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SUPPLEMENTAL T-4372

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: Florida

11—5613

DESCRIPTIVE REPORT

Air Photo

Topographic *Sheet No.* 4371 4372 4373

LOCALITY:

West Coast of Florida

Aerial Phototopographic Surveys

Cape Romano and Coon Key to Little Marco Pass

~~Wiggins Pass to Naples~~

Little Marco Pass to Naples

~~Naples to Little Marco Pass~~

Naples to Wiggins Pass

~~Little Marco Pass to Cape Romano~~

192 7

CHIEF OF PARTY:

Guy Kirksey, USAC, Pilot

R. P. Eyman and Charles Shaw, Comdg

Str. Hydrographer; O. S. Reading

Reduction of Photographs.

4371 4372 4373

SUPPLEMENTAL T-4372

Descriptive Report To Accompany Aero Topographic Sheets.

No. Wiggins Pass to Naples.

No. Naples to Little Marco Pass.

No. Little Marco Pass to Cape Romano.

These three sheets are a compilation of aero photographs Nos. 1 to 52 (first roll) taken with Army Air Corps tri lens camera No. 11. A Loening Amphibian plane piloted by Lieutenant Guy Kirksey was flown at an altitude of about 9500 feet giving an approximate scale of 1:19000 to the photographs. The photographs were taken on February 22, 1927, the plane passing over Cape Romano about 10:40 A.M. and Wiggins Pass at 11:00 A. M., about one half an hour before a low water of minus two tenths of a foot by the tide tables.

Limits This single strip of three lens photographs extends about four miles inshore from the highwater line and from about a mile north of Wiggins Pass southward to Cape Romano. There is a gap of a little more than a mile which was not photographed between Photo No. 1 (roll one) of this strip and photo No. 170 (roll two) of the strip extending southward from the Caloosahatchee River.

In addition to the detail obtained from the photographs, the Atlantic Coast line R. R. is shown from data obtained on the control traverse; the Tamiami Trail is shown from the prints of the Florida State Road Engineer and adjusted to the control. The roads from Collier City to Royal Palm Hammock and the shore line of Addison and Unknown

Sheet No. Naples to Little Marco Pass, Photographs 17 to 30, was compiled by first plotting the graphic radial line traverse on the mean scale of the photographs. The intersections for control stations "Pine" and "Henderson" thus obtained were used as a base on which to fit a projection. The difference between the position of "Naples Tank" and "Little Marco 2", as plotted on this projection and as given by the radial traverse was then adjusted proportionally throughout the radial control net. This adjustment amounted to fifty meters at "Naples Tank" and 20 meters at "Little Marco 2". The photographic detail was then traced in black ink adjusting discrepancies between adjacent radial control points by eye and using the central half of the photographs only. It is thought that any error remaining from this adjustment will be negligible on a scale of 1:80,000.

Sheet No. Little Marco Pass to Cape Romano, Photographs 31 to 52, was compiled as above to the scale of the photographs on the base Johnson - South Base, excepting that the radial traverse was replotted to fit the remaining control instead of a proportional adjustment, this method giving better results with the additional control available. Considerable adjustment of the coast line intersections between Big Marco Pass and Cape Romano was necessary due probably to tilt. The lack of control stations and the distance out from the center of the photographs gives a weaker determination of the coast line than the remainder of the sheet. The outer coast line has changed so much in the vicinity of the passes as to make the previously executed topography valueless for control. The old topography of the inside passes

near the coast line agrees very well and it is believed that the resulting adjustment contains no errors that will be appreciable on a scale of 1:80,000.

All three celluloid sheets were reproduced by the photolithographic process to prints on a scale of 1:20,000. Two prints on Whatmans and two prints on mounted detail paper were made of each. The blue radial intersection net is not reproduced in this process. The resulting prints need very little retouching except for the addition of control station names in red. A distortion of the projection amounting to about 1/8 of an inch more shrinkage in the length of the sheet than across it occurs in this process due apparently to the stretching of the paper under the offset press roll.

Changes. Such changes as are shown on the outer coast line between these sheets and the topography executed around 1890 are believed to be due to hurricanes and the errosion of waves and currents on sandy shores and inlets.

A discrepancy in the position of islets and shoreline of Big Marco Pass in Latitude 25° 57' Longitude 81° 41', between the photographs and sheet 2005 is believed to be due to an error in Sheet 2005. The photographs agree with the sheet a mile or two to the eastward and the photographic traverse required little adjustment in this vicinity. If an error so large as this were due to the photographs and ended so abruptly, its presence would be indicated by large discrepancies between overlapping pictures. The pictures agree very well

with each other in this vicinity and the error is therefore believed to be in the topographic traverse.

Additional Field Work It is understood that some hydrography is planned of the inlets and passes shown on these sheets. The topographic culture symbols shown on these sheets depend only on observations made while passing through the country establishing control. There is therefore considerable opportunity for differences in areas not visited and it is especially desirable that culture symbols be checked when passing over any part of the sheet. It is also particularly desirable that any landmarks such as houses, changes in vegetation, etc., which show from the water, be accentuated on the sheets. If opportunity offers during the hydrographic examination, it is desired that the following features be noted:

Height of Naples Tank.

Houses conspicuous from Seaward or visible from the water in the various passes.

Location of conspicuous clumps of Australian pines at Naples and especially at Little Marco Pass.

Names The names on these sheets are those heretofore appearing on the charts with the following exceptions:

Name	Authority	Origin
Tamiami Tail	General Usage	Connects Tampa and Miami.
Collier City	Petition to postal authorities by inhabitants. Also Rwy. Guide	Barron G. Collier ownership (living)

Name	Authority	Origin
Caxambas Pass	Usage, Post office is spelled and pronounced in this manner instead of Caximbas	
Addison Bay	Local Usage	Settlement by Addison
Henderson Creek	" "	" " Henderson
Horse Creek	" "	Unknown
Naples Bay	" "	Proximity to Naples.
Rookery Bay	" "	Old nesting place.

Landmarks for Charts - Positions The selection of suitable landmarks for charting is deferred until the hydrographic examination. A list of three objects which are known to be conspicuous is appended. The location of Caxambas Cupola, depending on only two theodolite directions, is reported incorrect. The position shown on the sheet depends on the direction from station Johnson and a distance given by the Florida Development Company. If the signal at Romano 2 is still standing a check on the position can be obtained easily when the locality is revisited. The position shown is believed to be close enough for 1:80,000 chart as the distance was obtained from prints plotted on a scale of 1:7200.

O. S. Reading
O. S. Reading.

APPROVED

K. T. Adams
FIELD RECORDS (C)

T. S. Borden
Chief, Section Field Work

L. O. Colbert
Chief, Division of Charts

G. Rude
Chief, Div. of Hyd'y and Top'y

COLEMAN du PONT
Chairman of Board

BARRON COLLIER
President

F. IRVING HOLMES
Treasurer

W. A. BUCKNER
Secretary

The Florida Railroad & Navigation Corporation

J. E. SHIPLEY
Manager

Everglades, Florida

May 11, 1931.

Lieutenant O.S.Reading, U.S.C. & G.S.,
Department of Commerce,
Washington, D.C.

My dear Lieutenant Reading:

With reference to your letter 10-LE of the 23rd ultimo addressed to Mr. Nebiker, please be advised that the road from Marco Island to Royal Palm Hammock has not been abandoned and instead that we hope within the present year to commence the completion of that portion of the road on Marco Island proper. As you probably know the road has been completed from Royal Palm Hammock to Marco Island Channel, a distance of approximately six miles.

We will greatly appreciate your sending us copy of the new air photo-topography chart with soundings which we understand will be published in a few months. We shall be pleased to pay for this as soon as bill is rendered.

With kindest personal regards,

Very truly yours,

D. Graham Copeland.

DGC/1.

Form 567

DIVISION OF CHARTS, FILE NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

H 4373
H 4372
H 4371

LANDMARKS FOR CHARTS

Washington, January 30, 1929.

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DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

O. S. Reading
Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED
	Latitude			Longitude		Datum		
	°	'	D. M. meters	°	'	D. P. Meters		
Tank	26	07	1633.0	81	48	274.4	Appx. N.A.	Tri.	1113 1254
Stack	25	58	686.9	81	43	1127.9	"	"	1254
Cupola	25	54	1766	81	42	697	" + distance	One direction reported by Florida Development Company	1254
see description of Hydro 5072 for new position [illegible]								
Coon Key Beacon	25	52	~~1733.8~~ 1713.3	81	37	1461.9	"	Tri.	1113, 1254
Saxambas Beacon	25	54	867	81	43	1148	"	Air photo	1113, 1254
Big Marco Pass Beacon	25	57	1490	81	44	1567	"	Air photo	1113, 1254

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

GOVERNMENT PRINTING OFFICE

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Form 537a
11—6813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4371

AIR PHOTO-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. .....

REGISTER NO. 4371

State Florida

General locality West Coast

Locality Cape Romano and Coon Key to Little Marco Pass ~~Little Marco Pass to Cape Romano and Coon Key.~~
Aerial Phototopographic Survey

Scale 1 : 20,000 Date of survey February 22, 192 7

Vessel U.S. Army Amphibian Plane; Str. Hydrographer standing by.

Chief of Party R. P. Eyman cooperating with Lt. Guy Kirksey, U.S.A.C.

Surveyed by Photographs plotted by O. S. Reading

Inked by Photolithographic print retouched by O. S. Reading

Heights in feet above none shown to ground to tops of trees

Contour, Approximate contour, Form line interval ..... feet

Instructions dated ....., 192

Remarks: Photographs assembled by radial intersections and traced on celluloid. Tracing reproduced to scale on sheets by photolithography. Sheet accompanied by one print on Whatmans and two prints on boat sheet paper for field revision and hydrographic use.

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Form 537a
11—5813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4372

AIR PHOTO-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. .....

REGISTER NO. 4372

State Florida

General locality West Coast

Locality ~~Naples to~~ Little Marco Pass to Naples
Aerial Phototopographic Survey

Scale 1 : 20,000 Date of survey February 22, 1927

Vessel U. S. Army Amphibian Plane; Str. Hydrographer standing by

Chief of Party R. P. Eyman cooperating with Lt. Guy Kirksey U.S.A.C.

Surveyed by Photographs plotted by O. S. Reading

Inked by Photolithographic print retouched by O. S. Reading

Heights in feet above none shown to ground to tops of trees

Contour, Approximate contour, Form line interval ..... feet

Instructions dated ....., 192

Remarks: Photographs assembled by radial intersections and traced on celluloid. Tracing reproduced to scale on sheets by photolithography.

Sheet accompanied by one print on Whatmans and two prints on boat sheet paper for field revision and hydrographic use.

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Form 537a
11—8813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4373

AIR PHOTO

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. .....

REGISTER NO. 4373

State Florida

General locality West Coast

Locality ~~Wiggins Pass to~~ Naples to Wiggins Pass
Aerial Phototopographic Survey

Scale 1 : 20,000 Date of survey February 22, 1927

Vessel U. S. Army Air Corps Amphibian Plane

Chief of Party R. P. Eyman cooperating with Lt. Guy Kirksey U.S.A. C.

~~Surveyed by~~ Photographs plotted by O. S. Reading

Inked by Photolithographic print retouched by O.S. Reading

Heights in feet above none shown to ground to tops of trees

Contour, Approximate contour, Form line interval ..... feet

Instructions dated ....., 192

Remarks: Photographs assembled by radial intersections, traced on celluloid. Tracing reproduced on sheet by photolithography.
Sheet accompanied by one print on Whatmans and two prints on boat sheet paper for GPO hydrographic use and field revision.