

11080

Diag. Cht. Nos. 1256 and 1257-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Shoreline

Field No. Ph-100 Office No. T-11080

LOCALITY

State Florida

General locality West Coast

Locality Terra Ceia Bay - Manatee River

19 53-58

CHIEF OF PARTY

I.R. Rubottom, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE May 1963

USCOMM-DC 5087

11080

DATA RECORD

T - 11080

Project No. (II): **Ph-100(52)** Quadrangle Name (IV):

Field Office (II): **PALMETTO**

Chief of Party: **Ira R. Rubottom**

Photogrammetric Office (III): **TAMPA, FLORIDA**

Officer-in-Charge: **Ira R. Rubottom**

Instructions dated (II) (III): **1 Dec. 1952**
Supplement No.1, 5 May 1953

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):

SEP 21 1955

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

6 June 1960

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 (5) refer to sounding datum
 i. e., mean low water or mean lower low water

Reference Station (III): **MC NEIL, 1925**

Lat.: **27°30'48".829 (1503.0m.)** Long.: **82°37'11".453 (314.3 m.)**

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State: **Florida**

Zone:

West

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.

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

DATA RECORD

Field Inspection by (II): **J. E. Johnson**
W. H. Shearouse

Date: **March 1954 + 1958**

Planetable contouring by (II): **Inapplicable**

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): **March 1954,**
Graphic Compilation

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

Date: **9 Dec. 1952**

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

Date: **11 Dec. 1952**

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

Date: **18 Feb. 1954**

Control checked by (III): **R. E. Smith**

Date: **19 Feb. 1954**

Radial Plot ~~or Stereoscopic~~

Date:

~~Control extension~~ by (III): **M. M. Slavney**

Feb. 1954

Planimetry

Date:

Stereoscopic instrument compilation (III): **Inapplicable**

Contours

Date:

Manuscript delineated by (III): **R. Dossett**

Date: **May 1954**
See Page 5

Photogrammetric Office Review by (III): **W. H. Shearouse**

Date: **18 Oct. 1954**

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

None

Date:

Camera (kind or source) (III): **USC&GS Nine-lens Camera**

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
42725	1 Dec. 1953	10:56	1:10,000	0.9
42726	"	10:56	"	"
42727	"	10:57	"	"
42735 - to	"	11:05 to	"	"
42739 incl.	"	11:09 incl.	"	"
42746 - to	"	11:15 to	"	"
42749 incl.	"	11:18 incl.	"	"
42755	"	11:25	"	"
42756	"	11:25	"	"
42757	"	11:26	"	"

Nine lens 16 April 1957 1:10000

Tide (III)
From predicted tides

Reference Station: **TAMPA BAY**
Subordinate Station: **BRADENTON, MANATEE RIVER**
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
0.9	1.4	1.9

Washington Office Review by (IV): *Lena T. Stevens*
Final Drafting by (IV): *Mary E. Taylor*
Drafting verified for reproduction by (IV): *Wm. D. Hallum*
Proof Edit by (IV):

Date: *7 March, 1956*
Date: *10/26/59*
Date: *6/6/60*
Date:

Land Area (Sq. Statute Miles) (III): **10**
Shoreline (More than 200 meters to opposite shore) (III): **25**
~~Shoreline (Less than 200 meters to opposite shore) (III):~~
Control Leveling - Miles (II): **Inapplicable**
Number of Triangulation Stations searched for (II): **10**
Number of BMs searched for (II): **2 tidal**
Number of Recoverable Photo Stations established (III): **13**
Number of Temporary Photo Hydro Stations established (III): **173**

Recovered: **8** Identified: **5**
Recovered: **1** Identified: **1**

Remarks:

Summary to Accompany T-11080

Instructions were written for Ph-100 1 December, 1952. Its purpose was to furnish shoreline and hydrographic control for a hydrographic survey to be made by the SOSBEE. The combined surveys would furnish data for the revision of chart 586 and for construction of a new 1:40,000 chart for Sarasota Bay.

Both field inspection and compilation of the manuscripts were assigned to the personnel of the Tampa Photogrammetric Office.

On 18 December, 1952 instructions were issued for C.S.-353, West Coast of Florida, Tampa Bay to Caloosahatchee River, the ship SOSBEE to survey the shoreward portions of the area, and to assist the Photogrammetric Office in field work as necessary to locate additional control.

Crown film print
A ~~cloth-backed lithographic print~~ of each map, at manuscript scale, together with the descriptive report, will be registered and permanently filed in the Bureau Archives.

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SUPPLEMENT TO COMPILATION REPORT T-11080

The revisions done in the Tampa Office shown with red ink are from nine-lens photographs taken 16 April 1957. All photographs were of poor scale. *The rest of the red ink revisions were applied in the Washington Office; source unknown.

Photo-hydro stations in the TAMPA BAY area were located by photogrammetric methods. The area involved was not to be sounded at the time Project Ph-100 was compiled in 1954.

** See paragraph 64 of Review Report*

TAMPA DISTRICT OFFICE

49. NOTES FOR THE HYDROGRAPHER (Supplemental)

The following photo-hydro stations will be of use to the hydrographer:

3106 - Second mangrove south of inlet.

3121 - Point on south side of drainage canal, at mouth.

3125 - Flag on limb of mangrove point on east side of McGill Cutoff.

3126 - Flag on stake nailed to low mangrove limb.

3130 - Point of mangrove in cover.

FIELD INSPECTION REPORT

T-9631, T-9632, T-11079 (eastern part), T-11080 and T-11082

2. Areal field inspection.--The purpose of this project being to provide shoreline and horizontal control data for the hydrographic party, the area of field inspection was limited to alongshore features and is discussed under Item 7.

Photographic coverage was adequate. However, inspection and selection of hydrographic signal sites was extended as far as possible up the Braden River, after conference with the Commanding Officer of the Ship SOSEEE. Also, inspection only was extended up ^{T-9632} the Manatee River beyond the limits of the hydrographic survey as far as possible in order to bring existing maps up to date. Coverage was sparse in these upper reaches and the work done rather far out on the photograph edges.

Inspection and recovery and identification of topographic stations was completed in the Critical Bayou-Bishop Harbor area so as to bring existing maps up to date. This also falls outside the limits of the hydrographic survey.

Shoreline inspection is complete, no part being intentionally omitted.

3. Horizontal control.--Two (2) traverse lines were run to provide supplemental control for the radial plot. These lines are designated A and D, the A line originating at traverse station A9, 1944, ^{T-9632} the D line at D75, 1934. A special report was submitted, a copy of which is a part of this report. ^{see Library: 824 G-11021 sketches 6085 6086}

Also, a theodolite position was determined for BRADENTON, MUNICIPAL WATER TANK, WEST, 1954. ^{T-11082}

The following stations of the Florida Geodetic Survey were recovered:

DC 103, 1939 ^{T-9631}	DC 110, 1939 ^{T-9631}
DC 104, 1939 "	DC 111, 1939 "
DC 105, 1939 ^{T-11080}	DC 126, 1939 "
DC 106, 1939 "	

Corps of Engineer station JOE (USE), 1933 was also recovered. ^{T-9631}

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

A 14, 1944

BRADENTON, BRADENTON LUMBER CO., LOW SILVER
WATER TANK, 1934

MANATEE, NOCATEE CRATE CO., BLACK WATER TANK,
1934

PALMETTO, CHURCH, TALL THIN SPIRE, 1908

PALMETTO, SCHOOLHOUSE, DOME, 1908

J 9, 1944

4. Vertical control.--Tidal bench marks were recovered and identified where considered of value for hydrographic control.

5. Contours and drainage.--Inapplicable.

6. Woodland cover.--Classified only alongshore.

7. Shoreline and alongshore features.--The mean high-water line was inspected in detail and labeled, as were the alongshore features such as piers, seawalls, etc.

A considerable amount of the shoreline is classified apparent. It is mostly mangrove but there is some marsh in the upper reaches of the Manatee and Braden Rivers. These areas of marsh and mangrove have been labeled in many instances but are usually clear enough on the photographs. The mangrove shows black and dense-looking in tone; the marsh usually gray. As the water becomes less salty upstream in the rivers the mangrove lessens and the marsh is more in evidence. Some areas are mixed and were so labeled or will be obvious to the compiler.

The shorelines of the Manatee River and Terra Ceia Bay are similar in character to approximately the eastern limits of T-11080. The river from there upstream is more cut-bank type. Banks classified as bluffs have been labeled as to height.

Many oyster bars exist in the bays. They usually uncover at low-water and have been shown with the approximate low-water symbol.

8. Offshore features.--These features are usually apparent on the photographs and were visited and labeled. In one instance, at approximate latitude $27^{\circ} 31.7$, longitude $82^{\circ} 29.8$, a group of submerged piling did not show on the photograph and were located as a foul area by theodolite cuts. T-9632

The line of piling crossing the Braden River at approximate latitude $27^{\circ} 29.4$, longitude $82^{\circ} 31.0$ is no longer recoverable. It is believed that most, if not all, of these piling have been removed. One "obstr" mapped on H-8100 T-11062

A submerged wreck appearing on Nautical Chart No. 1256 at approximate latitude $27^{\circ} 30.1$, longitude $82^{\circ} 29.1$, could not be found. T-9632

Poles (in the water) supporting the power transmission lines crossing the Braden and Manatee Rivers have been labeled or are obvious on the photograph.

9. Landmarks and aids.--Fixed aids to navigation were located photogrammetrically, if visible on the photographs, or by theodolite cuts from identifiable topographic features.

A number of single pile or square timber daybeacons exist in the upper Manatee River. These are privately maintained and without numbers. They were located by theodolite cuts and numbers assigned for convenience of field and office personnel. T-9632

Form 567 is submitted for the nonfloating aids.

It is noted that a number of daybeacons existed in the upper Manatee River when planimetric survey number T-5846 was compiled. None of these aids presently exist; no deletion Form 567 was submitted since they do not appear on the nautical chart.

Landmarks for nautical charts are to be selected and reported by the hydrographic party.

10. Boundaries, monuments, and lines.--Inapplicable.

11. Other control.--The alongshore topographic stations established in 1941 were searched for. Those recovered and identified are listed below.

T-9631

BOY, (1941) 1954 VOL, (1941) 1954

T-9632FAG, (1941) 1954 CAD, (1941) 1954
ADZ, (1941) 1954 FAD, (1941) 1954T-11080LOG, (1941) 1954 KEY, (1941) 1954
CAN, (1941) 1954 AGE, (1941) 1954
JIG, (1941) 1954 BUG, (1941) 1954
DID, (1941) 1954 FEN, (1941) 1954
IRK, (1941) 1954 BUD, (1941) 1954
DOZ, (1941) 1954 DEW, (1941) 1954
TIDAL BM 1 1926 (1941) 1954 was establishedT-11082REM, (1941) 1954 MIL, (1941) 1954
TIDAL BM 1, 1926, (1941) 1954
TOPO STATION MAST, 1954

It was noted that a large percentage of the monumented topographic stations in the upper Manatee River could not be found. They were established in 1941, many of them being on marsh points. The river current has washed away these points which accounts for several being destroyed.

The hydrographic party has extended its work eastward to the limits of the 1952 photographic coverage in Survey T-11079 by plane-table location of signals and shoreline. Their signals, PIE, MAX, FEZ, DOC, PET, LOW, ALP, HOE, TAN, (all fixed aids), EGG, END, RIP, and MAW were located photogrammetrically. A few of their signal sites could not be recovered.

12. Other interior features.--Interior inspection was not carried inland from the high-water line except for the identification of landmark buildings and classification of alongshore and nearshore vegetation.

Vertical clearances for overhead cables are as follows:

At bridge over Braden River - - - - - 34.2 feet above
M.H.W. Photo 42727
T-11082

1/2 mile south of Braden River Bridge, West Channel - - 34.9 feet above
M.H.W. ..

1/2 mile south Braden River Bridge, East Channel, (Main
Channel) - - - - - 34.7 feet above ⁷⁻¹¹⁰⁸⁷
M.H.W. ^{PHR 42727}

Manatee River Crossing (approx. latitude 27° 31.5'
longitude 82 29.9) - - 46.2 feet above ⁷⁻⁹⁴³²
M.H.W.

Manatee River Crossing (approx. latitude 27° 31.4'
longitude 82 23.8) - - 43.0 feet above ⁷⁻⁹⁴³²
M.H.W.

Data for bridges is compiled in the following table:

BRIDGE DATA				C L E A R A N C E S			
HORIZONTAL				VERTICAL			
NAME OF BRIDGE	SURVEY NO. T-	TYPE	BRIDGE BOOK FEET	C&GS MEASURE- MENTS FEET	BRIDGE BOOK ABOVE H.W. FEET	C&GS MEASURE- MENTS ABOVE M.H.W. FEET	
GREEN BRIDGE	11080	B #42724	75	75.1	8	8.7 ^{2-9.0}	
RAILROAD (ACL)	11080	SW "	R 75 L 75	R 75.0 L 75.0	3.5	4.2 -	
RAILROAD (SAL)	11080	SW "	R 57 L 57	R 56.0 L 56.4	5.7	6.5 -	
*SNEADS ISLAND CUTOFF	11080	F #42747	31	31.0	12.5	13.6 -	
BRADEN RIVER (WEST BRIDGE)	11082	F	38	36.0**	10	9.9	
BRADEN RIVER (MIDDLE BRIDGE)	11082	F	Not listed	30.0	Not listed	5.4	
BRADEN RIVER (EAST BRIDGE)	11082	F	Not listed	17.0	Not listed	3.5	
TERRA CEIA BAY (North end)	9631	F	Not listed	45.0	Not listed	10.2	
TAMPA BAY (west easterly span)	9631	F	Not listed	45.0	Not listed	10.2	

NAME OF BRIDGE	SURVEY NO. T-	TYPE	BRIDGE BOOK FEET	C&GS MEASURE- MENTS FEET	BRIDGE BOOK ABOVE H.W. FEET	C&GS MEASURE- MENTS ABOVE M.H.W. FEET
***WARES CREEK (FIRST BRIDGE)	11082	F	40	40.4	4.2	3.8
WARES CREEK (SECOND BRIDGE)	11082	F	Rebuilt since bridge book was published		30.0	8.8
MC LEWIS BAYOU	11080	F # 41725	Not listed	17.5		8.5
WARNERS BAYOU	11080	F # 41739	Not listed	19.0		7.7

* This cutoff is listed in Bridge Book as Manatee River cut-off; and in Light List as Terra Ceia cutoff

** Difference explained by pile driven at NW corner of span

*** No longer a bascule draw bridge. Rigidly fixed.

13. Geographic names.---Names were reviewed with the Manatee County Surveyor who could find no discrepancies. Otherwise, no systematic field check was made, but no conflicts came to light. *See addition, 23 Sept. 1953*

14. Special reports and supplemental data.---There is no supplemental data.

The report covering the two traverses, at north and south limits of T-9632 is the only special report.

Respectfully submitted

William H. Shearouse
William H. Shearouse
Cartographer
30 April 1954

APPROVED AND FORWARDED

Ira R. Rubottom, Chief of Party

SPECIAL REPORT

TRAVERSES FOR ADDITIONAL CONTROL

PROJECT PH-100(52)

Two traverses were run to provide horizontal control in the northeast corner of the project (Survey T-9632). Traverse A (approximately 7.0 miles, over all) lies 8 miles east of Bradenton, while Traverse D (approximately 2.0 miles in length) is one mile east of the village of Parrish. Methods and procedures conform to Photogrammetric Instructions No. 47 and Addendum Nos. 1 and 2 thereto.

The traverses are discussed independently in the following paragraphs:

TRAVERSE A

The temporary points are named consecutively A-01 through A-11, going westward from traverse station A 9, 1944. All temporary points are small finishing nails in the center of 2x2-inch stakes and are flush with the ground, except A-01 which projects 2 feet, and A-06 which is a nail in the pavement. These temporary points will be destroyed by construction of a new highway in the near future and are not further described.

Alignment -- The traverse was run in a westerly direction along State Highway 64 from station A 9, 1944 to an azimuth tie with station ELLENTON, BLACK MUNICIPAL WATER TANK, 1934 from station WHARFF on Shell Road. Three spurs were run off from the main line:

- (1) From temporary point A-03 (0.9 mile west of A 9, 1944) northeast 0.8 mile along Rye Grade to temporary point A-04;
- (2) From temporary point A-09 (at the intersection of Highway 64 and Shell Road) westerly 1.6 mile along Highway 64;
- (3) North 0.8 mile from station WHARFF to station CORNER.

No check was provided for the lines A-03 to A-04, or A-10 to A-11. A direction was measured at A-06 to CORNER but was not observed from CORNER as it was felt that building a stand to clear brush near the station was not justified.

Station A-06 was set on line between A-05 and A-07 and directions were not taken to A-06 from those stations; however, when the angles at A-06 were measured a bend of 10 seconds was noted.

Due to widening of the road it was necessary to set the monumented stations some distance off the roadbed and in order to facilitate taping, the offset method was used to establish stations DAIRY, SHELL, SCRUB and GUARD from temporary points set on the road. Following is a list of intervisible stations:

<u>at DAIRY</u>	<u>at SHELL</u>	<u>at SCRUB</u>	<u>at GUARD</u>	<u>at WHARFF</u>	<u>at CORNER</u>
WHARFF (10')	WHARFF	WHARFF (8')	SCRUB	DAIRY (10')	WHARFF
SHELL (10')	CORNER (10')	GUARD		SHELL (6')	SHELL (10')
	DAIRY (10')			SCRUB (8)	
				CORNER	

Taping -- No unusual conditions were encountered in the taping. While taping on pavement contact was made with a pencil line in a yellow crayon mark; along the shoulder pencil lines were made on tape on large nail heads firmly in place.

As most of the traverse was run either on the pavement or along the shoulder, throughout support was used in all except two spans on each side of A-01 and crossing a ditch going into and out of A-05.

Ideal terrain conditions eliminated the need for inclination corrections anywhere along the traverse. The road grade was sufficiently above average ground elevation in the vicinity of A-01 to prevent any grade corrections on the staked spans and A-01, which was built 2 feet above ground.

All sections were check-taped with the 300-foot tape except A 9, 1944 to A-01 and A-01 to A-02 which were double taped with the 200-foot tape.

Azimuths -- Triangulation station SCHROEDER, 1934 and traverse station B 9, 1944 were used for azimuth stations; the azimuth checked one second.

Due to intense refraction, it was necessary to observe most stations at night. The Wild traverse targets were used on the shorter lines. For longer lines bare 3.8 volt bulbs were placed in 1x2-inch plastic bottles and fastened atop poles of sufficient height to eliminate chances of grazing lines; in some instances (such as A-06 to CORNER) it was necessary to place a piece of aluminum foil in the bottle behind the bulb. The lights were centered over the stations with the theodolite.

The only unusual condition which exists in the observing is the aforementioned A-06 to CORNER line, and the A-10 to A-08 line which was observed from A-08 but could not be seen from A-10. It was decided that since another night would have been required to raise the signal on A-08, the strength gained through the line would not be sufficient to compensate for the time involved.

Since considerable trouble was encountered with the lighting systems of the targets and the instrument, we will pass our experience along. The lighting system on the equipment becomes corroded in time and the resistance set up in the corrosion makes it necessary to replace the batteries approximately every 8 hours. Another source of trouble is inside the plugs on the cords; the wires are fastened to the plugs by small screws which loosen easily and provide poor contact. If the plugs become loose in the sockets the prongs can be spread slightly to improve contact. If the targets are to be used frequently or for long periods (over 4 hours), a steadier light can be maintained by using dry cell batteries fastened to the target cord with "alligator" clamps. If allowed to rest after 3 or 4 hours use, the flashlight batteries build up sufficiently for one more similar period but cannot be relied upon for more than 8 hours.

TRAVERSE D.

Alignment -- The traverse runs southeast from Florida Geodetic Survey station D 75, 1934 across a field of palmettos to D-01 on a graded sand road, then south along the road for 1.8 miles through station CULVERT to station PARR.

D-01 is a temporary point set in the graded road and will probably be destroyed by maintenance of the road. It is a small finishing nail in the center of a 2x2-inch stake flush with the ground. Station CULVERT is a standard disk set in top of a concrete headwall. PARR is a standard monumented station.

Taping -- The first section was staked across burned over palmettos to D-01 on the graded road; the elevation of the two grades was sufficient to eliminate the necessity for inclination corrections. The line D-01 to CULVERT was taped on the road, using pencil lines on nail heads for contact points, except for the set-up going into CULVERT which was taped by the plumb-bob method as CULVERT is 1.1 feet above ground. No other unusual conditions were encountered in the taping.

Azimuths -- A polaris observation was made from D-01 to PARR, in accordance with Photogrammetric Instructions No. 47. No unusual conditions were encountered.

Stations D-01, CULVERT and PARR are intervisible; a 16-foot signal on PARR was necessary to clear a palm tree near the station. Wild traverse targets were used on the other stations.

Respectfully submitted,

William H. Shearouse

William H. Shearouse
Cartographer
Tampa Photogrammetric Office

APPROVE AND FORWARDED

William A. Rasner
for Ira R. Rubottom, Chief of Party

REPORT TO ACCOMPANY COMPUTATIONS

THIRD-ORDER TRAVERSE - BRADENTON, FLORIDA

Traverse computations were made according to Photogrammetry Instructions No. 47, Addendum No. 2.

The main traverse started at A-9, 1944 with an initial on B-9, 1944 and ended at WHARFF, 1954, with a check in azimuth only to ELLENTON BLACK MUNICIPAL WATER TANK, 1934. An inverse between WHARFF, 1954 and ELLENTON BLACK MUNICIPAL WATER TANK, 1934 checked the observed azimuth flat.

The azimuths which were carried through are as follows: A-01 to A-03; A-01 to A-05; A-05 to A-08. The line from A-05 to A-07 is straight, but A-06 was established for chaining purposes only.

Spurs, running from the main traverse are as follows: From A-03 to A-04; from A-09 to A-11 and from WHARFF to CORNER.

Permanently marked stations were established by the azimuth and distance method from the temporary traverse stations. Stations established in this manner are: DAIRY, 1954; SHELL, 1954; SCRUB, 1954; GUARD, 1954. An azimuth and distance from A-09 directly to WHARFF, 1954 established its position, and in a like manner from WHARFF, 1954 to CORNER, 1954. In all, six permanently marked traverse stations were established.

The following triangles were observed by the field party: A-06 - A-09 - CORNER; A-09 - WHARFF - A-08; A-09 - A-10 - WHARFF. These triangles were ignored in the computations as they were superfluous.

A progress sketch is being made a part of this report.

I. I. Saperstein

I. I. Saperstein
Carto Photo Aid
Tampa Photogrammetric Office

APPROVED & FORWARDED

William A. Rasure

for Ira R. Rubottom, Chief of Party

COMPILATION REPORT T-11080

PHOTOGRAMMETRIC PLOT REPORT.

This report is bound with T-11081

31. DELINEATION.

Compiled graphically.

The photographs were of reasonably good scale and sufficiently clear to cause no difficulty of detail interpretation.

The field inspection was adequate.

32. CONTROL.

Reference Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA.

None.

34. CONTOURS AND DRAINAGE.

Contours inapplicable.

The drainage has been delineated as shown on the photographs and according to field inspection notes.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was complete and satisfactory. All details noted by this inspection have been delineated accordingly.

36. OFFSHORE DETAILS.

Delineated according to field inspection notes. No unusual problems were encountered.

37. LANDMARKS AND AIDS.

Landmarks are to be reported by the hydrographic party.

The nonfloating aids were located by radial plot and submitted separately on Form 567 on 23 March 1954. The field party submitted one check theodolite cut to verify the photographic image of the aids pricked direct.

38. CONTROL FOR FUTURE SURVEYS:

Thirteen (13) topographic stations are being submitted on Form 524. These stations have been listed under Item 49.

Description of 173 photo-hydro stations have been submitted directly to the hydrographer and are not listed under Item 49. (see sketch books, FM. 2,74) .

39. JUNCTIONS.

A satisfactory junction has been secured with T-9631 on the north; T-9632 on the east; T-11079 on the west; and T-11082 on the south.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

41. INSHORE DELINEATION.

New streets have been added where comparison of photographs with topographic and planimetric maps indicated.

46. COMPARISON WITH EXISTING MAPS.

Comparison was made with USC&GS Planimetric Maps T-5844 and T-5845, scale 1:10,000, compiled from photographs dated December 8, 1939 and supplemented by other surveys to November 1941. Only minor shoreline changes were noted.

Comparison was made with quadrangle ELLENTON, FLORIDA, scale 1:31,680, compiled in 1942. Inshore street changes are delineated on the map manuscript. No outstanding shoreline changes were noted.

47. COMPARISON WITH NAUTICAL CHARTS.

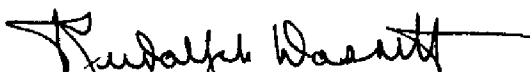
Comparison has been made with USC&GS Nautical Chart No. 586, scale 1:40,000, published January 1944 and corrected to 3 February 1952. No outstanding differences in shoreline were noted.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.


Rudolph Dossett
Carto Photo Aid

APPROVED AND FORWARDED:

William A. Roane
for Ira R. Rubottom, Chief of Party

48. GEOGRAPHIC NAME LIST.

All geographic names are base map names.

Ayres
~~AYERS~~ POINT (as on map)

BIRD KEY ✓

BRADEN RIVER ✓

BRADENTON ✓

BRANCHES HAMMOCK ✓

Berville Point (added) -

CHAMPLAIN BAYOU ✓

CLAMBAR BAYOU ✓

CRITICAL BAYOU ✓

ELLENTON ✓

FLORIDA ✓

FULLERS EARTH ✓

FOGARTY POINT ✓

GREEN BRIDGE ✓

GUS POINT ✓

HOOVER POINT ✓

LAKES POINT ✓

LITTLE BIRD KEY ✓

Little McGill Cutoff (on map) ←

MANATEE RIVER ✓

MANAVISTA ✓

MC GILL CUTOFF ✓

MC GILL ISLAND ✓

MC KAY POINT ✓

MC NEIL POINT ✓

MEMORIAL PIER ✓

McLewie Bayou (on map) ←

PALMETTO ✓

PETERSON BAYOU ✓

POINT PLEASANT ✓

ROCKY BLUFF ✓

SNEAD ISLAND ✓

SNEAD ISLAND CUTOFF ✓

SAL Ry ✓

TERRA CEIA BAY ✓

TERRA CEIA ISLAND ✓

WARNER BAYOU ✓

U.S. 41 -
Fla 55 -

Names approved
3-7-56. L. Heck

49. NOTES FOR THE HYDROGRAPHER.

The following is a list of topographic stations that may be useful to the hydrographer:

LOG (1941), 1954
KEY (1941), 1954
CAN (1941), 1954
AGE (1941), 1954
JIG (1941), 1954
TIDAL BM 1, 1926 (1941), 1954
BUG (1941), 1954
BUD (1941), 1954
DID (1941), 1954
IRK (1941), 1954
FEN (1941), 1954
DOZ (1941), 1954
DEW (1941), 1954

50.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11080

1. Projection and grids WHS 2. Title WHS 3. Manuscript numbers WHS 4. Manuscript size WHS4a. Classification label Unclassified

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy MMS 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) WHS 7. Photo hydro stations WHS 8. Bench marks WHS 9. Plotting of sextant fixes XXX 10. Photogrammetric plot report WAR 11. Detail points WHS

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline WHS 13. Low-water line WHS 14. Rocks, shoals, etc. WHS 15. Bridges WHS 16. Aids to navigation WHS 17. Landmarks XXX 18. Other alongshore physical features WHS 19. Other along-shore cultural features WHS

PHYSICAL FEATURES

20. Water features WHS 21. Natural ground cover WHS 22. Planetable contours XXX 23. Stereoscopic instrument contours XXX 24. Contours in general XXX 25. Spot elevations XXX 26. Other physical features WHS

CULTURAL FEATURES

27. Roads WHS 28. Buildings WHS 29. Railroads WHS 30. Other cultural features XXX

BOUNDARIES

31. Boundary lines XXX 32. Public land lines XXX

MISCELLANEOUS

33. Geographic names WHS 34. Junctions WHS 35. Legibility of the manuscript WHS 36. Discrepancy overlay XXX 37. Descriptive Report WHS 38. Field inspection photographs WHS 39. Forms WHS
40. William H. Shearouse William A. Rasure
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler_____
Supervisor

43. Remarks:

M-2623-12

TIDE COMPUTATION

PROJECT NO. Ph. T. 11080

Time and date of exposure 111 1 Dec 1953 Reference station Tampa Bay Mean range 1.4
 Date of field inspection March 1954 Subordinate station Bradenton, Manatee River Ratio of ranges 0.9

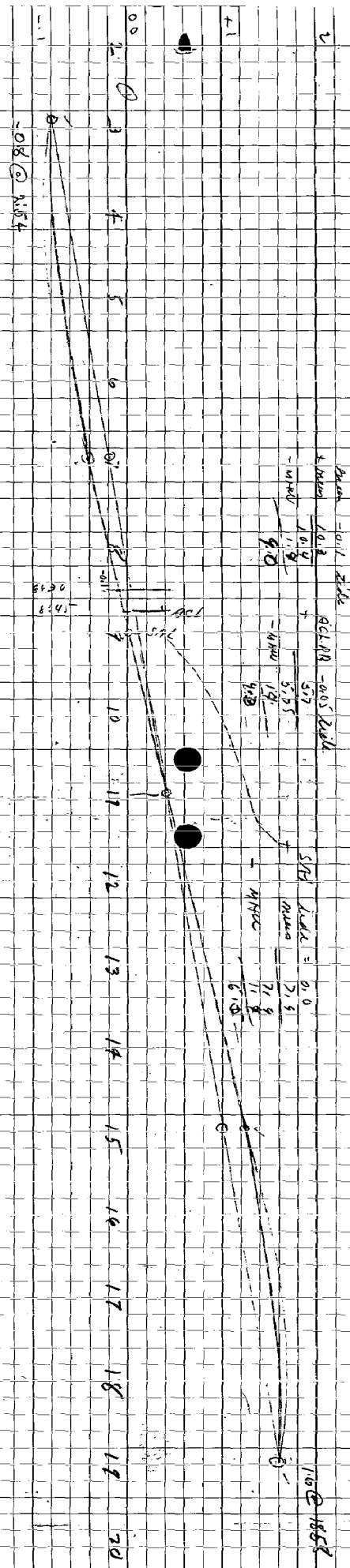
	Time		Height feet	Height x Ratio of ranges
	h.	m.		
High tide	11	41	1.0	0.9 ✓
Low tide	15	48	0.8	0.7 ✓
Duration of rise or fall	4 07		Range of tide 0.2 ✓	

	Time		High tide at Ref. Sta.	Time difference	Corrected time at Subordinate station
	h.	m.			
High tide	11	41			
Time difference					
Corrected time at Subordinate station	10	56			

	Time		Low tide at Ref. Sta.	Time difference	Corrected time at Subordinate station
	h.	m.			
Low tide	15	48			
Time difference					
Corrected time at Subordinate station	16	03			

	h.	m.		feet	Photo. No.
Time H. T. or L. T. Required time Interval	10	56	Ht. H. T. or L. T. Tabular correction Stage of tide above MLW	0.9 ✓ 0.0 ✓ 0.9 ✓	
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		
Time H. T. or L. T. Required time Interval			Ht. H. T. or L. T. Tabular correction Stage of tide above MLW		

Bridge Curve - 11 Feb 1954
 Ref. Shal Tampa Bay
 Sub 11 Bradenton Manatee River
 Times: 830, 845, 900 AM



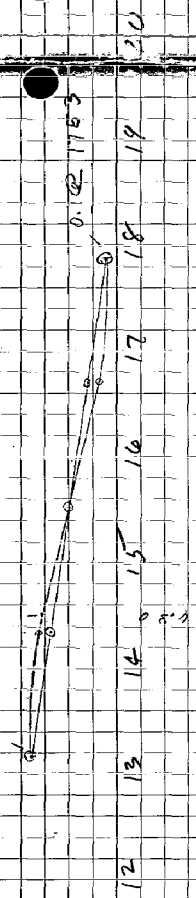
PLOTED by PL 2/10/54
 checked by 11.5 2/10/54

Tide Curve for 3-5-67 ✓
 Ref Sta: Tampa Bay
 Sub: " Bradenton, Manatee River

Time 1430 hrs ✓
 Speed Cuts At

14.4 ft at 1430
 1.00
 15.0 ft at 1420
 1.4 ft at 1410
 13.6 ft at 1400

0.7 @ 1309 PM



Review Report T-11080
Shoreline Map
7 March, 1956 + 1958

61. General:

This is a revision survey which included a newly-delineated total shoreline, but only such interior features as will amend the 1941 surveys (T-5844, T-5845).

62. Comparison with Registered Surveys:

T-1346 b	1:20,000	1874
T-4211	1:20,000	1926
T-5844 and T-5845	1:10,000	1941

The shoreline on T-11080 supersedes and the interior detail supplements that on the older surveys for charting.

63. Comparison with Maps of Other Agencies:

USE Ellenton, Fla. 1:25,000 1944

T-11080 supersedes the quadrangle for charting.

64. Comparison with Contemporary Hydrographic Surveys:

H-8099 (B.P. 52012)	1:10,000,	1954 - Terra Ceia Bay-Manatee River
H-8100 (B.P. 52073)	1:10,000,	1954 - Manatee River, Braden River

The boat sheet shoreline is that of T-11080. During review dolphins were added at McKay Point; piers added and shoreline changed at Fogarty Point; and several descriptive notes were added in several places. Changes and additions are in red. *Additions and Corrections applied from 1958 Field Inspection well Reviewed in 1958*

65. Comparison with Nautical Charts:

586 1:40,000 Jan. 1944, corrected Nov. 1954

Features charted but not on T-11080:

1. Light on NW corner Bradenton Memorial Pier
2. Obstr. and piling east of SAL Ry bridge
3. Ruins (piers?) off Manatee and a line of piling
4. Piles at Ayres Pt.
5. Lines of piling off Ellenton
6. Wreck off McNeil Pt.
7. Piles, east shore Terra Ceia Bay and south of Peterson Bayou

These items are also lacking on the boat sheets.

Bridge clearances for T-11080 differ from those on the chart.

66. Accuracy:

This map complies with project instructions and meets the National Standards of Accuracy.

Reviewed by:

Lena T. Stevens

Lena T. Stevens

APPROVED BY:

R. C. Lande

Chief, Review and Drafting Section
Photogrammetry Division

Gene G. Taylor

Chief, Nautical Chart ~~Branch~~ Division
~~Charts Division~~

J. E. Waugh 10/24/62

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Operations

