

5517

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. T-5517
~~Hydrographic~~

1-card (H) 524

State Florida

LOCALITY

St. Andrew Bay

~~East Bay~~

San Blas and Vicinity

193 5

CHIEF OF PARTY

M. H. Reese

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.

REGISTER NO. 5517

sin 184

State.....Florida.....

General locality.....St. Andrew Bay.....

Locality.....~~East Bay~~ *San Blas and Vicinity*.....

Scale.....1:10,526.....Date of ^{photographs} ~~survey~~ 7/21 and 9/7, 19 34

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

Chief of party.....M. H. Reese.....

Surveyed by.....See data sheet in descriptive report.....

Inked by.....C. Carter Brown.....

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 1:10,526; enlarged and printed
by photolithography to scale of 1:10,000. Scale factor 0.95.

- STATISTICS -

on

SHEET, FIELD NO. 847, REG. NO. T-5517
 PHOTOS, NO. 1000 TO NO. 1004
 DATE OF PHOTOGRAPHS 7/21/34 9/7/34 TIME 9:25 a.m. 1:30 p.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	--	
SCALE FACTOR (0.95)	--	
SCALE FACTOR CHECKED	--	
PROJECTION	<u>E. P. Hernandez, Jr.</u>	<u>2/28/35</u>
PROJECTION CHECKED	<u>H. C. Smith</u>	<u>2/28/35</u>
CONTROL PLOTTED	<u>C. Carter Brown</u>	<u>2/28/35</u>
CONTROL CHECKED	<u>H. A. Butters, Jr.</u>	<u>2/29/35</u>
TOPOGRAPHY TRANSFERRED	<u>C. Carter Brown</u>	<u>3/3/35</u>
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>C. Carter Brown</u>	<u>3/4 - 3/11/35</u>
RADIAL LINE PLOT CHECKED	<u>M. H. Reese</u>	<u>3/11/35</u>
DETAIL INKED	<u>C. Carter Brown</u>	<u>3/12 - 4/2/35</u>
PRELIMINARY REVIEW OF SHEET	<u>E. L. Fitch</u>	<u>4/29/35</u>

TOTAL AREA OF SHEET 30.4 sq. Statute Miles

AREA OF DETAIL INKED 15.5 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)
27.5 Statute Miles

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

GENERAL LOCATION St. Andrew Bay

LOCATION San Blas & Vicinity
East Bay

DATUM North American 1927

Latitude 30°05'37.287" (1148.7² m.)

STATION East Point 2 - 1910-1935

Longitude 85°33'43.312" (1159.7 m.)

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5517

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The area covered by this sheet is generally characterized by scattered, wooded low spots and areas of scattered pines, broad-leaved trees, and grass in the central portion. Along the northwest portion of the sheet, pine trees are much thicker than elsewhere. A sand beach skirts the majority of the coast line and several lagoons are located along the central section of coast. Just back from the beach, the land slopes upward; and brush, palmettos and round-leaved trees cover this section. More thickly settled portions are found along the East Bay shore, the settlements of San Blas and Cromanton being located there. Along the coast line there are a few scattered settlements, inhabited usually during the summer. Along the northeast area of the sheet are numerous marshes and mud flats. Very few cultivated areas appear on the sheet. Bluffs follow East Bay shore closely and have relatively the same position as shown on Chart 184. Numerous bayous indent the East Bay shore.

The tracing of this area was made from photographs taken with H.U.I.-33 five-lens aerial photo camera by Aero Service Corporation. These photographs were made in two flights, one flight running southeast along the central portion of the sheet and numbering from 847 to 861, the other flight running northwest along the central portion of the sheet and numbering from 1000 to 1004. The date and time for the "800" flight was July 21, 1934, 9:25 a.m., and for the "1000" flight - September 7, 1934, 1:30 p.m.

The high water line was traced as shown on the field photographs. The difference between low and high water lines was so small that only the high water line was traced.

II. CONTROL:

(A) Sources.

Triangulation for this sheet was executed by R. D. Horne, 1930; Wm. D. Patterson, 1934-35; and Geo. L. Anderson, 1934. Conversion factors to bring geographic positions to North American 1927 Datum were applied in the following manner:

A factor of -14.9 meters in Latitude and +6.6 meters in Longitude was derived from the old and new positions of SPRING-2 (1930) to be applied to SPRING (1910).

A factor of -14.7 meters in Latitude and +4.7 meters in Longitude was derived from the old and new positions of ~~SPRING-2~~, DAVIS PT. 3 (1910-1934), SPANISH SHANTY (1910-1934), and LAGUNA 2 (1910-1934) and applied to:

WINDMILL 1930
REAR CUT RANGE 1930
SAND BLUFF 2 - 1930
REAR BAR RANGE 1930
LANDS END 2 - 1930
FRONT BAY 1930

(B) Errors.

None.

(C) Discrepancies.

None.

III. COMPILATION:

(A) Method.

The five-lens radial method of photo compilation was used.

(B) Adjustment of plot.

There was no marked adjustment of plot, photos being close to scale. However, the islands and the tip of peninsula shown in the southwestern corner of the sheet were traced from the tip of wing prints.

(C) Interpretation.

All symbols used are standard ones approved by the Board of Surveys & Maps (1932), except the symbol (ζ) used to designate brush.

(D) Information from other sources.

None used.

(E) Conflicting names.

In comparing names submitted by the field inspection party and names appearing on Chart 184, no conflicting names were found.

IV. COMPARISON WITH OTHER SURVEYS:

In comparison of shore line as drawn from the photos and as taken from topographic sheets of Lieut. Wm. D. Patterson, agreement of the two shore lines is satisfactory, with these exceptions:

In the area around Palmetto Point, ~~same~~^{two} piers do not check with results as shown on topographic sheets. In this same area, the shore line of the bayou just west of Palmetto Point does not check topo sheets. Just west of East Point there is a small inlet shown as a small stream on this sheet and indicated as a much larger inlet on the topo sheet. This may be explained by the fact that the area on each side of the inlet is low and is probably submerged at high tide. However, this inlet is shown on this compilation as indicated by the field inspection party.

In comparing this sheet with the same area on Chart 184, it is found that the shore line west of East Point has apparently changed slightly. Piers shown on this sheet do not appear on Chart 184, and the main highway over East Bay has been rerouted.

V. LANDMARKS:

To be submitted by hydrographic party under Lieut. Wm. D. Patterson.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

It is considered that this sheet is complete in all detail of importance for charting purposes, and no further surveys should be needed. *Probable error: 0.3 to 0.5 fm in situated points, 0.3 to 0.8 fm other detail.*
756.

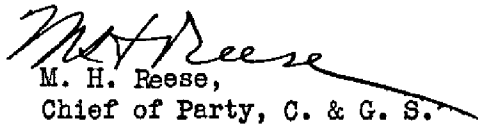
Submitted by: *C. Carter Brown*
C. Carter Brown,
Draftsman.

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

MEMORANDUM TO ACCOMPANY SHEET NO. T-5517.

The rodded shore line obtained by Lieutenant Patterson was transferred to the celluloid projection before the radial line plot was made. A few errors were found to exist between the topographic sheet and the compilation. These are mentioned in the descriptive report. Each error, especially the piers, has been rechecked and cannot be changed on the compilation. It appears that the topographer made a mistake in reading the rod when doing topography. In general, there is a very close agreement between the compilation and the topographic sheet.

The photographs covering this sheet were of a very inferior grade. The detail was very hazy and trouble was experienced in properly identifying the detail in a number of instances.


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

GEOGRAPHIC NAMES

Survey No. 7-5517Date 10/18/35Chart No. 184

Diagram No. _____

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Lands End</u>	✓		✓	
	<u>Hurricane Island</u>	✓		✓	
	<u>St. Andrew Bay</u>			✓	
	<u>Beacon Beach</u>	✓		✓	
	<u>Fresh Water Bayou</u>	(ONE WORD) FRESHWATER BAYOU		✓	
	<u>Palmetto Point</u>	✓		✓	
	<u>Piney Point</u>	✓		✓	
	<u>Gulf of Mexico</u>			✓	
	<u>Sand Bluff</u>	✓		✓	
	<u>Pearl Bayou</u>	✓		✓	
	<u>Ferry Point</u>	✓		✓	
	<u>Military Point</u>	✓		✓	
	<u>East Bay</u>	✓		✓	
	<u>Long Point</u>	✓		✓	
	<u>San Blas</u>	✓		✓	
	<u>St. Andrew Sound</u>			✓	
	Camp Helen				
	<u>State Highway No. 10</u>			✓	
	<u>Shoal Point Bayou</u>	✓		✓	
	Shoal Point				
	<u>Cedar Point</u>	✓		✓	
	<u>Cromanton</u>	✓		✓	

Names approved
Dec 2, 1935
G. E. Egan

REVIEW OF AIR PHOTO COMPILATION T-5517

Scale 1:10,000

Comparison with Graphic Control Surveys

(a,b,c,d) T-6282, T-6283, T-6284, T-6302 (1935) Scale 1:10,000.

The shoreline from the Graphic Control Surveys was transferred to the celluloid before the radial plot of T-5517. Discrepancies up to 15 meters exist between this survey and the Graphic Control Surveys. These discrepancies have been investigated and the detail as shown on T-5517 is considered correct.

A pile at $30^{\circ} 05.8'$, $85^{\circ} 36.6'$, on T-6284 was transferred to T-5517 by T. Goshen and checked by H. D. Reed.

Station Put (d) (Bay Harbor Shoal Light) was plotted on T-5517 by T. Goshen and checked by A. L. Rannus. This station is filed under T-6284.

In several places on the Graphic Control Surveys the high water line has been drawn across the entrance to small bayous.

Several docks are shown on T-5517 which are not on the Graphic Control Surveys. The existence of these docks have all been verified by the photographs.

All detail on T-6282, T-6283, T-6284 and T-6302 within the limits of the compilation is shown on T-5517 except magnetic meridians and temporary signals.

Comparison with Previous Topographic Surveys.

(a) T-477 (1855) 1:20,000.

T-477 covers the Gulf coast and the west half of East Bay as shown on T-5517.

While the shoreline of East Bay has remained about the same considerable changes have taken place along the outer coast since 1855. The greatest change has been at Lands End and Hurricane Island.

T-5517 is adequate to supersede T-477 for the area covered except for the contours.

(b & c) T-1146, T-1147b (1870) 1:20,000.

The greatest changes since these 1870 surveys have been around Hurricane Island where shifts of 500 meters are noted.

T-5517 is adequate to supersede T-1146 and T-1147b for the area covered.

- (d) Miscellaneous 15 (1854), Scale approximately 1:10,000 and 1:20,000.

This is a reconnaissance sketch showing astronomical stations.

T-5517 is adequate to supersede Miscellaneous 15 in so far as topographic features are concerned. Reference to Miscellaneous 15 for the location of old astronomic stations might be desired at some time.

- (e) T-4541 (1930) Scale 1:10,000.

T-4541 covers the entire coastline of T-5517.

The bayou on T-4541 at $30^{\circ} 05'$, $85^{\circ} 38.3'$, has closed at the inlet and is now a pond.

The eastern part of Hurricane Island and the two small islands to the eastward as shown on T-4541 have washed away. The pass between Lands End and Hurricane Island has closed almost completely and an island has been found to the northeast of Hurricane Island since 1930.

The docks at $30^{\circ} 05'$, $85^{\circ} 38.3'$, and $30^{\circ} 05.9'$, $85^{\circ} 39.2'$, have been destroyed.

Two pipes and three piles were transferred to T-5517 from T-4541 by T. Goshen and checked by H. D. Reed. Triangulation station Front Bar Range, 1930, was plotted by T. Goshen and checked by H. D. Reed. A third pipe $30^{\circ} 04'$, $85^{\circ} 37.8'$, located by sextant fix on H-5024 (1930), was transferred to T-5517 by T. Goshen and checked by H. D. Reed. The two pipes transferred from T-4541 are shown on H-5024 plotted out of position by 10 to 12 meters. The non-existence of these objects can not be proved.

T-5517 is adequate to supersede T-4541 for the area covered.

Comparison with Contemporary Hydrographic Surveys.

- (a) H-5781 (1935) Scale 1:10,000.

H-5781 includes the south shore of East Bay from Dupont Bridge eastward to the limits of T-5517 and the east shore of Long Point peninsula.

- (b) H-5782 (1935) Scale 1:10,000.

H-5782 includes the south shore of East Bay westwardly from Dupont Bridge and the west shore of Long Point peninsula within the limits of T-5517.

There are no conflicts between T-5517 and the hydrography.

Comparison with Chart.

(a) 184, Scale 1:80,000.

The bluffs shown on T-5517 are all the bluffs in this area of value for charting.

State Highway No. 10 is shown on Chart 184 about 3/4 mile north and east of its true position.

Other corrections to the chart as a result of this survey are discussed under Comparison with Previous Surveys.

Aids to Navigation.

Since the New St. Andrew Bay Entrance Channel has been cut through, the following lights (shown in Light List of 1934) have been discontinued although the structures probably remain:

<u>Light No. (1934)</u>	<u>Name</u>
2571	St. Andrews Bar Front Range
2572	St. Andrews Bar Rear Range
2577	St. Andrews Bay Inner Front Range
2578	St. Andrews Bay Inner Rear Range

The above lights which are triangulation stations are shown on T-5517.

Two day beacons are shown in East Bay on T-5517.

One light No. 3357.5 (1935) is shown on T-5517 in East Bay opposite Bay Harbor. All Aids to Navigation given in Chart Letter 467 (within the limits of the compilation) are shown on T-5517.

Landmarks.

One Landmark "Windmill" appears on Chart 184 within the limits of the compilation and is shown on T-5517.

The following Landmarks were submitted by Roland D. Horne with H-5024 and are shown on T-5517:

Windmill	Wreck of Tug E. E. Simpson
Beacon Beach	

August 29, 1935.

T. Goshen.

Frank G. Goshen

REVIEW OF AIR PHOTO COMPILATION NO. T-5517

Chief of Party: M. H. Reese

Compiled by: C. C. Brown

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 were used.

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 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."

high

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)

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)

- Position of Beacon (Front Bay, 1930) was obtained by radial line intersection ~~Yes~~, and position & description were placed on Form 524. New position was obtained because beacon has been rebuilt since 1930. Additional recoverable objects to be submitted by hydro party under Lt. W.D. Patterson.
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)

To be submitted by hydro party under Lieut. ~~Pittsburg~~ ^{W.D. Patterson}.

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. See descriptive report F-6284 for data on *Dupont Bridge*.

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. ~~(adjusted)~~ ^(unadjusted)

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.
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:


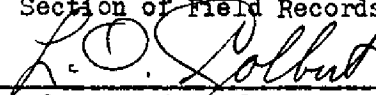
18. Examined and approved;




M. H. Reese
Chief of Party

19. Remarks after review in office:

Reviewed in office by: 

Examained and approved:


Chief, Section of Field Records

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.

Applied to Chk. 1263 - Feb. 1938 - J.S.S.

Applied to Chk. 489 Feb. 13, 1943 G.H.S.

" " " 868 Aug. 1946 W.A.B.

" " " 869 Sept. 1946 G.H.