

5485

U. S. COAST & GEODETIC SURVEY
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Form 501
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. T-5485
~~Hydrographic~~

State Florida

LOCALITY

Escambia Bay
and Vicinity
Escambia River to Mulatto Bayou

1935
Photographs taken July 20-1954

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.

Field No. 14

REGISTER NO. T-5485

State Florida

General locality Escambia Bay

Locality Escambia River to Mulletto Bayou and Vicinity

Scale 1:10,638 Date of photographs July 20, 1934

~~Vessel~~ Air Photo Compilation Party No. 24, Pensacola, Fla.

Chief of party M. H. Reese

Surveyed by See data sheet in descriptive report.

Inked by R. E. Wagner

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

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

Instructions dated June 7, 1934

Remarks: Compiled on scale of 1:10,638. Enlarged and printed by photolithography on scale of 1:10,000. Scale factor 0.94.

- STATISTICS -

on

SHEET, FIELD NO. 14, REG. NO. T-5485

PHOTOS, NO. 614 639 TO NO. 633 634
 DATE OF PHOTOGRAPHS 7/20/34 7/20/34 TIME 7:00 a.m. 7:15 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	<u>S. S. Gill</u> S. S. Gill	<u>1/11/35</u>
SCALE FACTOR (0.94)	<u>H. C. Moore</u> H. C. Moore	<u>1/11/35</u>
SCALE FACTOR CHECKED	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>1/11/35</u>
PROJECTION	<u>E. P. Hernandez, Jr.</u> E. P. Hernandez, Jr.	<u>1/11/35</u>
PROJECTION CHECKED	<u>R. E. Wagner</u> R. E. Wagner	<u>1/11/35</u>
CONTROL PLOTTED	<u>H. C. Moore</u> H. C. Moore	<u>1/15/35</u>
CONTROL CHECKED	<u>H. A. Butters, Jr.</u> H. A. Butters, Jr.	<u>1/15/35</u>
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>R. E. Wagner</u> R. E. Wagner	<u>1/25/35</u>
RADIAL LINE PLOT CHECKED	<u>M. H. Reese</u> M. H. Reese	<u>1/25/35</u>
DETAIL INKED	<u>R. E. Wagner</u> R. E. Wagner	<u>3/1/35</u>
PRELIMINARY REVIEW OF SHEET	<u>S. S. Gill</u> <u>MAOR</u> S. S. Gill	<u>3/8/35</u>

TOTAL AREA OF SHEET 30.57 sq. Statute Miles
 AREA OF DETAIL INKED 23.9 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) 19.2 Statute Miles
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 59 Statute Miles

GENERAL LOCATION Escambia Bay

LOCATION Escambia River to Mulatto Bayou

DATUM North American 1927 (Adjusted)

Latitude 30°33'09.853" (303.4 m.)

STATION Hard 1934

Longitude 87°08'35.239" (939.2 m.)

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5485.

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The information used in the compilation of this sheet was obtained from notes and sketches on the field photographs and from members of the field inspection party.

The area covered by this sheet shows the settlements of Pace, Floridatown and Mulat, and the northern portion of Escambia Bay and tributaries, such as Escambia River, Mulatto Bayou and Simpson River.

To the east of Escambia Bay and north of Mulatto Bayou the land is sandy and covered with oak and pine trees. Numerous farms, connected by many trails, are to be found in this vicinity.

North of Escambia Bay are the settlements of Pace and Floridatown. The settlement of Pace is the site of an abandoned sawmill with several abandoned railroad tracks, that show very plainly on the photographs. Numerous farms are located in this vicinity. In this locality are the U.S. 90 paved highway and numerous sand trails. The immediate vicinity of Floridatown is heavily covered with oak and pine trees.

Marsh land covered with grass is found to the west of Escambia Bay and north of Escambia River. U.S. Highway 90 runs along the eastern edge of this marsh.

The range of normal tide in this area is 1.2 feet.

This sheet was compiled from photographs taken by the Aero Service Corporation with five-lens camera H.U.I.-33. The photos used were: the flight east of Escambia Bay, Nos. 614 to 633, and the flight west of Escambia Bay, Nos. 639 to 634. The flights end at the northern extremity of Escambia Bay with photographs 633 and 634.

II. CONTROL:

(A) Sources.

The following source of control was used in the compilation of this sheet:

(a) Triangulation by M. H. Reese, 1934.

The geographic positions of the stations on this sheet are on the North American 1927 Unadjusted Datum.

No control established by other organizations was used in compiling this sheet.

(B) Errors.

No errors in control were found in the compilation of this sheet.

(C) Discrepancies.

No discrepancies in the position of control stations were found.

III. COMPILATION:

(A) Method.

The five-lens method of radial line plotting was used.

(B) Adjustment of plot.

No unusual adjustment of plot was necessary. The pictures on both flights were free from excessive tilt and were very near to scale.

(C) Interpretation.

All symbols used are those approved by the Board of Surveys and Maps (1932), except (ζ) which was used to denote brush.

Hard surface and good dirt and sand roads are shown with a double full line. Trails and poor roads are shown with a single broken line.

(D) Information from other sources.

Information from other sources was not used.

(E) Conflicting names.

Names from:

<u>U.S.C. & G.S. Chart</u>		<u>C. of E. U.S. Army Fire Control Map</u>
Saultsman Bayou	...	Gulteman Bayou
White River	...	Little Simpson River
Simpson River	...	Big Simpson River

USGK Dec 5/8/42

Where a conflict occurred, the names obtained from U.S.C. & G.S. Chart No. 1265 were used.

IV. COMPARISON WITH OTHER SURVEYS:

This sheet was matched satisfactorily with sheets Nos. T-5483 on the East, T-5484 on the Southeast, and T-5486 on the West.

A comparison with C. & G.S. Chart No. 1265 shows several changes. At the mouth of Saultsman Bayou two islands have formed. Numerous streams and sloughs show on Norieges Island which do not appear on Chart 1265.

V. LANDMARKS:

A list of landmarks in this area is submitted by Lieut. I. E. Rittenburg's hydrographic 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 deemed necessary.

Submitted by: R. E. Wagner,
Draftsman.


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

This compilation is considered correct within 0.3 to 0.5 m.m. for intended points and 0.3 to 0.8 m.m. for other detail. R.E.

MEMORANDUM TO ACCOMPANY SHEET NO. T-5585.

The shore line and all topographic features along the high water line within the area covered by this sheet were transferred to the aluminum topographic sheet executed by Lieut. Rittenburg.

Lieut. Rittenburg instructed his topographer to check the high water line and other features at and in the vicinity of each set-up and each topographic signal. Only one minor correction was found necessary to be made to the high water line or topographic detail when checked against the field work done by Mr. Rittenburg's topographic party. It is, therefore, considered that the information shown along the high water line and east of the U.S. Highway No. 90 bridge is correct.


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

Survey No. T-5485

Chart No. 1265

Diagram No. _____

Not Approved by the Division of Geographic Names, Department of Interior.

²R, Referred to the Division of Geographic Names, Department of Interior.

(M 100)

REVIEW OF AIR PHOTO COMPILATION T 5485
Scale 1:10,000

Comparison with Graphic Control Surveys

T 6319b (1935), 1:20,000

No discrepancies.

All detail on T 6319b within the limits of the compilation is shown on T 5485 except the magnetic meridian and the temporary stations.

Comparison with Previous Topographic Surveys

T 717 (1858), 1:20,000

T 2030 (1891), 1:10,000

T 2031 (1891), 1:10,000

T 2157 (1894), 1:10,000

The changes in shoreline since these old surveys have been limited more or less to details. The patches of grass on T 2030 at lat. $30^{\circ} 34'$, long. $87^{\circ} 11'$ are now islands. A double dashed line at lat. $30^{\circ} 33.2'$, long. $87^{\circ} 10.5'$ which was probably piling is not visible in the photographs and apparently no longer exists; see Review H 5822.

T 5485 is adequate to supersede T 717, T 2030, T 2031 and T 2157 over the common area.

Comparison with Contemporary Hydrographic Surveys

H 5822 (1935), 1:20,000

There are no conflicts with the hydrography.

A platform and numerous piles and mooring stakes are on H 5822. They are not visible on the photographs and are not shown on T 5485.

Comparison with Chart 1265

The dock at lat. $30^{\circ} 34.3'$, long. $87^{\circ} 08.9'$ no longer exists. Other additions and corrections to the chart are discussed under Comparison with Previous Surveys and on page 4 of the descriptive report.

All landmarks and aids to navigation on the chart (1/24/36) in this area are on T 5485.

April 29, 1936.



Frank G. Erskine.

REVIEW OF AIR PHOTO COMPILATION NO. T5485

Chief of Party: M. H. Reese

Compiled by: R.E. Wagner

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)

Yes.

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)

Yes.

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)

None.

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)

None were submitted
None used.

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.

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)

Yes.

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

Yes.

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, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

The difference between high and low water line is so small that only the high water line is shown.

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)

By Lieut. Rittenburg. *none submitted*

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)

Furnished by Lieut. Rittenburg.

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)

Yes. No. Highway 90 bridges all fixed.

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)

The above has been complied with.
No new names.

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. *(adjusted) unadjusted*

Yes.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Yes.

15. The drafting is *fair* 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. Fair.
6. All drawing has been retouched where partially rubbed off. Yes.
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)

Complied with.

16. No additional surveying is recommended at this time.

17. Remarks:

The drafting on this sheet is only fair. It is the first sheet that this man has drafted.

18. Examined and approved;


M. H. Reese
Chief of Party


19. Remarks after review in office:


Reviewed in office by:




Examined and approved:


Chief, Section of Field Records


Acting Chief, Division of Charts


Chief, Section of Field Work


Chief, Division of Hydrography
and Topography.