

5511

5511

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

## DESCRIPTIVE REPORT

Topographic } Sheet No. T-5511  
Hydrographic }

State Florida

### LOCALITY

St. George Sound

~~Cannabella to Turkey Point.~~

Crooked River

1935

### CHIEF OF PARTY

M. H. Reese

Small Island applied to durg of Chrt. 182 July 1939 R.

Applied in part to Chrt. 1114 - Oct. 1939 - JWS

applied to chart 1261 3/18/43 JHE

Applied ~~in part~~ to Chart 865 3/17/46 WCG ✓ WAB 5/31/46

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. T-5

REGISTER NO. T-5511

T5511

State Florida

General locality St. George Sound

Locality Carrabelle to Turkey Point Crooked River

Scale 1:20,618 Date of survey photos Sept. 19, 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 H. A. Butters, Jr.

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 1:20,618. Enlarged and printed by photolithography on scale of 1:20,000. Scale factor 0.97.

...

182

- STATISTICS -

on

SHEET, FIELD NO. \_\_\_\_\_, REG. NO. T-5511

PHOTOS, NO. 1121 1138  
1164 TO NO. 1168

DATE OF PHOTOGRAPHS Sept. 19, 1934 TIME 8:30 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	--	
SCALE FACTOR (0.97)	--	
SCALE FACTOR CHECKED	--	
PROJECTION	<i>E. P. Hernandez, Jr.</i> E. P. Hernandez, Jr.	4/23/35
PROJECTION CHECKED	<i>M. H. Reese</i> M. H. Reese	4/23/35
CONTROL PLOTTED	<i>C. Carter Brown</i> C. Carter Brown	4/24/35
CONTROL CHECKED	L. L. Wright	4/24/35
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	H. C. Ingerson	5/2/35
RADIAL LINE PLOT CHECKED		
DETAIL INKED	<i>Harold A. Butters, Jr.</i> H. A. Butters, Jr.	6/22/35
PRELIMINARY REVIEW OF SHEET	<i>E. L. Fitch</i> E. L. Fitch	7/16/35

TOTAL AREA OF SHEET 95.7 sq. Statute Miles  
 AREA OF DETAIL INKED 76.3 sq. Statute Miles (Land Area)  
 AREA OF DETAIL INKED 0.9 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 20.8 Statute Miles  
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 90.6 Statute Miles

GENERAL LOCATION St. George Sound

LOCATION Garrabelle to Turkey Point Crooked River

DATUM North American 1927 ✓

STATION LANARK - 1934 ✓  
 (Adjusted) ✓

Latitude 29°52'57.428" (1768.3 m.) ✓

Longitude 84°35'53.862" (1445.3 m.) ✓

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5511

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

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

All names appearing on this compilation were taken from U. S. C. & G. Survey Chart #182 or from notes on the field photographs.

The major portion of the area represented by this sheet is low. In many places, particularly along the rivers, creeks and smaller streams, there are heavily wooded swamps and thickets. The higher ground has been cut over during logging operations and is now grassy with a few scattered pines.

The area is drained in its central portion by the Crooked River and in the northeastern portion by the Ochlockonee and Sockcockhoppee Rivers and their tributaries. The Crooked River connects the Carrabelle River and the Ochlockonee River, thus forming St. James Island. The direction of its current, in its middle reaches, is somewhat indefinite as it is influenced principally by tidal movements. The area adjoining St. George Sound and the Gulf of Mexico is drained by several small creeks.

Roughly paralleling the Sound and the Gulf of Mexico and extending inland approximately a mile is an area of sand hills or dunes from ten to twenty feet high. This region is characterized by pine, scrub oak and palmetto, except in swamps and sloughs where the growth is pine, cypress and brush.

In the southeastern and southwestern portions of the compilation there are groups of intermittent ponds. During the drier seasons their beds are little more than wet or muddy spots but in the rainy season they may contain several feet of water. Their boundaries have been represented on the celluloid by a broken line.

With the exception of the town of Harbeson City and the settlements of Lanark, Pinelock and McIntyre, the area is very

also?  
sparsely settled. Near Station SANBORN 1935 and adjacent to Latitude 30°00' - Longitude 84°31' there are several farms and cultivated areas.

Extending from Latitude 29°51.7' - Longitude 84°35.9' to Latitude 29°53.2' - Longitude 84°32.7' is an area of sand shoals. They are of very gradual slope and are partly awash at high water. Due to this condition and to the poor character of the photos in the area, the field inspection party found it impossible to pick the high water line. Consequently, on the celluloid the whole area has been enclosed within a broken line.

Only two bluffs have been noted by the field inspection party, one at Latitude 29°55.0' - Longitude 84°30.5' and another at Latitude 29°55.0' - Longitude 84°29.0'. They are from eight to ten feet high.

Florida State Highway No. 10 (U. S. Highway No. 319), a paved macadam road, follows the shoreline of St. George Sound and the Gulf of Mexico from the western limit of the sheet as far east as Latitude 29°55.2' - Longitude 84°31.2'. Here it swings northward to the town of Sopchoppy. At the former point another paved macadam road, Florida Highway No. 110, runs eastward to the town of St. Theresa. From Harbeson City a graded dirt road, generally in poor condition, traverses the central portion of the sheet, finally joining Florida State Highway No. 10 at Latitude 29°57.0' - Longitude 84°30.2'.

Throughout the area on this compilation there are numerous trails and fire lanes. They are all noted on the overlay tracing. Small and unimportant trails, which lead to no definite points, have not been shown. The streets of Harbeson City are of the graded dirt type.

In the northwest portion of the sheet there are several logging railroads. In some cases, notably at Latitude 29°57.5' - Longitude 84°36.2', the rails have been removed and the abandoned right-of-ways have been shown with a broken line.

A branch of the Seaboard Air Line Railroad, which runs westward to Carrabelle, leads to Harbeson City.

At Latitude 29°55.1' - Longitude 84°30.6' is the site of an abandoned C.C.C. Camp (Co. 1419), the buildings having been demolished between the time of the photos and of the field inspection. The Camp dock, however, is still in existence.

The pilings of an old dock at Lanark are still in existence as shown on the compilation. There is also a row of piling near the southwest bank of the Ochlockonee River just north of McIntyre. They are used for logging purposes.

Due to the fact that the shoreline along St. George Sound and the Gulf of Mexico falls so far out on the wing prints of the

photos, detail in this area is very indistinct. Although this condition has made it very difficult to pick high water lines, those shown on the compilation are believed to be correct within the limits of accuracy of the plot. Furthermore, they check reasonably well with the shoreline as traced from topographic sheets of the area.

Only buildings which are clearly discernible on the photos have been shown on the compilation.

Because of the small range of normal tide in this area, approximately 1.7 ft., only the high water line has been shown.

The area covered by this sheet has been traced from photographs taken with the Aero Service Corporation's H.U.I.-33 five-lens camera. Photos Nos. 1121 - 1138 and 1164 - 1167, the latter an overlapping flight, have been used in tracing this sheet.

## II. CONTROL:

### (A) Sources

1. Triangulation by H. C. Warwick, 1933.
2. Triangulation by G. L. Anderson, 1934-35.
3. Triangulation and topography by C. A. Egner, 1935.

The geographic positions of triangulation stations established by these parties were computed from the North American 1927 Datum, adjusted values.

As Station FISH-1935 could not be tied in on the photos, FISH-R.M. #2 was located and used for control.

### (B) Character

The control in this area is good.

### (C) Errors

No errors were found in the control used in compiling this sheet.

## III. COMPILATION:


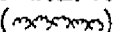
### (A) Method

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

### (B) Adjustments of plot

Most of the photos used in tracing this sheet were free from excessive tilt and their scale did not differ greatly from that of the projection.

(C) Interpretation

The graphic symbols used are those approved by the Board of Surveys and Maps, 1932, except the symbol (  ) which has been used to denote brush, and that recommended by the office (  ) denoting shoreline with overhanging trees.

(D) Information from other sources

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

(E) Geographic names

On U. S. C. & G. Survey Chart #182 the river that flows southward through the town of Sopchoppy into Ochlockonee Bay is shown as the "Sockockhoppee River". According to members of the field inspection party, this river is known locally as the "Sopchoppy River"; this name was found to be in local use by fishermen and residents of the region.

(F) New names

The following names are not shown on U. S. C. & G. Survey Chart 182:

1. "Harbeson City", a town on the Crooked River, established and inhabited principally by employees of the West Florida Milling Company which has its sawmill and shops at the edge of the town. As the postoffice and signboards along roads in the vicinity bear this name it is considered permanently and well established.
2. "Pinelog", referring to the small settlement at Latitude 29°55.9' - Longitude 84°37.5', "Pinelog Creek" and "Pinelog Ferry" nearby, are names obtained from the person who operates the Pinelog Ferry. This man has been a resident of the region for many years and claims that these names are well established in local usage.
3. "McIntyre" is a settlement on the Seaboard Air Line Railroad at Latitude 29°58.8' - Longitude 84°31.5'. As this is the only name for this place that is used locally and as it appears on the sign of the abandoned railroad station, this name is also considered permanently established.

The above names are unconditionally recommended for use on future charts of the area.



IV. COMPARISON WITH OTHER SURVEYS:

The junctions of this sheet with sheets Nos. T-5510 on the West and T-5512 on the East are satisfactory.

The high water line, as determined from the photographs and shown on this compilation, checked favorably with the high water line as shown by the topo sheets of Lieut. C. A. Egner. There were some small discrepancies in this area, probably due to the different interpretations of the high water line by the two parties.

The positions of the topo stations, as established by radial line intersections, check those as scaled from the topo sheets. These stations are shown with 2.5 mm. circle. *The marked top stations in the eastern limits of this sheet had not been determined by the Field Party and Aug. 5.*

V. LANDMARKS:

Landmarks of value to navigation have been submitted by Lieut. C. A. Egner's party.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all details of importance for charting purposes and no further surveys are required at this time.

*H. A. Butters, Jr.*

Submitted by: H. A. Butters, Jr.,  
Draftsman.

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

## Remarks

## Decisions

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# GEOGRAPHIC NAMES

Survey No. T-5511

GEOGRAPHIC NAMES											
Survey No. T-5511											
Name on Survey		A	B	C	D	E	F	G	H	K	
		On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Sockockhoppee River</u> ✓ 182											1
✓ <u>Ochlockonee River</u> ✓ 182											2
<u>Seaboard AirLine R.R.</u>											3
✓ <u>State Highway No. 10</u>											4
<u>U.S. Highway No. 319</u>											5
✓ <u>Crooked River</u> ✓ 182											6
✓ <u>McIntyre</u>											7
<u>Pinelog</u> ✓											8
<u>Pinelog Creek</u>											9
✓ <u>Pinelog Ferry</u>											10
✓ <u>State Highway No. 110</u>											11
✓ <u>Turkey Point</u> ✓ 182											12
✓ <u>Harbeson City</u>											13
✓ <u>Lanark</u> ✓ 182											14
✓ <u>St. George Sound</u> ✓ 182											15
✓ <u>St. James Island</u> ✓ 182											16
✓ <u>Gulf of Mexico</u> ✓ 182											17
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Names underlined in red approved

by C. E. Egner 2-1-56

M 234-

Names underlined in red approved  
by C. E. Egan on 2-1-36

REVIEW OF AIR PHOTO COMPILATION T-5511

Scale 1:20,000

Comparison with Contemporary Graphic Control Surveys.

T-6314a (1935) 1:20,000; T-6352a (1935) 1:20,000.

The portions of the above Graphic Control Surveys covered by the compilation are in agreement with the compilation. All information and detail shown on the above Graphic Control Survey, except temporary topographic signals and magnetic meridians is shown on the compilation.

Comparison with Contemporary Hydrographic Surveys

H-5795 (1935) 1:10,000; H-5867 (1935) 1:20,000.

The shoreline for the above Hydrographic Surveys covered by the compilation was transferred from the compilation and is in good agreement with the soundings.

Comparison with Former Topographic Surveys.

T-695 (1858) 1:20,000; T-697 (1858) 1:20,000.

The compilation so far as the shoreline is concerned shows only minor time changes from that portion of the above surveys which it covers. The compilation is much more complete in detail and is complete and adequate to supersede that portion of the above surveys which it covers.

Comparison with Chart 182.

The compilation is much more complete in detail. Otherwise there are no outstanding differences.

*Lande*

*W. B. Jones*

*Triangulation Sta Fitch at Lat 29°54.9' Long 84°31.2'*  
*has been omitted from the compilation as it would*  
*obscure detail*

## REVIEW OF AIR PHOTO COMPILATION NO. T-5511

Chief of Party: M. H. Reese

Compiled by: H.A. Butters, Jr.

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 necessary.
- ✓ 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 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 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 <sup>high</sup> ~~low~~ water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

Yes.

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)

Submitted by hydro party.

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)

Submitted by hydro 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)

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)

Yes.

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*  
M. H. Reese

Chief of Party

19. Remarks after review in office:

Reviewed in office by:

*Lester C. Handy* *B. G. Jones*

Examined and approved:

*C. K. Green*

Chief, Section of Field Records

*L. O. Solbat*

Chief, Division of Charts

*J. L. Peacock*

Chief, Section of Field Work

*G. H. de*

Chief, Division of Hydrography  
and Topography.