHECKED		✓	10	100
POSITIONS REVISED		✓	0	0
DEPTH SOUNDINGS REVISED		✓		20
DEPTH SOUNDINGS ERRONEOUSLY SPACED		✓		10
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		✓		0
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		2	16	
JUNCTIONS		0		
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		1		
SPECIAL ADJUSTMENTS		1		
ALL OTHER WORK		113	55	
TOTALS		117	71	
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
REVIEW BY	BEGINNING DATE		ENDING DATE	

David M. Taylor Feb 6, 1967 Feb 28, 1967
F. B. Powers 12-20-73 1-15-74
Cartographer 14 hrs 1/30/74

OFFICE OF MARINE SURVEYS AND MAPS

MARINE CHART DIVISION

HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-8746

FIELD NO. ECFPO5-1-62

Texas, Galveston Bay, Texas City Channel

SURVEYED: October, 1962 thru July, 1965

SCALE: 1:5,000

PROJECT NO.: OPR-428

SOUNDINGS: EDO 2550 Depth Recorder
D.E 723 Depth Recorders
Sounding Pole

CONTROL: Sextant fixes on
shore signals

Chief of Party.....	S. L. Hollis
.....	W. V. Hull
.....	P. A. Stark
.....	R. E. Alderman
Surveyed by	R. W. Elonen
.....	R. A. Lewis
.....	G. F. Trefethen
.....	W. H. Piner
Protracted by	B. T. Davis
Soundings plotted by.....	B. T. Davis
Verified and inked by.....	D. M. Taylor
Reviewed by	F. P. Powers
Inspected by	R. H. Carstens

1. Description of the Area

This survey is in Galveston Bay and covers that portion of the Bay between Snake Island, Texas City Dike and Texas City waterfront including Texas City Turning Basin and Texas City Canal.

Federal Channel projects extend the length of the survey. The bottom slopes to depths of about 18 feet, then drops steadily to maximum depths of about 42 feet. Numerous dolphins, piers and bulkheads are along the shoreline. The predominant bottom characteristic is mud.

2. Shoreline and Control

The origin of control is adequately covered in Part F of the Descriptive Report.

The shoreline originates with reviewed photogrammetric manuscripts T-9803, T-9804 and T-10886 of 1960-61 and with Advanced photogrammetric manuscript T-10784 of 1957-60. The two marsh islets on T-9804 in the vicinity of lat. $29^{\circ}21.45'$, long. $94^{\circ}53.47'$ are believed no longer to exist because of the dredging for the new canal and therefore are not shown on the present survey. Revisions appearing in red are by the hydrographer. For charting purposes T-9803 and T-9804 are superseded by survey T-12233 (1962-65) and T-10784 by T-12229 (1962-65)

3. Hydrography

- A. Depths at crossings are in good agreement.
- B. The usual depth curves are adequately delineated.
- C. The development of the bottom configuration and the investigation of least depths are considered adequate, except that soundings could not be obtained in some inshore areas in Texas City Canal because of moored barges.

4. Condition of the Survey

The field work, sounding records, smooth plotting and Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual except that soundings at piles should have been plotted where soundings were sparse.

5. Junctions

An adequate junction was effected with H-8747 (1963-65) on the east.

6. Comparison with Prior Surveys

- A. H-323 (1852), 1:20,000
H-918a (1867) 1:20,000

These early surveys have been compared with and were superseded by the survey discussed in the following paragraph. Further consideration is not necessary in the present review.

- B. H-5462 (1933-34), 1:10,000

A comparison between the present and prior surveys reveals changes in both the shoreline and bottom. Most of the shoreline changes are due to the constructions of bulkheads. The present survey depths are generally 1-2 feet deeper than prior depths, except in areas affected by dredging and deposition of spoil, where the changes are greater. The Shell Bank on the prior survey in the vicinity of lat. $29^{\circ}23.0'$, long. $94^{\circ}53.2'$ falls in an area of 2-16 feet depths on the present survey and has been removed by dredging. The dike northward from Texas City has resulted in filling large inshore areas. Two piers-in-ruins

3.
in the vicinity of lat. $29^{\circ}22.75$, long. $94^{\circ}52.85'$ were not adequately disproved by the present survey and have been carried forward.

The remains of Texas City Channel Inner Front Range Beacon in lat. $29^{\circ}22.85$, long. $94^{\circ}52.93'$ were not adequately disproved by the present survey and have been carried forward as a submerged pile to the present survey

With the additions noted, this survey is adequate to supersede the prior surveys within the common area.

7. Comparison with Chart 518 (latest print date Sept. 30, 1972)

A. Hydrography

The charted hydrography originates with the previously discussed prior surveys which require no further consideration, supplemented by the partial application of depths from the present survey boat sheet and smooth sheet before verification and review. Only minor differences are noted between the present survey and charted depths.

Attention is directed to the following:

- (1) Items indicated on Bp87682 charted subsequent to the date of the present survey supersede the survey information and should be retained on the chart.
- (2) A new pier should be charted in lat. $29^{\circ}22.47'$, long. $94^{\circ}53.37'$ from the present survey.
- (3) A visible wreck charted in lat. $29^{\circ}21.80'$, long. $94^{\circ}54.69'$ from the 1962 boat sheet information should be shown as submerged as it was not visible in 1965.
- (4) The sunken wreck (4 ft rep) PA charted in lat. $29^{\circ}22.68'$ long. $94^{\circ}53.29'$ from Notice to Mariners 4 of 1962 was not adequately disproved and should be retained on the chart.
- (5) The 6 charted in lat. $29^{\circ}22.88'$, long. $94^{\circ}53.28'$ from the present survey prior to review was revised during review and should be disregarded.

Except, as noted above, the present survey is adequate to supersede the charted hydrography within the common area.

B. Controlling Depths

The controlling depths for Texas City Channel and Texas City Turning Basin are based on Corps of Engineers chart letter 1405 of 1972. The Twelve-foot dredged depth charted in lat. $29^{\circ}22.07'$, long. $94^{\circ}53.4'$ is based on Corps of Engineers information chart letter 387 of 1971.

Texas City Canal controlling depth is based on the present survey information.

All of the charted controlling depth notes supersede the present survey information, except Texas City Canal controlling depth.

C. Aids to Navigation

Several aids to navigation have been established or relocated subsequent to the date of the present survey. The aids presently charted adequately mark the features intended.

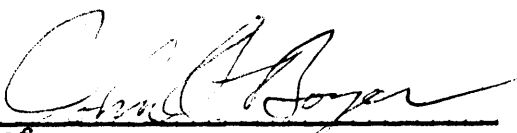
8. Compliance with Instructions

This survey adequately complies with the Project Instructions.

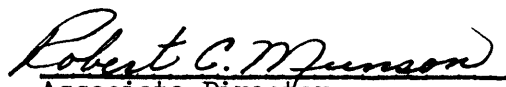
9. Additional Field Work

This is a good basic survey and no additional field work is recommended.

Examined and Approved:



Chief
Marine Chart Division



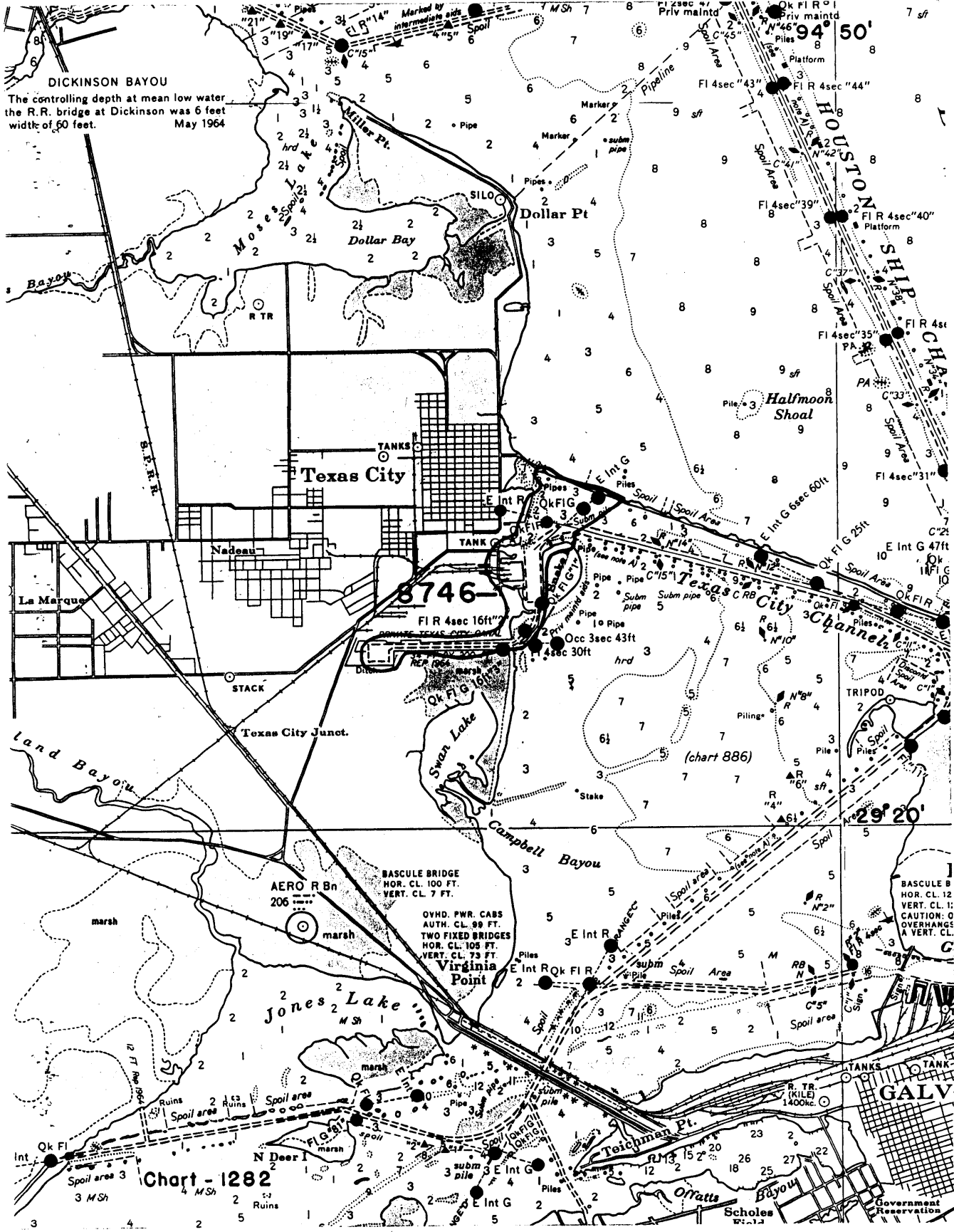
Associate Director
Office of Marine Surveys
and Maps

H-8746 (1962-65)

Information for Future Pre-survey Reviews

Changes in the shoreline and bottom are attributed largely to the construction of bulkhead, dredging and deposition of spoil.

Position Index Lat.	Long.	Bottom Change Index	Use Index	Resurvey Cycle
292	0950	5	9	10 Years



DICKINSON BAYOU
 The controlling depth at mean low water
 the R.R. bridge at Dickinson was 6 feet
 width of 60 feet.
 May 1964

Texas City

Texas City Junct.

Virginia Point
 BASCULE BRIDGE
 HOR. CL. 100 FT.
 VERT. CL. 7 FT.
 QYHD. PWR. CABS
 AUTH. CL. 99 FT.
 TWO FIXED BRIDGES
 HOR. CL. 105 FT.
 VERT. CL. 73 FT.

GALV

Chart - 1282

Government Reservation

BASCULE B
 HOR. CL. 11
 VERT. CL. 11
 CAUTION: 0
 OVERHANGE
 A VERT. CL.

8746

City Channel

HOUSTON SHIP CHANNEL

29° 20'

94° 50'

Scholes

Teichman Pt.

Campbell Bayou

Swan Lake

Halfmoon Shoal

Dollar Pt.

Dollar Bay

Miller Pt.

7 sft

122

126

120

114

108

102

96

90

84

78

72

66

60

54

48

42

36

30

24

18

12

6

0

1

2

3

4

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