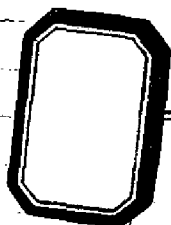


4202

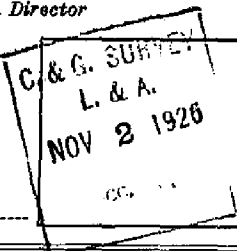


Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

E. Lester Jones, Director



State: Florida

DESCRIPTIVE REPORT

Topographic
~~Hydrographic~~

Sheet No. F 4202

LOCALITY

Tampa Bay

Tampa and west shore Hillsboro Bay

1926

CHIEF OF PARTY

Ray L. Schoppe

GOVERNMENT PRINTING OFFICE

22024

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET ^{"F"}~~"E"~~ ~~PAGE~~ 2

HILLSBORO BAY, FLA.

STEAMER BACHE

Ray L. Schoppe

Comdg.

DESCRIPTIVE REPORT

TO accompany

TOPOGRAPHIC SHEET "E" PART 2

HILLSBORO BAY, FLA.

STEAMER BACHE

Ray L. Schoppe

Commanding

AUTHORITY: This sheet executed under instructions to Steamer HYDROGRAPHER dated June 3, 1924 supplemented by instructions to Lieutenant R. L. Schoppe, Steamer BACHE, dated December 3, 1925.

EXTENT: The work hereon is the upper and western half of Hillsboro Bay, originally laid out in conjunction with the eastern and southern half as one sheet. It being found expedient to do the work in this bay by two parties rather than by one, the area was divided and two sheets laid out. It therefore joins the other section at triangulation station Ball on the east side of the bay and continues around to the northward to join sheet "B" about $2\frac{1}{2}$ miles west of Gadsden Point.

This area takes in all the waterfront of Tampa.

Practically all the field work on this sheet was executed by H. K. Hilton, Aid, C. & G. Survey.

CONTROL & METHODS: The control of the shoreline is based almost entirely on recovered and newly established triangulation stations. Inshore the layouts of sheets, railroads, and boulevards are taken by transfer from maps provided by the City Engineer of Tampa, by the County Surveyor of Hillsboro County, and by the U.S. Engineer's office at Tampa. These maps were in turn checked closely to discover inaccuracies when referred to our own triangulation locations and in a few cases slight adjustments were made.

In the case of Davis Islands, that \$30,000,000 prominent development on Tampa's waterfront, we found this in course of construction and quite incomplete. Latterly, considerable doubt has been expressed as to its completion at all unless Stone & Webster, noted engineers, are able to pull it through. There was used here the development company's layout so far as the work was finished, by adjustment to our triangulation. As there was some change from day to day, as was also the case with the causeway leading to Tampa Beach, (on the east side of the bay) the shoreline represents the topographers view of things on the day he went by in April 1926 rather than an attempt to record any expectations or hopes of realization of a developer's utopian dreams.

The waterfront channels, Seddon, Garrison, Sparkman, and Ybor

are maintained by the U. S. Engineer's Department. The Engineer's map of Seddon Island and contiguous area was taken and a direct transfer made to our sheet after carefully bringing up-to-date all new construction along these channels. A special report will be forwarded covering a comparison with U.S.E.D. blueprint of the channel areas.

The Engineer's control points "A", "BEE", "JERVEY", and "GRASSY" were tied into our triangulation scheme, and were used for the control of the transfer of this area to the topographic sheet.

The abundance of triangulation stations made possible three-point fix locations everywhere on this sheet except in the bay northeast of the 22nd. street causeway. Here, planetable triangulation was used on signals previously erected, supplemented by short pieces of traverse.

No marked changes were found in the shoreline where there has been no local development. It is mostly sand beach with small areas of mangrove.

All beacons in the bay as shown on the chart have been destroyed with exception of triangulation station "WHY" at the turn approaching Seddon channel. Beacons as shown on the sheet are new locations by triangulation.

REMARKS: The two small islands, Depot Key and another unnamed island, are now covered by this Davis Islands Development. A temporary wooden bridge connects with the mainland a short distance to the westward of the mouth of the Hillsboro River; it is proposed to replace this bridge with a permanent concrete one ~~by~~ having considerable aesthetic attraction if, and when, the development is completed.

It is to be noted further that many of the structures already erected, especially the Coliseum, are of cheap and temporary workmanship.

And as this goes to press comes news of the suicide of D. P. Davis, the moving spirit of this scheme, while enroute to Europe.

Of the other developments in this area, that known as Tampa Beach probably offers even less hope of realization than the majority of such ideas. The 22nd. street causeway projected as a material cutoff to the Bayshore Road leading southward to Bradenton and Sarasota offered a chance for development on the beach at it's eastern end. Extensive advertising boomed the locality but the succeeding slump seems to have punctured this bubble along with many others. The causeway itself has been carried to completion with an artistic concrete bridge now in place, except for the most vital link, the draw span. No signs of this so far are in evidence nor any preparations for it's erection.

Development along the waterfront from the city around to Ballast and Catfish Points represents a more orderly expansion with no doubt permanence as the City and the Interbay Peninsula increase in population. It was thought during the past year that Greater Tampa would include all of the Interbay Peninsula but so far the city limits have not been extended beyond those of the original charter, represented by a line roughly in longitude $82^{\circ} 29'$, at Howard Ave, and to about $27^{\circ} 55' 30''$ to the southward. The beach along this area now offers the best residential section of Tampa with a substantial seawall and boulevard nearing completion. When the legal tangles are unraveled and the city limits are extended as proposed it is reasonable to expect that the development of the west shore of Hillsboro Bay will receive more attention, mainly for the reason that this section is on the main highway to St. Petersburg since the opening of El Prado and Gandy Boulevards in recent weeks. Bus lines already use these broad arteries to a considerable extent. The opening of the new Pratt Street bridge at the mouth of the Hillsboro River has been another prime cause of the diversion of traffic in this direction.

Spanish Town as shown on the chart no longer exists as such. The old Spanish Sanitarium still marks the city limits in this direction but "Spanish Town" can now be found more properly in Ybor City, where local color is abundant.

LANDMARKS.

A confusing array of prominent points marks the approach to the waterfront from the southward. Some are worthy of mention.

✓ PIPE stands out as the massive cylindrical silver gas tank of the city gas works near the head of Ybor Channel.

✓ CHAN is a water tank directly on the range of the long dredged cut leading up the Bay.

✓ DOUBLE # 1 and DOUBLE # 2 are large double water tanks of cigar factories in Ybor City.

✓ Among the prominent buildings in the heart of the city can be picked out the silver spire of the CATHOLIC CATHEDRAL and the flagpole of the new CITY HALL.

✓ Even more prominent is the cluster of three tall smokestacks of the Tampa Electric and Power Co. of which two "EAST" and "WEST" have been located. These are on the range of Seddon Channel leading between Davis and Seddon Islands.

The various towers, or minarets, of the Tampa Bay Hotel stand out as they have for a generation though less prominently in the maze of new construction.

✓ HEM a mile inshore, dominates that locality as such a massive high, gray steel tank should. It is on the reservation of the Florida National Guard, 116th. Field Artillery.

A very prominent 10 story apartment building is seen on Bay

Boulevard near the present City limits.

The flagpoles of the COLISEUM on Davis Islands surmount a prominent red stucco arched roof of more or less temporary construction.

Many new buildings in the business center of Tampa make confusing a detailed description.

There is nothing outstanding at Ballast Point or at Catfish Point.

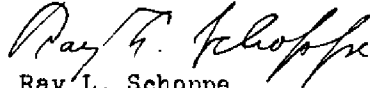
Many of the old landmarks located by previous triangulation are still in existence but are obscured by recent construction.



Respectfully submitted.

C. A. Egner
H. & G. Eng.

Approved and forwarded.



Ray L. Schoppe,
Chief of Party.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4202

TOPOGRAPHIC TITLE SHEET

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

Field No. "E"

REGISTER NO. 4202

State Florida

General locality Tampa Bay, Fla

Locality Hillsboro Bay, Tampa Waterfront

Scale 1/20,000 Date of survey April, 192 6

Vessel U. S. S. BACHE

Chief of Party R. L. Schappe

Surveyed by H. K. Hilton, Aid

Inked by H. K. Hilton, H. A. Karo, Jr. H. & G. E.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated June 3, 1924 December 3, 192 5

Remarks: _____