

5483

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. T-5483
~~*Hydrographic*~~

State Florida

LOCALITY

Blackwater Bay River

~~Mulatto Bayou to Milton~~

Milton and Vicinity

1934

CHIEF OF PARTY

M. H. Reese

U. S. GOVERNMENT PRINTING OFFICE: 1934

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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.

T5483

Field No. 12

REGISTER NO. T-5483

State Florida

General locality Blackwater Bay River

Locality Milotte Bayou to Milton and Vicinity

Scale 1:10,000 Date of photographs survey July 11, 1934.

Waded Air Photo Compilation Party No. 24, Pensacola, Fla.

Chief of party M. H. Reese

Surveyed by See data sheet in the descriptive report.

Inked by F. A. Donadieu

Heights in feet above ----- to ground to tops of trees

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

Instructions dated June 7, 1934.

Remarks: Compiled and printed on scale of 1:10,000.

Scale factor 1.00.

- STATISTICS -

on

SHEET, FIELD NO. 12, REG. NO. T-5483

PHOTOS, NO. 158 TO NO. 179

DATE OF PHOTOGRAPHS 7/11/34 TIME 8:00 A.M.

| | BY | DATE FROM TO |
|----------------------|-----------------------------|-----------------|
| ROUGH RADIAL PLOT | <u>R. E. Wagner</u> | <u>10/22/34</u> |
| SCALE FACTOR (1.00) | <u>R. E. Wagner</u> | <u>10/23/34</u> |
| SCALE FACTOR CHECKED | <u>E. P. Hernandez, Jr.</u> | <u>10/23/34</u> |
| PROJECTION | <u>E. P. Hernandez, Jr.</u> | <u>10/26/34</u> |
| PROJECTION CHECKED | <u>R. E. Wagner</u> | <u>10/26/34</u> |
| CONTROL PLOTTED | <u>G. O. Coignet</u> | <u>10/29/34</u> |
| CONTROL CHECKED | <u>S. S. Gill</u> | <u>10/29/34</u> |

TOPOGRAPHY TRANSFERRED

TOPOGRAPHY CHECKED

SMOOTH RADIAL LINE PLOT G. O. Coignet 10/31 - 11/7/34

RADIAL LINE PLOT CHECKED E. P. Hernandez, Jr. 11/7/34

DETAIL INKED F. A. Donadieu 11/13 - 11/28/34

PRELIMINARY REVIEW OF SHEET E. P. Hernandez, Jr. 12/29/34

Total area of sheet 26.7 sq. Statute Miles

AREA OF DETAIL INKED 26.0 ~~29.5~~ sq. Statute Miles (Land Area)

AREA OF DETAIL INKED _____ sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
2 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
26.2 Statute Miles

GENERAL LOCATION Blackwater Bay

LOCATION Mulatto Bayou to Milton

DATUM North American 1927 (Unadjusted)

STATION Milton - 1934 *(Unadjusted)*

Latitude 30°37'29.212" (899.5 m.)

Longitude 87°02'32.494" (866.5 m.)

COMPILER'S REPORT
FOR
PHOTO TOPOGRAPHIC SHEET NO. T-5483
FIELD NO. 12

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs and from members of the field inspection party in areas in which the draftsman could not determine the exact nature of the detail from the photographs.

The streets in the towns of Milton and Bagdad were traced as closely as possible from the photographs and compared to a plat of the town of Milton obtained from the City Hall and a plat of Bagdad obtained from the Bagdad Land & Lumber Company.

The names of streets appearing on the overlay sheet were taken from the plats mentioned in the above paragraph.

The area covered by this sheet consists of the towns of Milton and Bagdad and Blackwater River as the most important features. The rest of the area consists of sandy land which is covered with scrub oaks, pines, brush and grass. This sandy area is north of Latitude 30°34' and west of Longitude 87°03'. The lower portion of the sheet consists of prairie land having pine trees scattered over the area. A few houses, areas of cultivated land and orchards are found in that area. In the area north of Latitude 30°34' and east of Longitude 87°03' are found Blackwater River and small streams, cultivated land, and some marshy and wooded areas.

The range of normal tide along the shores of Blackwater River is about one foot, and the difference between the high and low water mark is so small that only the high water line was used in tracing shorelines.

All of the area covered by this sheet was traced from photographs made with the Aero Service Corporation's HUI-33 five lens camera; photographs Nos. 158 to 179, inclusive, running approximately north and south along Longitude 87°03'.

The western section of this sheet was traced from the extreme end of the wing prints, as there was no overlapping flight. The detail was not very clear and was traced as nearly as could be determined by inspecting photographs.

The stream running east and west near Latitude 30°36' was traced out as far as it could be determined from the photographs,

west of Longitude 87°04'. The exact position of the stream could not be determined, and is, therefore, shown as indefinite.

Along the northern edge of the sheet few cuts were obtained, as photo No. 158 is the last photograph of the flight.

II. CONTROL:

(A) Sources.

The following sources of control were used in the compilation of this sheet:

- (a) Triangulation by Lieut. M. H. Reese, 1934.
- ~~(b) Transit traverse by C. B. Grunwell, 1933-~~
~~(Geological Survey).~~

The geographic positions of these stations were computed on the North American 1927 Datum, Unadjusted.

The control in the eastern section of this sheet, in which the important detail is found, is adequate, but it is weak in the western section. In this area the azimuth and radial intersections were held for orientation. This latter area has no detail of great importance.

(B) Errors.

There were no errors in control used on this sheet.

(C) Discrepancies.

The stations established by the Geological Survey were used but their geographical positions did not check with radial plot. Their positions were determined by the radial plot and reported on form 524.

III. COMPILATION:

(A) Method.

The usual five lens radial line method of plotting was used in the compilation of this sheet.

(B) Adjustment of plot.

The photographs used in tracing this sheet were free from excessive tilt, but the scale difference from the scale of projection was large and a great amount of adjusting was required in the tracing.

The scale of photographs did not fluctuate very much throughout this sheet.

(C) Interpretation.

The graphic symbols used are the symbols as approved by the Board of Surveys and Maps (1932) except the symbol (ξ) which was used to denote brush.

(D) Information from other sources.

No information other than that mentioned under "General Information" was used in the compilation of this sheet.

(E) Conflicting names.

There are no conflicting names on the different charts of this area.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions of this sheet on the south and east with sheet No. ~~13~~^{T-5484} and Sheets Nos. ~~10~~^{T-5482} and ~~11~~^{T-5481}, respectively, are satisfactory. West with Sheet No. T-5485.

In comparing this sheet with previous charts of this area it is seen that the general detail checks in shape with chart No. 1265. A close check, however, cannot be made of the area because of the great difference in scale.

The highway bridge at Milton, shown on this sheet, was evidently not in existence when chart No. 1265 was made. The lumber racks along the shores near Bagdad are not shown on that chart. The Florida and Alabama Railroad was not shown on previous charts. The railroad to the sawmill at Bagdad and the railroad bridge were not shown. The highway bridge on the road between Bagdad and Milton is north of the town of Bagdad and much farther east than shown on chart No. 1265.

V. LANDMARKS:

Landmarks of value to navigation in this area are submitted on form 567, by Lieut. I. E. Rittenburg's party.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, and no additional survey is required.

Submitted by: F. A. Donadieu
F. A. Donadieu,
Draftsman.

Approved by: M. H. Reese
M. H. Reese,
Chief of Party.

MEMORANDUM TO ACCOMPANY SHEET NO. T-5483.

The shore line and topographic features in the vicinity of the shore line of this sheet were transferred to the aluminum plane table sheet of Lieut. Rittenburg's party. The topographer was instructed to check the shore line and other detail at each plane table set-up and at each signal located. There were one or two small discrepancies, and these have been rectified.

This sheet was originally compiled on triangulation data computed from the field positions of the first order arc. After the first order arc was adjusted, it was discovered that there was considerable difference between the adjusted and the field positions; therefore, it was necessary to change the projection to the adjusted values. The amount this projection was changed is shown below:

| STATION | N.A. 1927 FINAL POSITION | | CORR'N | N.A. 1927 FIELD | |
|---------------------------|--------------------------|--------|--------|-----------------|--------|
| | (UNADJUSTED) | | | | |
| Scotty | 30 34 | 30.691 | 945.1 | -3.9 | 949.0 |
| | 87 05 | 47.885 | 1275.8 | -7.3 | 1283.1 |
| Milton | 30 37 | 29.074 | 895.3 | -4.2 | 899.5 |
| | 87 02 | 32.227 | 858.4 | -7.1 | 865.5 |
| Pit | 30 37 | 50.095 | 1542.6 | -4.4 | 1547.0 |
| | 86 59 | 17.615 | 469.1 | -7.0 | 476.1 |
| Windmill nr. red tank | 30 34 | 34.113 | 1050.5 | -4.0 | 1054.5 |
| | 87 01 | 58.239 | 1551.7 | -7.1 | 1558.8 |
| Windmill nr. grey tank | 30 34 | 22.908 | 705.4 | -4.0 | 709.4 |
| | 87 01 | 40.642 | 1083.1 | -6.9 | 1090.0 |
| White | 30 27 | 55.747 | 1716.6 | -3.7 | 1720.3 |
| | 87 03 | 55.225 | 1473.2 | -6.9 | 1480.1 |

(Average Correction: Lat.-4.0; Long.-7.0)

M. H. Reese
M. H. Reese,
Chief of Party, C. & G. S.

Date. June 17, 1935

Chart No. 1265

Diagram No.

Referred to the Division of Geographic Names, Department of Interior. R

[illegible]

APR 1953

APPROVED NAMES
UNDERLINE IN RED

(M-L36)

REVIEW OF AIR PHOTO COMPILATION T-5483

Comparison with Graphic Control Surveys.

T-6320b (1934) 1:20,000.

No discrepancies. The H. W. line and detail on the plane table sheet were transferred from this compilation and checked at every plane table set up. Some minor details such as piling and a wreck were transferred from the graphic control sheet to the compilation in this office. U. S. E. stations, "Saw" and "Was" were moved slightly on the compilation in this office to agree with their positions as shown on the plane table sheet.

All detail on the above graphic control survey within the area of this compilation is now shown on the compilation except the temporary plane table stations.

Comparison with Contemporary Hydrographic Surveys.

H-5834b (April-June 1935) 1:10,000.

The hydrographic survey showed a highway bridge at lat. $30^{\circ} 37.5'$, long. $87^{\circ} 01.8'$ about 20 meters south of its position on the compilation. The bridge on H-5834b has been corrected to agree with the compilation. H-5834a (April-June 1935) 1:20,000. No discrepancies.

Comparison with Previous Topographic Surveys.

There have been numerous changes in the H. W. line and in structural details in the interior, especially additions and changes in the roads. The compilation is complete and adequate to supersede the sections of the following previous topographic surveys which it covers.

T-797 (1860) 1:20,000

T-2093 (1892) 1:10,000

T-2094 (1892-3) 1:10,000 except for contours.

Comparison with Chart No. 1265 (1:80,000)

The compilation shows numerous detail changes in the charted shoreline and extensive changes in the structural features such as roads, railroads, etc.

11/24/36

H. H. Schluter
Frank G. Enkin

REVIEW OF AIR PHOTO COMPILATION NO. T-5483

Chief of Party: M. H. Reese

Compiled by: F. A. Donadieu

Project: Florida Compilation

Instructions dated: June 7, 1934

1. ✓ The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
All necessary information for bringing the charts up to date is shown on this compilation.

2. ✓ Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

All changes as mentioned above were discussed in the descriptive report.

3. ✓ Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

There were no surveys used to supplement the photographic plot.

4. ✓ Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

No blueprints or maps from other sources were used for this chart. *was forwarded*

5. ✓ Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

No planetable or hydrographic surveys are available. *See memo*

6. ✓ The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

All of the above has been complied with.

7. ✓ High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

The high water line was drawn as determined by the field inspection party.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. ✓ The representation of low water lines, ^{sand bars} ~~reefs, coral reefs, and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
The low water line was not shown as very little difference exists between low and high water mark except in the case of sand bars.
9. ✓ Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
The above was complied with.
10. ✓ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
The above has been complied with.
List of landmarks submitted by Lieut. I. E. Rittenburg's party.
11. ✓ All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
All of the above was shown on the overlay tracing.
12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
All geographic names obtainable are shown on the overlay tracing.
13. The geographic datum of the compilation is N. A. 1927 ^{Unadjusted} ~~Un-~~ and the reference station is correctly noted. _{adjusted}
14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
Junctions with adjoining compilations are in agreement.
15. ✓ The drafting is ^{satisfactory} ~~satisfactory~~ and particular attention has been given the following: Yes.
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;


M. H. Reese
Chief of Party

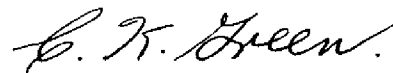
19. Remarks after review in office:

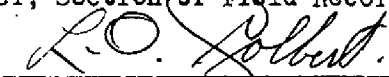
Reviewed in office by:


H. H. Schleiter


F. F. Enkine

Examined and approved:


Chief, Section of Field Records


Chief, Division of Charts


Chief, Section of Field Work


Chief, Division of Hydrography
and Topography.