

5488

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-5488  
~~Hydrographic~~

State Florida

LOCALITY

~~Pensacola Bay~~

~~City of Pensacola.~~

193 5

CHIEF OF PARTY

M. H. Reese

U. S. GOVERNMENT PRINTING OFFICE: 1934

Applied to Chart 871 - July 12, 1946 - M.M.R.

871 Oct. 30 1946 - A.J.H. <sup>was</sup>  
5/6/46

OWANG JEFFERY

W

NOAA WIDE

8033

LAST NAME

FIRST

MIDDLE INITIAL

LOCATION

EXTENSION

TOPOGRAPHIC SHEET NUMBER	REPORT (✓)
T 1488	✓

HYDROGRAPHIC SHEET NUMBER	REPORT (✓)

OTHER MATERIAL

☐ Classified Material - Authorization:

This is to SIGNATURE OF AUTHORIZED OFFICIAL

certify that the above named employee is authorized to use the classified material listed hereon.

Received for Delivery . . . . .

Signature of Requester . . . . .

Received for Return to Vault . . . . .

SIGNATURE	DATE
<i>William W. O'Connell</i>	10-7-75
<i>W. W. O'Connell</i>	

NOAA FORM 62-3

(8-72)

PRESCRIBED BY NOS

OFFICE CIRCULAR 63-1

VAULT MATERIAL RECEIPT

U. S. DEPARTMENT OF COMMERCE  
NOAA-NATIONAL OCEAN SURVEY

(See Instructions on Reverse)

## INSTRUCTIONS

1. **PRINT** name of Requester, location (room and building) and phone.
2. Write **Only Consecutive Numbers** on this form.
3. Use a separate form for requesting **Classified Material**. (See 6 below).
4. Use blue for Hydrographic surveys and reports, pink for Topographic surveys and reports and white for all other material.
5. Copy number 1 (original) for Vault Numerical File - must be **Signed** and dated by Requester. Copy number 2 will be stamped "**Conceled**" and returned to Requester by Vault when Requester surrenders material. Copy number 3 for Vault Alphabetical File.
6. For withdrawal of **Classified Material** check the **Classified Material Box** and have an authorized official sign the **Authorization**.

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. 17 **T5488**

REGISTER NO. T-5488

State Florida

General locality ~~Pensacola Bay~~

Locality ~~City of Pensacola~~

Scale 1:10,638 Date of photographs July 11 & 16, 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 G. O. Coignet

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 a scale of 1:10,000. Scale factor 0.94.

*Blue print on scale 1:10638*

- STATISTICS -

on

SHEET, FIELD NO. 17, REG. NO. T-5488

PHOTOS, NO. 331 TO NO. 346  
200 TO NO. 220  
655 TO NO. 657  
 DATE OF PHOTOGRAPHS 7/11/34 TIME 3:15 p.m.  
7/16/34 TIME 8:00 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	--	
SCALE FACTOR ( <u>0.94</u> )	--	
SCALE FACTOR CHECKED		
PROJECTION	<u>G. O. Coignet</u>	<u>12/19/34</u>
PROJECTION CHECKED	<u>H. C. Smith</u>	<u>12/19/34</u>
CONTROL PLOTTED	<u>R. E. Wagner</u>	<u>1/4/35</u>
CONTROL CHECKED	<u>F. A. Donadieu</u>	<u>1/5/35</u>
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>H. C. Smith</u>	<u>1/24/35</u>
RADIAL LINE PLOT CHECKED	<u>E. P. Hernandez, Jr.</u>	<u>1/24/35</u>
DETAIL INKED	<u>G. O. Coignet</u>	<u>3/29/35</u>
PRELIMINARY REVIEW OF SHEET	<u>E. L. Fitch</u>	<u>6/4/35</u>

TOTAL AREA OF SHEET 27.8 sq. Statute Miles  
 AREA OF DETAIL INKED 22.9 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)  
19.8 Statute Miles  
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)  
12.0 Statute Miles

GENERAL LOCATION Pensacola Bay

LOCATION City of Pensacola

DATUM North American 1927

Latitude 30°24'33.420" (1029.1 m.)

STATION Bank 2 - 1934 (out)

Longitude 87°12'51.849" (1383.8 m.)

1934 (Adjusted)  
Magnolia, 2 (unadjusted)

Lat. 30°25'57.618" (1774.2 meters)  
 Long. 87°10'25.840" (689.7 meters)

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5488

FIELD NO. 17

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.

The area covered by this sheet consists principally of land, including the city of Pensacola with its docks and wharves on the shore of Pensacola Bay. The sheet also shows Bayous Chico and Texar and part of Escambia Bay. Bayou Texar separates Pensacola proper from the small division known as East Pensacola.

An attempt was made to show all of the poor streets of the town by double broken lines. Streets thus shown are sand roads. The streets shown by solid lines are not all hard surface or paved streets, but they may be classed as good roads. On the outskirts of town, trails are numerous and only the apparently most important ones are shown.

The land area may be classified as rolling country. The soil is sandy, and aside from the city the land is generally covered with pine and scrub oak. Many small cultivated plots are shown.

No attempt was made to show the buildings in town, and only the main buildings along the water's edge and the principal public buildings are shown.

The range of normal tide in this area is approximately 1.5 feet. The difference between high and low water line is very small, and the high water line as determined by the field inspection<sup>party</sup> was used as the shore line.

This sheet was compiled from photographs taken by the Aero Service Corporation with five-lens camera H.U.I.-33. The photographs used were: Southern flight Nos. 331 to 346, approximately on line from Latitude  $30^{\circ}25'$  - Longitude  $87^{\circ}12'$  to Latitude  $30^{\circ}24'$  - Longitude  $87^{\circ}16'$ ; Northern flight Nos. 200 to 220, approximately on line from Latitude  $30^{\circ}29'$  - Longitude  $87^{\circ}11'$  to Latitude  $30^{\circ}27'$  - Longitude  $87^{\circ}17'$ ; pictures 655, 656 and 657, approximately parallel to Longitude  $87^{\circ}10'$  at Latitude  $30^{\circ}28'$ .

## 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) Triangulation by Lieut. G. L. Anderson, 1934.
- (c) *A three-point fix (LAT. 30°25' 52.740", Long. 87°16' 24.434) by M.H. Reese - 1935*

No control established by other organizations was used in compiling this sheet. Hydrographic station ROCK (d) shown on the sheet was scaled from the aluminum sheet of Lieut. I. E. Rittenburg.

Corps of Engineers Map Control Station No. 358 was plotted on the photographs and located by the radial line plot. It is shown by a 2.5 mm circle.

### (B) Errors.

The control of this sheet was found adequate for the radial line plot.

### ~~(C) Discrepancies.~~

The cross on convent at Latitude 30°25' and Longitude 87°12' no longer exists. The convent building is new and now has two small crosses that fall very close to the old position. ~~Aside from this, no discrepancies were found.~~

## III. COMPILATION:

### (A) Method.

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

### (B) Adjustment of plot.

No unusual adjustment of plot was necessary.

The pictures in both flights were free from excessive tilt and scale fluctuations. The southern flight was very near to the scale of the projection, ~~and~~ <sup>but</sup> the northern flight was not as close to scale.

### (C) Interpretation.

Except for the symbol (  $\frac{S}{\text{}}$  ) used to denote brush, only the graphic symbols approved by the Board of Surveys and Maps (1932) were used.



Hard surface roads and good graded roads are shown with double full lines. Sand roads are shown with double broken lines, and trails with single broken line. There are many sand streets in the city proper and an attempt was made to show the poor ones with broken lines. Since the field inspection did not thoroughly cover all the streets, the classification was made after a close examination of the photographs.

The field inspection was considered adequate and no great difficulty was experienced in interpreting detail on the photographs.

(D) Information from other sources.

The following outside information was used:

- (a) Map of the City of Pensacola.
- (b) Map of East Pensacola.
- (c) Map obtained from the Louisville and Nashville Railroad, showing their track layout through the city.

The Pensacola maps were used merely to help interpret streets from the photographs. The railroad map was used to help locate tracks on the photographs. An attempt was made to show all the tracks in the yards and on the wharves, but due to the small scale of the photographs it is quite possible that a few spurs may have been omitted. The main tracks, however, are shown throughout the sheet.

Some of the piling near the shore of Pensacola Bay was not visible on the photographs and these were taken from the topographic sheets.

Aside from that mentioned above, no information from other sources was used.

(E) Conflicting names.

There are no conflicting names on the charts of this area. The names were taken from U.S.C. & G.S. Chart No. 490. Names of streets, wharves and docks were taken from a city map obtained from the City Engineering Department, which is included with the overlay for office inspection.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the North (T-5486 and T-5487), South (T-5474), East (T-5486), and West (T-5491 and T-5490) are satisfactory.

A comparison with U.S.C. & G.S. chart No. 490 shows only minor changes of shore line on some of the points of land. The present layout of the city proper shows considerable growth since the mapping of chart No. 490.

The shore line of this sheet checks well with that of the topographic sheets of Lieut. I. E. Rittenburg.

The long, narrow wharf at the end of Clubbs Street at Latitude  $30^{\circ}24'$  and Longitude  $87^{\circ}13'30''$ , approximately, is about 15 meters longer on the topographic sheet of Lieut. Rittenburg. This wharf has been checked on the celluloid with the pictures, and no change was possible, ~~but has page 1 of~~

~~error at back~~ since the planctable survey is 6 to 10 months later than the photos the compilation  
V. LANDMARKS: has been corrected to agree with the planctable location. B.G.J.

A list of landmarks in this area is submitted by Lieut. I. E. Rittenburg. chart 651, 1935

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.

*G. O. Coignet*

Submitted by: G. O. Coignet,  
Draftsman.

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

MEMORANDUM TO ACCOMPANY SHEET NO. T-5488

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The shore line of Bayou Chico was transferred to the topographic sheet of Lieut. Rittenburg's party. The topographer was instructed to check all topographic information when cutting in the topographic signals along the bayou. No differences were found to exist in the compiled information, but quite a bit of piling and other information that could not be identified on the photographs were located by the topographic party and transferred to the compilation. The stacks shown on the compilation in the vicinity of Bayou Chico were scaled from the topographic sheet.

The shore line in Bayou Texar was transferred to the topographic sheet and was checked by the topographic party when the topographic signals were cut in. Considerable difference was found to exist between the topo sheet and the photo compilation south of Lat. 26.5. The radial line plot was re-run several times and we were finally able to obtain a plot that agreed very closely with the topographic party. The information north of Lat. 26.5 checked very well with the topographic sheet.

The photographs did not extend far enough eastward to obtain accurate cuts on the detail from Bayou Texar eastward to the limits of the sheet, and this probably accounts for the reason that we had so much difficulty in obtaining an agreement between the two surveys, as the cuts were slim and the intersections were not as definite as they would have been had the photographs extended farther eastward. Therefore, the information as shown in Bayou Texar is considered correct, as it has been checked against the topographic sheet, and some of the cuts located on the topographic sheet have been rechecked and some were changed where errors were found to be ~~correct~~ <sup>as they were</sup> as originally located. The streets east of Bayou Texar to the limit of the sheet are subject to a small error on account of not having been able to obtain sufficient cuts on the radial line points, but due to the large amount of existing control it is considered that the error is not of any importance.

The shore line from Emanuel Point, running northwestward, has also been checked against the topographic sheet and against the hydrographic sheet, and no errors were found to exist.

Blueprints of the street lay-out of Pensacola are attached to the sheet, for assistance in verifying street names.



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

Survey No. T-5488

Date. June 25, 1935 **GEOGRAPHIC NAMES**

Chart No. 1265

Florida

Diagram No. \_\_\_\_\_

Approved by the Division of Geographic Names, Department of Interior. \*

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

Under investigation. Q

[illegible]

REVIEW OF AIR PHOTO COMPILATION T-5488  
Scale 1:10,000

Comparison with Graphic Control Surveys

T-6319a (1:20,000) (Feb.-Mar. and May 1935) - T-6319a shows only a small amount of detail in the area of this compilation. T-6319a agrees with the compilation.

T-6315 (Dec. 1934 and May 1935), 1:10,000 - T-6315 is a detailed planetable survey of the Pensacola waterfront and high water line from long.  $87^{\circ} 12.6'$  west to  $87^{\circ} 16'$ .

A number of piles on T-6315 have been transferred to the compilation in this office.

There were several minor differences in location of detail which have been checked with the photographs and the compilation corrected where necessary.

As mentioned on page 5 of the descriptive report T-5488, the dock at lat.  $30^{\circ} 24'$ , long.  $87^{\circ} 13.5'$  has been corrected on this compilation to agree with T-6315.

At lat.  $30^{\circ} 24'$ , long.  $87^{\circ} 14.2'$  the small dock is incorrect in azimuth on T-6315.

The rock fill (old Perdido wharf) at lat.  $31^{\circ} 28'$ , long.  $87^{\circ} 13.5'$  was shown on the compilation as received from the field with a wide rocky low water line around it. Actually only a very narrow low water area (too narrow for clear drawing) shows on the photos. The low water area has been deleted in this office as it conflicts with the soundings on H-5835 when exaggerated sufficiently for clear drafting.

All detail on T-6319a and T-6315 within this area is now shown on the compilation except temporary stations and magnetic declination.

Comparison with Contemporary Hydrographic Surveys

1. H-5822 (Feb.-April, 1935), 1:20,000 - No discrepancies.
2. H-5835 (June 1935), 1:10,000. - No discrepancies. All water line detail on this compilation is on H-5835. H-5835 shows also a number of piling which are not visible on the photos and are not on this compilation.

Comparison with Previous Topographic Surveys

1. T-1984 (1890), 1:10,000  
T- 567 (1856), 1:10,000  
T-3794 (1920), 1:5,000

There have been extensive changes along the Pensacola waterfront. The riprap on T-1984 at lat.  $30^{\circ} 24.3'$ , long.  $87^{\circ} 12.5'$  has been removed from the charts but still exists and is shown on this compilation. This compilation is complete and adequate to supersede the portions of the previous surveys which it covers except for the contours on T-1984.

Comparison with Chart 490

This compilation shows extensive additions and corrections to roads and streets. At lat.  $30^{\circ} 26' - 28'$ , long.  $87^{\circ} 10' \frac{1}{2} 12'$  the double dashed roads shown on chart 490 are now only trails as indicated by single dashed lines on this compilation and are not important for charting.

The range beacons on chart 490 at Pensacola are not visible on the photos, were not located by the recent graphic control surveys and are not shown on this compilation. Range lights on chart 490 at Pensacola are shown on this compilation.

All landmarks recommended by chart letter 651 (1935) within this area are shown on the compilation, except for triangulation station Bank 1919 (Weather Bureau Tower), lat.  $30^{\circ} 24.5'$ , long.  $87^{\circ} 12.9'$ . This compilation shows triangulation station Bank 2, 1934 which is 4 meters from triangulation station Bank.

The following detail on chart 490 cannot be seen on the photos but is not disproved:

Piling of old wharf, lat.  $30^{\circ} 23.9'$ , long.  $87^{\circ} 13.2'$   
Piling, lat.  $30^{\circ} 24'$ , long.  $87^{\circ} 13.2'$ .

General

The bridge clearances shown were written on the overlay by the field compilation party without giving a reference plane. No statement was made as to how the clearances were obtained.

*Laid*

Nov. 10, 1936.

✓ B. G. JONES  
*B. G. Jones*

## REVIEW OF AIR PHOTO COMPILATION NO. T-5488

Chief of Party: M. H. Reese

Compiled by: G. O. Coignet

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~~ NONE.

- ✓ 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)

No such surveys used.

~~Applied in this office~~

- ✓ 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.

- ✓ 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.

Yes.

- ✓ 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~~ <sup>and sandy</sup> mangrove/coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

Yes. High water line sketched on field photographs by 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." 14-27

- ✓ 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 shore 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)

U.S.E. Sta. No. 358 attached hereto. All others submitted by Lieut. I. E. Rittenburg.

- ✓ 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. I. E. Rittenburg. *Letter 651, 1935*

- ✓ 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.

- ✓ 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)

Complied with. There are no new names of geographic features.

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

Yes

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

Yes.

- ✓ 15. The drafting is 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


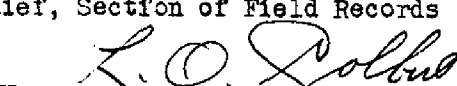
19. Remarks after review in office:


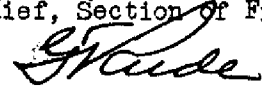
Reviewed in office by:

*Lande*

*B. G. Jones*

Examained and approved:

  
Chief, Section of Field Records  
  
Chief, Division of Charts

  
Chief, Section of Field Work  
  
Chief, Division of Hydrography  
and Topography.