

5522

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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-5522
~~Hydrographic~~

State Florida

LOCALITY

North Bay
Lynn Haven and Vicinity
~~Goose Bayou to Bayou George~~

193 5

CHIEF OF PARTY

M. H. Reese

U. S. GOVERNMENT PRINTING OFFICE: 1934

5522

Applied to CNR. 1263 - Jan. 1938 - N.S.G.

Applied to LNW #869 Sept 1946 Ag & v. war

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. T-5522

State.....Florida.....184

General locality.....North Bay

Locality.....Lynn Haven and Vicinity
Goose Bayou to Bayou George

Scale.....^{20,000}
1:21,052.....Date of ^{photos} Survey.....July 21, 1934

~~Wassuk~~ Air Photo Compilation Party No. 24, Pensacola, Florida

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

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

Inked by.....H. C. Moore

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 1:21,052. Enlarged and printed
by photolithography on scale of 1:20,000. Scale factor 0.95.

- STATISTICS -

on

SHEET, FIELD NO. _____, REG. NO. T-5522

PHOTOS, NO. 745 TO NO. 760

DATE OF PHOTOGRAPHS July 21, 1934 TIME 8:30 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	<u>R. E. Wagner</u> R. E. Wagner	3/27/35
SCALE FACTOR (0.95)	<u>R. E. Wagner</u> R. E. Wagner	3/27/35
SCALE FACTOR CHECKED	<u>M. H. Reese</u> M. H. Reese	3/27/35
PROJECTION	<u>E. P. Hernandez Jr.</u> E. P. Hernandez Jr.	3/28/35
PROJECTION CHECKED	<u>E. O. Coignet</u> E. O. Coignet	3/28/35
CONTROL PLOTTED	<u>C. Carter Brown</u> C. Carter Brown	3/29/35
CONTROL CHECKED	<u>A. A. Voss</u> A. A. Voss	3/30/35
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>E. P. Hernandez Jr. & H. C. Smith</u> E. P. Hernandez Jr. & H. C. Smith	3/30 - 4/5/35
RADIAL LINE PLOT CHECKED		
DETAIL INKED	<u>H. C. Moore</u> H. C. Moore	4/8 - 5/15/35
PRELIMINARY REVIEW OF SHEET	<u>H. C. Canfield</u> H. C. Canfield	6/6/35

TOTAL AREA OF SHEET 86.1 sq. Statute Miles
 AREA OF DETAIL INKED 74.1 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)

37.8 Statute Miles

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

35.7 Statute Miles

GENERAL LOCATION North Bay

LOCATION Lynn Haven and Vicinity
Goose Bayou to Bayou George

DATUM North American 1927

Latitude 30°14'55.238" (1700.9 m.)

STATION CERES 2 1910-1935
 (Unadjusted)

Longitude 85°41'57.294" (1531.8 m.)

85°40'48.366" (1293.1 m.)
 85°40'48.366" (1293.1 m.)

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5522

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

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 land area of this sheet consists, to a large extent, of cut-over pine land and grass, with clumps of oak, palmetto and hardwood trees. There are numerous intermittent streams leading to the bayous of North Bay. The land adjacent to these streams is low and swampy, covered with pine, brush, some cypress, oak, and other hardwood trees.

There are numerous cultivated areas and settlements. Bayhead lies at the eastern end of North Bay at the mouth of Bayou George. It was formerly a sawmill town, but at present only a few residences remain. Across the mouth of Bayou George is an almost abandoned settlement called Highpoint. There is a settlement, where Bayou George is crossed by Florida State Highway No. 20 and the Atlanta & St. Andrews Railroad, known as Bayou George. The settlement of Mill Bayou, on the same highway and railroad, near where the bayou crosses them, was formerly a lumber town. It now consists of only a few farms. The railroad station has been abandoned.

College Point, a real estate development, has all the streets and sidewalks laid out. An hotel, two dormitories and several houses are located about a mile south of the point. They are all unused and the development is over grown with grass and brush.

The towns of Lynn Haven and Southport were large lumber and sawmill settlements, but at present the main industry is furnishing pulp wood to the paper mills. The towns are gradually losing importance. They are located on North Bay, opposite each other and connected by the North Bay Bridge.

Beacons and described hydrographic stations are indicated by a 2.5 mm. circle, and were scaled from the aluminum sheet.

The tide range in this area is approximately 1.3 ft. The difference between the high water line and the low water line is so slight that only the high water line, as sketched on the field photographs, was used in this compilation.

Photographs 760 to 745 running approximately East and West along the center of the compilation, Latitude $30^{\circ}16'$, were used in the compilation. They were taken by the Aero Service Corporation, 5-lens camera H.U.I.-33, July 21, 1934, at 8:30 a.m.

II. CONTROL:

(A) Sources.

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

(a) Triangulation by Lieut. G. L. Anderson, 1934-1935.

(b) Triangulation by Lieut. W. D. Patterson, 1934-1935.

No control by other organizations was used in this compilation.

The G.P.'s of these stations were computed from the North American 1927 Datum (Adjusted Values).

(B) Errors.

No errors in control were found when making the radial line plot.

III. COMPILATION:

(A) Method.

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

(B) Adjustment of plot.

No more than the usual amount of tilt and scale distortion was encountered in compiling this sheet, except for photo #747 which could not be used for tracing due to excessive tilt.

(C) Interpretation.

Only the graphic symbols approved by the Board of Surveys & Maps were used in this compilation, except for the symbol ($\{$) used to denote brush.

There are numerous fire trails that dimly showed on the photographs that were not traced. Only the more important lanes were indicated on this sheet, the symbol for a trail being used to denote them.

(D) Information from other sources.

Names of several geographic features were taken from the following charts:

- (a) Map of State of Florida - by *Geological* Geographic Survey.
- (b) Map of Bay County, Florida - by Curlex Map Co.
- (c) Map of Northwest Florida - by Scott Organization.

(E) Conflicting names.

The railroad from Southport to Chipley, Florida, is called the Birmingham, Columbus & St. Andrews Railroad on the U.S.C. & G. Survey chart of this area, as well as on the Scott map and the Curlex map, and from information by the field inspection party, but on the *Geographical* Survey map it is termed the "Ala. & Wn. Fla. R.R." On this sheet the name "~~Birmingham, Columbus & St. Andrews Railroad~~" was used. *A. W. F. is correct.*

*THIS R.R. IS NOT IN
OPERATION NOW
ACCORDING TO
LATEST R.R. GUIDE.
IT WASNT SHOWN ON
I.W.W. # 869.
THIS REASON.
A.J.H.
8/27/46*

(F) New names.

All names appearing on the overlay sheet were taken from U.S. C. & G. Survey chart 184, except the following:

- (a) Vicksburg. A turpentine plant settlement. The name has been in common use for over twenty-five years, according to inhabitants of the area.
- (b) High Point. An almost abandoned mill town. Name taken from the Scott Organization map of that area.

(c) Bayou George. Settlement at the head of Bayou George. Name obtained by the field inspection party from sign on side of road; also appears on chart and on Scott and Curlex maps.

(d) Mill Bayou. An almost abandoned town at head of Mill Bayou. Name taken from the three previously mentioned charts.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions of this sheet with Sheet No. T-5523 to the West and Sheet No. T-5519 to the South are both satisfactory.

In comparing this compilation with that of Lieut. Patterson, a number of discrepancies between the two sheets could *See Review* not be reconciled:

(a) The southern end of Goose Bayou shows an error of about 20 meters, the topo shore line being approximately that amount north of the shore line of this sheet on both sides of the stream.

(b) At the southern end of Upper Goose Bayou, there is an error of about 20 meters.

(c) At the southern end of Large Bayou, there are several small discrepancies of approximately 10 meters.

(d) An error of 10 meters exists between topo stations SAP and TAP on the eastern shore of Anderson's Bayou.

(e) On the western side of the mouth of Beatty Bayou there is an error of about 10 meters. There are slight discrepancies in all of the sharp turns in the shore line of Beatty Bayou.

(f) There is a difference of interpretation of the high water line at the tip of the sand spit in the entrance of William's Bayou.

(g) At the southern shore just east of the entrance of Hodges Bayou there is a discrepancy of about 20 meters.

(h) In Hodges Bayou there are several differences of shore line.

(i) Along with several shore line errors in Fanning's Bayou there is an error in the position of the bridge of about 60 meters. *Bridge erased from T6506 when received in office*

(j) The shore line just south of the bayou between stations HODGES and MILL shows a difference of about 10 meters.

(k) There is a slight difference in the shore line of Newman's Bayou.

(l) The western shore of Alligator Bayou shows a difference in one bend of approximately 10 meters.

(m) There seem to be numerous disagreements of approximately 10 meters along both shores of Georges Bayou.

(n) Topo station CAL across the Bay from Burnt Point falls in the water about 10 meters.

(o) Just west of topo station PINY there is a disagreement as to interpretation of shore line of about 30 meters, along the mouth of a small bayou.

(p) The dock just west of Station NIX shows a 10-meter error at the inshore end. The offshore end checks with the celluloid tracing.

(q) Just west of Hodges at the west side of the entrance of Gainer's Bayou there is an error of 50 meters.

V. LANDMARKS:

A list of landmarks of this area is being submitted by Lieut. Wm. D. Patterson, in charge of the hydrographic party working in this area.

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 necessary.

H. C. Moore
for
Submitted by: H. C. Moore,
Draftsman.

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

This compilation is believed to have a probable error of not more than .3 to .5 mm for intersected points and not more than .3 to .8 mm for all other detail.

H. D. Reed Jr
8-10-35

Date. August 14, 1935

GEOGRAPHIC NAMES

Survey No. T-5522Chart No. 184

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

Status Q	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Vicksburg</u>				
✓✓	<u>Bayhead</u>				
✓✓	<u>High Point</u>				
✓✓	<u>Southport</u>				
✓✓	<u>Bayou George</u>				
✓	<u>Newmans Bayou</u>	✓✓ <u>Newman Bayou</u>			
✓✓	<u>Sheephead Bayou</u>				
	<u>Fannings Bayou</u>	✓✓ <u>Fanning Bayou</u>			
	<u>Gainers Bayou</u>	✓✓ <u>Gainer Bayou</u>			
	<u>Hodges Bayou</u>	✓✓ <u>Hodge Bayou</u>			
✓✓	<u>Burnt Point</u>				
✓✓	<u>Deer Point</u>				
✓✓	<u>Mill Point</u>				
✓	<u>Williams Bayou</u>	✓✓ <u>William Bayou</u>			
✓✓	<u>Bayou George (city)</u>				
✓✓	<u>North Bay</u>				
✓✓	<u>Upper Goose Bayou</u>				
✓✓	<u>Large Bayou</u>				
✓✓	<u>Lynn Haven</u>				
	<u>Andersons Bayou</u>	✓✓ <u>Anderson Bayou</u>			
Names underlined in red are approved.					
W.J.Woods <i>W.J.Woods</i>					

Date. August 14, 1935

Chart No. 184

✓ Applied to 869 ~~47~~ 5-27-46

(M-136)

3/2/36

The clearance of North Bay Bridge has been changed from 2.7' M.H.W. as given on the overlay to $4\frac{1}{2}$ ft M.H.W. as given on T6306. Kent Patterson states he has been under this bridge with launch whose vdg. chain was 5 ft above ~~the deck~~ ~~water~~ and that $4\frac{1}{2}$ ft for M.H.W. clearance is correct.

B.G.J. 3/2/36

Review of Air Photo Compilation T 5522

Scale 1:20,000

Comparison with graphic control surveys

(a) T 6306 (1935), scale 1:20,000

Covers entire area except a small portion in northeast corner.

Numerous discrepancies between the compilation and T 6306 are listed on pages 5 and 6 of the descriptive report. In addition several minor differences were noted in the office.

An examination of the photographs, which are very clear, substantiates the results as shown on T 5522.

The entire shoreline as shown on T 5522 was transferred to T 6306 by the compilation party and is still on the sheet. Rod readings on T 6306 are indicated by black dots and the plane table shoreline broken to leave the rod readings clear.

Many of the shoreline differences fall between rod readings and are due to inaccurate sketching.

In other cases the rodded points fall well out in the water as evidenced by the photographs which are exceptionally clear.

The street system of Lynn Haven is shown as it appears in the photographs. The streets shown by the double dashed line are graded but are not paved.

All detail on T 6306 is shown on T 5522 except the magnetic meridian, temporary signals, and as mentioned above.

See opposite page
Comparison with previous topographic surveys

(a) T 1147 a (1870), scale 1:20,000

Covers entire area.

The shorelines of all the bayous have receded distances up to approximately 250 meters. The lengths of these bayous have also increased.

The bluffs shown on T 1147 a have disappeared. All bluffs now in existence are shown on T 5522.

* additional note 2/12/38

No information was furnished by the field parties, on either the air photographic survey or the graphic control survey, as to whether the cable crossing at Lynx Haven was submerged or overhead. From the length of the cable 1400 to 1500 ft it appears probable that it is submerged.

B.G. Jones 2/12/38.

T 5522 is considered adequate to supersede T 1147 a for the section covered.

Comparison with contemporary hydrographic survey

H 5812 (1935), scale 1:20,000

Covers the entire area.

There are no conflicts with the hydrography.

There is a difference of about 5 meters in the position of the large pier in Fannings Bayou and the small docks in the eastern arm of this bayou are not shown.

Comparison with chart

Chart No. 184, scale 1:80,000.

Covers only area adjacent to North Bay up to about 1 mile north of Burnt Point.

The B. C. & St. A. R. R. as shown on chart No. 184 should be A. & W. F. R. R.

For further discussion see "Comparison with previous topographic surveys", this review, and page 4 of the descriptive report of T 5522.

** See opposite page*
Landmarks and aids to navigation

There are no landmarks or aids to navigation on the chart in this area. Chart letter No. 467 (1935) contains landmarks and aids which are shown on this compilation.

August 9, 1935.

H. D. Reed Jr.
H. D. Reed

Paul H. Enline ✓ *B. G. Jones*

Approved
K. T. Adams

REVIEW OF AIR PHOTO COMPILATION NO. T-5522

Chief of Party: M. H. Reese

Compiled by: H. C. Moore

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 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 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."

8. The representation of ^{high} 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)

Have been

~~To be~~ submitted by 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)

Has been

~~To be~~ submitted by Lt. W. D. Patterson. *Chart letter 467 (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)

Mentioned in descriptive report and shown on the overlay tracing.

See name list

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

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:

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:


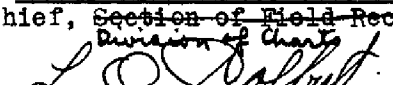
18. Examined and approved;




M. H. Reese,
Chief of Party

19. Remarks after review in office:

Reviewed in office by:  

Examained and approved:


Act Chief, Section of Field Records
Division of Charts

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.