

5688

5688

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
<i>Air photo</i> Topographic	Sheet No. T-5688
State	FLORIDA
LOCALITY	
ST JOHNS RIVER	
SANFORD	
Photos taken 1935 and 1939	
1939	
CHIEF OF PARTY	
Hubert A. Paton	

Applied to Chart Comp. 688 April 25, 1940. H.E. MacSwain

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. 40

REGISTER NO. T-5688

T5688

State Florida

General locality Lake Monroe St. Johns River

Locality Sanford

Scale 1:10,417 photographs
Date of survey March 20, 1935
To be reproduced at 1:10,000 scale and Feb. '39

Vessel Air Photographic Party No. 2-A

Chief of party Hubert A Paton

Surveyed by See Notes on Compilation

Inked by " " " "

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 4, 1935, 19

Remarks: U. S. Army Corps Five Lens Camera NO. 32-2 used.

Field inspection done during summers of 1937 and 1938.

REF. STATION - WEST BASE U.S.E., 1935

LAT. $28^{\circ} 48' 05.448''$ ~~(167.7)~~ ✓

LONG. $81^{\circ} 15' 21.990''$ ~~(596.3)~~ Adjusted ✓

$x = 417,974.24$ ✓

$y = 1,624,139.12$ ✓

NOTES ON COMPILATION

Sheet No. 40 (Field)

Register No. T-5688 ✓

PHOTOGRAPHS:

<u>Five</u>	<u>Lens</u>	<u>Flight No.</u>	<u>31</u>	<u>No.</u>	<u>1275-1279</u> ✓	<u>3/20/35</u>
"	"	"	<u>32</u>	"	<u>1290-1305</u> ✓	"
"	"	"	<u>29</u>	"	<u>1151-1173</u> ✓	"
<u>Nine</u>	"	"	✓ "	"	<u>03242</u> ✓	<u>2/16/39</u>

SCALE PLOTS: Hubert A. Paton and Henry O. Fortin. ✓

SCALE FACTOR USED: 0.96

PROJECTION BY: Washington Office

CONTROL PLOTTED BY: Hubert A. Paton

CONTROL CHECKED BY: Henry O. Fortin

SMOOTH RADIAL PLOT BY: Henry O. Fortin

TOPOGRAPHY TRANSFERRED BY: Henry O. Fortin

TOPOGRAPHY CHECKED BY: Hubert A. Paton

SHORELINE INKED BY: Henry O. Fortin

DETAIL INKED BY: Henry O. Fortin

OVERLAY SHEET BY: Henry O. Fortin

DESCRIPTIVE REPORT BY: Henry O. Fortin

REVIEWED BY: Franklin R. Gossett

AREA OF DETAIL INKED:

LENGTH OF SHORELINE (Over 200 m): 24.1 Stat~~s~~ Miles.

LENGTH OF SHORELINE (Under 200 m): 10.9 Stat~~s~~ Miles.

LENGTH OF SHORELINE OF SMALL LAKES: 13.5 Stat~~s~~ Miles.

*see review at back for date
of the field inspection and supplemental
surveys.*

DESCRIPTIVE REPORT

TOPOGRAPHIC MAP NO. 40

REGISTER NO. T-5688

April 13, 1939.

✓ GENERAL INFORMATION.

This sheet was compiled from air photographs taken by the U. S. Army Air Corps, using a five lens camera, No. 32-2. Pictures from flights #29 and #32, with pictures 1275 to 1279 inclusive of flight #31 which are located in the northwest corner of the sheet, were used in drafting this sheet. In addition one nine lens picture, #03242 was used in the northeast corner.

The five lens photographs were taken at an elevation of approximately 5000 feet and their average scale factor was 0.96. The individual pictures were found to be within the allowable limits for tilt and scale differences.

✓ CONTROL.

A total of 44 Florida Geodetic Survey Traverse Stations in addition to 20 triangulation stations were used for control on this sheet. However stations "Mouth (USE) 1934, A. W. 7, D. A. 226, D. A. 227, D. A. 228 and D. A. 229" fall outside the tracing limits of this sheet, *and do not appear on drawing although probably used in the plot. T.M.P.*

All the control stations are on the N. A. Datum¹⁹¹⁷ and were established by Lieut. Crosby, 1935; U. S. E. 1934; and the Florida Geodetic Survey. They were all recovered at least once by parties on field inspection. Field values were used for some of the stations. However these values checked very closely with the adjusted values which have been received recently from the office.

METHODS.

The nine lens picture was used for the drafting at the northeast corner of this sheet. As this picture was not flown to the same scale as the projection, a tracing of the desired data was made on a celluloid sheet and later projected to the final submitted sheet. The control used to orient the nine lens picture were the triangulation stations and definite common radial points that had already been pricked on sheet.

As errors in both tracing and projecting this area as discussed above were bound to creep in, this section of the sheet should be in error more than the remaining portion. *Theoretically this area could have been compiled as accurately as the rest of the sheet because the 9-lens photo contained plenty of triangulation, but practically there were no doubt inaccuracies attendant to the additional tracing involved by the method used.*

Note:

Because the field computations for the triangulation were used when the control was plotted on this sheet, no error occurred on this sheet due to the error in the office adjusted position of A Sanford Gas Works Stack, 1935.

1935, 1936

1935, 1936

The first of the two sheets of this map was published in 1935. It was a 1:25,000 scale map of the area around the Sanford Gas Works Stack. The second sheet was published in 1936. It was a 1:25,000 scale map of the area around the Sanford Gas Works Stack. The first sheet was published in 1935. It was a 1:25,000 scale map of the area around the Sanford Gas Works Stack. The second sheet was published in 1936. It was a 1:25,000 scale map of the area around the Sanford Gas Works Stack.

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✓
RADIAL PLOT.

Due to the fact that this sheet had excellent control no difficulty was experienced in putting through a radial plot. Some of the pictures had as high as 17 control stations plotted on the various prints and all stations were found to be in agreement when the picture was exactly centered. All the control stations that were pricked within the required tracing limits were found to be properly located in the field as well as properly pricked on the various pictures. However in a few instances where the station was in doubt, they were rechecked by means of the field notes and by means of a slight change fell into their proper positions.

see
opposite
page

A diagram was drawn showing the respective distances each wing print should be from the center of the mounted picture. Thirteen pictures from Flight #32 were chosen as there was sufficient control to warrant this test for a scale of approximately 1:10,000. The diagram that had been used was that of Lieutenant Mathisson which was compiled June 10, 1935, at Miami, Florida, for a T-30 Camera No. 32-2. The mean of the different readings proved that the "C" and "E" wings remained the same while the "A" and "D" wings were 0.5 millimeter less.

Lieutenant Paton later drew up another diagram where sufficient control was had to obtain good results. His results were different from either Lieutenant Mathisson or the one explained above, which proved that no setup diagram could be used to hold the different wings a set distance from the center of the picture. - *What method used then? No explanation of exactly what method was used but control was ample to make an adequate plot on this sheet. pgg.*
JUNCTIONS.

This sheet is joined on the north by T-5687; on the northeast by T-5689; on the southeast by T-5690; and on the west by T-5686. All junctions were satisfactory except just south of the road to Mount Dora on the west side of the sheet where a small strip of low wet land extended a short distance onto T-5686, which shows the land here dry. The difference is probably seasonal, and the proper symbolization open to discussion. A correction is not necessary. T.M.P.

LANDMARKS AND NONFLOATING AIDS TO NAVIGATION.

The following landmarks are listed on Form #567 attached to this report.

Sanford Municipal Water Tank 1935
Chase Water Tank 1937
Airport Light Beacon
Sanford Gas Works Stack 1935
Sanford Old Ice Plant Stack 1935

The twenty-one permanent nonfloating aids to navigation, including the four located by triangulation consist of the lights and beacons in Lake Monroe. They have been listed on Form #567 as stated in the topographic descriptive report of Sheets XXX & YYY from the Mikawa, 1938.

(Position as submitted on former map was 30 m. in error because of mistake in position published. Nautical Chart section notified. T.M.P.)

Land marks not A's were located by plan table or sextant on GCS 143 & 144 M, except Airport Light which was located by radial plot.

At the present time there is no record in the files of this party of Terminal Cut Beacons #7 and #9 as listed in the 1938 Light List. *Nautical chart section notified of the probable non-existence of these beacons at this time.*

GENERAL DESCRIPTION OF THE TOPOGRAPHY.

The area delineated on this sheet covers the land on the south and southeast sides of Lake Monroe, City of Sanford, and several suburban additions and land promotions surrounding the City of Sanford. A strip of cypress swamp is located just southwest of U. S. Highway #17 at the northwest corner of the sheet. Another cypress swamp is located just east of the Mayfair Hotel. This merges into a grassy marsh land at the northeast corner of the sheet.

Directly to the west and east of the City of Sanford are the large celery farms. During July and August the hot beds are prepared. Later on in the fall the young plants are set out and during January, February and March the celery is harvested.

The south side of the sheet is rather sandy with now and then a strip of low land, intermittent and grassy ponds scattered in between the numerous sub-divisions and real estate promotion districts. The extreme southern limit has several citrus groves, and numerous lakes, the largest of which is Crystal Lake.

Pine, oak, brush and palmetto are scattered throughout the sheet.

FIELD INSPECTION.

Field inspection by boat was made in 1937, and during the summer of 1938 truck inspection was accomplished.

ROADS AND TRAILS.

Numerous first class roads and streets are shown on this sheet. Most of the important ones have been labeled "paved", "sand", or "shell" on the overlay.

Not all the trails, especially those of minor importance, were shown. As endeavor was made to follow as closely as possible the latest instructions concerning the drafting of roads and trails.

*"sand" and
"shell" notes
removed from
sheet.*

STREAMS, CANALS AND DITCHES.

One prominent canal is shown on the northwest corner of the sheet.

A prominent stream flows into Lake Monroe between D. A. 219 and D. A. 220. No name was found for this stream. Its width was of such a nature that it was given a double line.

Not all ditches were shown, especially those running along and close by prominent highways. An attempt was made to show the most important feature where two or more appeared to converge together.

The stream as shown on the attached Map of the City of Sanford, just west of the Mellonville District is covered up and obliterated at the southern end. However it runs as an open ditch as shown on the sheet to Fifth Street where it is covered and runs on as a sewer.

SWAMPS, PONDS AND LAKES.

Swamps have been described under General Description of Topography.

A number of intermittent and grassy ponds are shown on this sheet. Any pond labeled "grassy pond" on the sheet is not to be used as a geographic name.

Several lakes are shown and their geographic names are listed on the overlay.

COMPARISON WITH OTHER SURVEYS.

The attached City of Sanford Map was apparently drafted from all the proposed sections, sub-divisions and real estate promotion districts. The air photographs do not show all of these developments and consequently they were left off the sheet. However the main layout of streets, roads and highways check closely.

⁽¹⁴³¹⁴⁾ A comparison was made with Graphic Control Sheets ~~XXX~~ and ~~YYY~~ of the M. V. Mikawe, 1938 season. G. C. S Sheet ~~XXX~~ checked within the allowable limits. G. C. Sheet ~~YYY~~ did not check the nine lens picture #03242 in the vicinity of Grassy Point as closely as should be expected. However since the area is very shoal a difference of a few inches in the lake level would mean a difference of 20 to 30 meters in the shape of this point. G. C. Sheet ~~ZZZ~~ checks within the allowable limits except in the small ^{Cove} in the St. Johns River just east of Big Smoke House Cove. The present drawing checks both the nine and five lens pictures at this point and at the mouth of the Woodruff Canal. However since the outside limits of the shoreline was used to determine the general outline of this marshy area, this drawing does not necessarily check the limits of the G. C. Sheet where in most cases their shoreline is shown at M. H. W.

almost nothing added in on G.C.S. in vicinity mentioned.

this sheet not yet in office
Aug-9, 1939

Small differences are of little importance in this low marshy area.

Sheet #1, U. S. E., 1935, and U. S. C. & G. S. Chart #509 were too small to give a comparison of this area.

Sheet #4, U.S.E. 1935 covers about half of the area on 1:6,000 scale. See review.

POWER LINES.

Two power lines cross this sheet. One at the western end and one east and west across the sheet. These lines were located by field inspection. As the distance from the power lines to the centerline of the highways varied from 15 to 20 feet, they are shown on this sheet slightly exaggerated in order to print more clearly.

Overhead Crossings Row of poles with power line cable crossing; clearance: 106 ft. above Mean Sea level; at extreme West end of Lake Monroe; data from plane table survey C S 143 M.

SYMBOLS.

Standard symbols were used throughout this sheet, except just east of D. A. 219, where a number of horizontal gas tanks were shown among the vertical ones. *Removed from sheet as the symbol used could not be interpreted without extensive notes which the importance of the feature did not justify.* T.M.P.

MISCELLANEOUS.

All groves shown on this sheet are citrus whether labeled or not. All cultivated areas are left open in accordance with recent instructions.

There are no ferry routes or cable crossings on this sheet. *see above overhead crossing.*

Woodruff Creek and Canal are not navigable at the present time as they are clogged with hyacinth.

St. Johns River at the northeast corner of the sheet is navigable to small craft.

A broken line along parts of the seawall shows the limits of the shoal water.

All shoreline and roads are in accordance with recent instructions.

All buildings were omitted from the Sanford area, its suburbs and real estate developments, except those of a public nature or along the water front. In the outlying districts, buildings larger than the ordinary were shown.

All tree and brush symbols were omitted *in built up areas.* especially in the main district of Sanford.

The main line of the Atlantic Coast Line Ry. runs into Sanford. Their repair shops and main yards are also located here. From the hub of the passenger depot several lines run out from Sanford into the surrounding countryside. The number of tracks are shown on the overlay at different points where several tracks might lead to confusion.

The seawall which is a concrete structure two feet thick and several feet high, runs from a point near station "Boulevard" eastward to a point at the edge of the swamp just east of the Mayfair Hotel.

Culverts were not shown where ditches or small streams crossed the highways and paved streets.

Only a few names of the streets and real estate subdivisions were placed on the overlay for identification purposes. All of them may be found on the attached City of Sanford Map.

Triangulation Station "Sanford Gas Works Stack" is the City of Sanford Incinerator Stack.
(Geodesy has a note to this effect in their triangulation description files. T.M.P.)

Respectfully submitted,

Henry O. Fortin
Henry O. Fortin
Jr. H. & G. Eng'r.

Approved and Forwarded.

Riley J. Sipe
Riley J. Sipe
Chief of Party.

- ~~(1) According to note Pt. in review by Chief of party, the edge of the L.W.R. was traced where it could not be located.~~
- (2) There are no described H&T stations, or bridges over navigable waters on this sheet.

T.M.P.
Aug. 9, 1931
Wash. D.C.

SOURCES OF GEOGRAPHIC NAMES

Field Sheet 40

Register No. T-5688

	Local usage	USCGS Chart # 509	G.C. Sheet XXX - YYY	Coast Pilot	Light List	Official Road Map Fla. State Rd. Dept. Sanford, Florida. 1935 Map	USE Sheet #1 & #2 Channel Survey 1935	USE Sheet #4 Channel Survey 1935	Seminole County State Road Map	State of Fla. Dept. of Interior, USGS Intracoastal Water- way Map	Sectional Map of Fla. Dept. of Agriculture Blue Print	Seminole County Blue Print	A.C.L.Ry. Sheet #5
Sanford	x	x	x	x		x	x	x	x	x	x	x	
Lake Monroe	x					x				x		x	
New Upsala	x								x		x	x	
Lake Monroe (lake)	x	x	x	x	x	x	x	x	x	x	x	x	
St. Johns River	x	x	x	x	x			x	x			x	
Grassy Point	x		x										
Woodruff Creek	x		x										
Lake Gem	x					x							
Golden Lake	x												x
Lake Onorae	x												x
Silver Lake	x												x
Lake Jennie	x					x							x
Lake Ada	x											x	
Reservoir Lake	x					x						x	
DeForest Lake	x											x	
Amory Lake	x					x							
Pine Lake	x					x							
Crystal Lake	x					x						x	
Twin Lakes	x					x							
Lake Como	x												
St. Joseph	x								x				
Beardall	x										x		
Fort Reed	x					x					x	x	
Rands Yard	x					x					x		x

SOURCES OF GEOGRAPHIC NAMES

Field Sheet 40

Register No. T-5688

	Local usage	USCGS Chart - 509	G.C. Sheet XXX = VII	Coast Pilot	Light List	Official Road Map Fla. State Rd. Dept. Sanford, Florida. 1935 - Map USE Sheet #1 & #2 Chamel Survey 1935 USE Sheet #4 Chamel Survey 1935 Seminole County State Road Map State of Fla. Dept. of Interior, USGS Intraoostal Water- way Map Sectional Map of Fla. Dept of Agriculture Blue Print Seminole County Blue Print A.C.L.Ry. Sheet #5
Goldsboro	M					
Lookhart	M				M	
Woodruff	M					
Monroe Corner	M					
Grapeville	M					
Midway	M					
Canaan	M					M
Beek Hammock	X					M
Loch Arbor	X				M	
O/nora Road	X					M
Orange Boulevard	X					M
Woodruff Canal	X					
Mothers Arms	X					
Big Smoke House Cove	X					

GEOGRAPHIC NAMES

SANFORD This is the largest town on this sheet, and is located on the south shore of Lake Monroe. It is the county seat of Seminole County. It has a population of about 10,000. It has several elementary schools, a high school, two colored academies, several churches and city parks.

LAKE MONROE Some sources list the name as Monroe, however Lake Monroe is preferred and so is recommended for charting. This is a small community on the A. C. L. Ry. located just off U. S. Highway #17 before it crosses the bridge at the west end of Lake Monroe. It has a railway station by that name, a postoffice, a church and a store.

NEW UPSALA Some of the sources show this to be a little west and south of the position as shown on the overlay. However the position shown on the overlay is believed to be the correct one. This is a very small community consisting of a few citrus groves and houses situated at the point where the New Upsala Road crosses the A. C. L. Ry. tracks.

LAKE MONROE A prominent lake just north of Sanford, 5 miles long and 3 miles wide. This lake is termed as head of navigation of the St. Johns River for larger vessels.

ST. JOHNS RIVER This is a continuation of the St. Johns River from the east shore of Lake Monroe.

GRASSY POINT A prominent point just north of Woodruff Creek.

WOODRUFF CREEK This is a creek at the southeast end of Lake Monroe. A canal has been dredged from the head of Woodruff Creek to the St. Johns River. However the canal is clogged with hyacinth and no passage is possible at the present time. An earthen dam has been built across the east end of the canal to allow trucks to pass hauling river loam to the celery farms.

LAKE GEM A small pond in the Bell-Air subdivision development.

GOLDEN LAKE A prominent lake in the southeast corner of the sheet.

LAKE ONORAA A small lake just west of Golden Lake.

SILVER LAKE A prominent lake just southwest of Lake Onoraa.

LAKE JENNIE A prominent lake just west of U. S. Highway #17 and #92 in the south central part of the sheet.

LAKE ADA A prominent lake southwest of Lake Jennie. Sometimes called Sharon or Ratlift Lake. Lake Ada is preferred.

RESERVOIR LAKE A small lake just west of Lake Ada. Sometimes called Miller Lake. The former name is preferred.

DEFOREST LAKE A small lake at the head of Crystal Lake.

AMORY LAKE A small lake just southwest of DeForest Lake.

PINE LAKE A small pond just south of Amory Lake.

CRYSTAL LAKE A very irregular lake just south of DeForest Lake.

TWIN LAKES Two prominent lakes in the southwest corner of the sheet.

LAKE COMO An irregular lake in the extreme southwest corner of this sheet. The northwest corner is sometimes called Lake Ruth and the northeast corner Chase Lake; these lakes are also known locally as Lake Rawson. One resident insisted the name was Lake Coma. However since Lake Como was the former spelling that name is recommended.

ST. JOSEPH No community is at the present time known by this name. A paved road in the vicinity now bears the name.

BEARDALL At the northeast corner of the A. C. L. (S & E) Branch Ry. just east of Chase Water Tank. One source lists the name as Beardolt. Since the field inspection party observed the sign on the avenue as Beardall the name is recommended.

FORT REED A small community at the intersection of the A. C. L. Ry. and a cross road between Sanford and Mellonville Avenue.

RANDS YARD Sources show this listed both as Rands Yard and Rands. Locally it is known as Rands Yard and is also called that by the A. C. L. Ry. yardmen. Therefore the name Rands Yard is recommended for charting. A freight office, water tank and extensive freight yards of the A. C. L. Ry. are located here.

GOLDSBORO No community by that name now exists, so the name was not placed on the overlay. The name is still used as the western end of 13th Street.

LOCKHART Is a colored community just west of the South West Road.

WOODRUFF On one source this is called Pine Level which is just across from Lockhart. Since there was some confusion about this name it was left off the overlay.

MONROE CORNER This is the name given to the community around Florida Geodetic Survey Mark A. W. #3.

GRAPEVILLE It is the name given to the community at the south end of Grapeville Avenue.

MIDWAY It is the name given to the colored community about $\frac{1}{2}$ mile west of station Cooling 1935.

CANAAN Is the name of the colored community just north of Midway.

BECK HAMMOCK Is the name given to the white district just east of station Cooling 1935.

LOCH ARBOR Is the name of the section just northwest of Crystal Lake.

ONORA ROAD This is the name of a paved road just north of Lake Onora. It is also known locally as Silver Lake Road. However the name Onora Road is recommended.

ORANGE BOULEVARD This is the name of a paved road leading westward from Station Lake Monroe. It is also known as Plymouth Avenue or just Boulevard. However the name Orange Boulevard is recommended.

WOODRUFF CANAL It is the name of the canal leading from the head of Woodruff Creek to the St. Johns River. At the present time this canal is filled with hyacinth and is not navigable.

MOTHERS ARMS Is the name locally given to the prominent cove just south of Grassy Point and is recommended for charting.

BIG SMOKE HOUSE COVE Is the name locally given to the cove just northeast of Grassy Point and is recommended for charting.

Remarks

Decisions

1		U S G B
2		288812
3		"
4		287813
5		288813
6		288812
7		"
8		"
9		287812
10		288812
11		"
12		287812
13		"
14		"
15		"
16		"
17		"
18		"
19		287813
20		"
21		"
22		"
23		"
24		"
25		287812
26		287812
27		288813
M 234		

GEOGRAPHIC NAMES

Survey No. T-5688

#1

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrang. Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓ <u>St. Johns River</u>									1
✓ <u>Sanford</u>									2
✓ <u>Lake Monroe</u>									3
✓ <u>New Upsala</u>									4
✓ <u>Lake Monroe (town)</u>									5
✓ <u>Grassy Point</u>									6
✓ <u>Woodruff Creek</u>									7
✓ <u>Woodruff Canal</u>									8
✓ <u>Woodruff</u>									9
✓ <u>Big Smokehouse Cove</u>									10
✓ <u>Mother's Arms</u>									11
✓ <u>Lake Gein</u>									12
✓ <u>Golden Lake</u>									13
✓ <u>Lake Onora</u>									14
✓ <u>Silver Lake</u>									15
✓ <u>Lake Jennie</u>									16
✓ <u>Lake Ada</u>									17
✓ <u>Reservoir Lake</u>									18
✓ <u>DeForest Lake</u>									19
✓ <u>Amory Lake</u>									20
✓ <u>Pine Lake</u>									21
✓ <u>Crystal Lake</u>									22
✓ <u>Winn Lakes</u>									23
✓ <u>Lake Como</u>									24
✓ <u>Beardall</u>									25
✓ <u>Fort Reed</u>									26
✓ <u>Rands Yard</u>									27

Remarks

Decisions

1		287812
2		288813
3		287812
4		"
5		"
6		"
7		287813
8		
9		
10		287812
11	D.R. states no such community now exists.	(In each instance a
12	" " " "	road or
13		street is
14		so named)
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. **T-5688**

#2

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrang- Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atla.	U. S. Light List	
A,	B,	C,	D,	E,	F,	G,	H,	K,	
✓ <u>Lockhart</u>									1
✓ <u>Monroe Corner</u>									2
✓ <u>Grapeville</u>									3
✓ <u>Midway</u>									4
✓ <u>Canaan</u>									5
✓ <u>Beck Hammock</u>									6
✓ <u>Loch Arbor</u>									7
<u>Onora Road</u>									8
<u>Orange Boulevard</u>									9
✓ <u>Highland Park</u>									10
<u>St. Joseph</u>									11
<u>Goldsboro</u>									12
<u>Moore Station</u>									13
									14
									15
									16
									17
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									27

by L. Heck 7/18/39

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Hubert A. Paton

Compiled by: Henry O Fortin

Project: HT-168

Instructions dated: March 4, 1935

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)
Not 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)
Submitted herewith two prints. *City Map of Sayford forwarded, other print returned for unfurnished sheets.*
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)
Edge of low water line traced where M H W could not be located. *This is a mark and the line has been traced at edge of the ground.*

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)

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)

Yes

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)

Yes

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.

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.

Yes

2. The degrees and minutes of Latitude and Longitude are correctly marked.

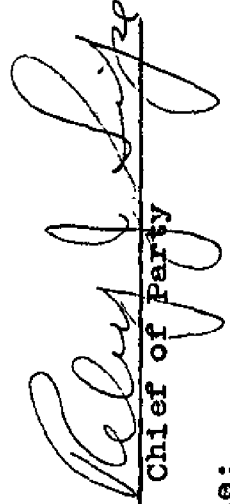
Yes

3. All station points are exactly marked by fine black dots.
Yes
 4. Closely spaced lines are drawn sharp and clear for printing.
Yes
 5. Topographic symbols for similar features are of uniform weight.
Acceptable
 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.
Yes
- (Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.
No.

17. Remarks: The majority of the work on this sheet was completed under Lieut. Hubert A. Paton and his name is shown as Chief of Party, except where a signature was necessary.

18. Examined and approved;


Chief of Party

19. Remarks after review in office:

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by S. K. & H. D. R. Jr.

Positions checked by " " ON BULING MACHINE

Grid inked on machine by S. K. & H. D. R. Jr.

Intersections inked by ~~S. K.~~ S. K. or H. D. R. Jr.

Minute Intersections

~~Points~~ used for plotting grid:

~~X~~ ~~28-49~~
Y 81-19

X 28-49
Y 81-20

X 28-48
Y 81-17

X _____
Y _____

X 28-46
Y 81-20

X _____
Y _____

X 28-46
Y 81-14

X _____
Y _____

Triangulation stations used for checking grid:

$L = 417,979.29 - Y = 1,629,189.12$

1. West Base USE, 1935 (Ref. Sta.) 5. _____
2. Various Fla. Geod. Survey 6. _____
3. Traverse Stations 7. _____
4. _____ 8. _____

5688

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5688

DATA RECORD

Triangulation - 1934 (U.S.E.); 1935.
Photographs taken - March 20, 1935 and February 16, 1939.
Field Inspection - Shoreline:1937 (summer)
Interior:1938 (summer)
Contemporary planetable graphic
control surveys - December 1937, January 1938.
Recoverable stations of less than
third order accuracy - 1937 - 1938.
Contemporary hydrographic surveys - 1938.
Traverse (Florida Geodetic Survey).

The field inspection was for the purpose of interpreting the photographs. The detail of T-5688 is of the date of the March 20, 1935 (5-lens) photographs except as follows:

- (1) From 9-lens photograph taken February 16, 1939.

This photograph was taken to supplement the 5-lens photographs in the N.E. portion of the sheet which was not adequately covered by the 5-lens photographs. Apparently no field inspection with this 9-lens photograph was made, but the interpretation was made in the office using previous field inspection of the 5-lens photographs as a guide. The following information was taken from the 9-lens photograph and is of the date of that photograph:

- (a) All detail north of latitude 28°48.5', and east of longitude 81°15' (except Lake Monroe Beacon No. 4 which was located by the graphic control surveys). Most of the detail consists of marsh shoreline.

- (2) From 1937-1938 Graphic Control Surveys:

- (a) Location of poles and determination of the vertical clearance of overhead power line crossing at West end of Lake Monroe.
- (b) Location of lights and beacons except those located by triangulation.
- (c) Location of certain piles and a few short sections of shoreline.

COMPARISON WITH RECENT GRAPHIC CONTROL SURVEYS

G.C.S. 143 M (1938) 1:10,000.
G.C.S. 144 M (1939) 1:10,000.

(Note: G.C.S. Field Letter ^{ZZZ} 288, which includes the small area east of longitude 81° 13.5' has not yet been received from the field. Comparison will be made and note added to this review when it is received.)

G.C.S. 143 M. *Not Received 11-22-40, Probably destroyed in Mikawee Fire.*

- (1) Triangulation station Sanford Gas Works Stack, 1935 was plotted from the office published list of adjusted geographic positions which contained a 1 second error in latitude (approximately 30 meters). It is not known whether this stack was used as a signal in the planetable work. An examination of the sheet did not disclose any pencil cuts to this station at an angle that would cause an appreciable error resulting from its erroneous position, and since the descriptive report did not mention any difficulties encountered and no conflicts could be found in a comparison of the different surveys, it seems probable that no error has arisen from this source.

G.C.S. 144 M.

- (1) Two piles which were located on G.C.S. 144M and which did not appear on T-5688 were transferred to the later drawing upon review.
- (2) A small difference between rodded shoreline on G.C.S. 144 M at the mouth of Woodruff Creek and T-5688. This is marsh shore, subject to considerable variation with small change in height of water as explained on page 4 descriptive report T-5688. Shoreline as it appears on T-5688 has been accepted as correct.
- (3) Lake Monroe Beacon 4 differed by 8 meters between the two surveys. The G.C.S. 144 M was the source of the location of these beacons (no statement to the contrary being contained in any descriptive report) and the T-5688 position has been corrected to agree with G.C.S. 144 M.
- (4) The descriptive report of G.C.S. 144 M states that all detail, except that part inked, came from T-5688. T-5688 however was later changed (upon receipt of 9-lens photographs) so that the un-inked detail does not always agree between the two surveys.

GENERAL

T-5688 has been carefully compared to and corrected against the field photographs and notes, the above graphic control surveys, and the recent hydrographic surveys. In case of any difference between the above graphic control surveys and T-5688, the latter should now be taken as correct.

All detail on the above graphic control surveys within the area of T-5688 is now shown on T-5688, except:

- (a) Magnetic declination
- (b) Temporary topographic stations.

COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-1512 (1883) 1:80,000.

This is a small scale, reconnaissance survey with little control. It has been examined in connection with T-5688, but a detail comparison would be of no value. T-5688 is adequate to supersede.

COMPARISON WITH RECENT HYDROGRAPHIC SURVEYS

H-6307 (1938) 1:10,000.

- (1) 35 m. difference in position of a 2 inch iron pipe offshore at latitude $28^{\circ} 48.95'$, longitude $81^{\circ} 16.6'$. The hydrographic position results from a sextant fix taken at the spot by the hydrographic party. The position on T-5688 was probably a result of a sextant fix taken by the field inspection party. The notes on the field inspection photo regarding this iron pipe and the angles of the fix are somewhat confused, and the hydrographic position has therefore been accepted. The object appears on the hydrographic sheet but has been removed from T-5688 upon review.
- (2) East of longitude $83^{\circ} 15'$ there are numerous large differences in the shoreline. The review of H-6307 says that the shoreline came from T-5688. The descriptive reports of the various surveys omit an explanation of this difference but lacking information to the contrary it seems probable that a shoreline was first put on T-5688 in this area from the 5-lens photographs and transferred to the hydrographic and graphic control survey. Later, when the 9-lens photographs were received, the shoreline was revised

on T-5688 but H-6307 and G.C.S. 144M were not changed to agree. The hydrographic review unit has been advised of this difference and it is recommended that H-6307 shoreline be corrected to agree with T-5688 by that unit.

H-6307 corrected
RHC

- (3) Triangulation station Sanford Gas Works Stack, 1935 (hydrographic signal Gas) was plotted from the office list of adjusted geographic positions which contained an error of approximately 30 m. in latitude. This signal was used to some extent in the hydrography. Any corrections to the hydrography that may be necessary as a result of this error have been left to the hydrographic review section for adjustment. That unit has been advised of this difference.

ADDITIONAL HYDROGRAPHIC SHEETS.

The hydrography east of 81° 13.5' has not yet been received in the Washington office. The comparison between T-5688 and the remaining hydrography has been left for the hydrographic reviewer to accomplish upon receipt of those hydrographic sheets.

COMPARISON WITH U. S. E. SURVEYS.

Sheet No. 4, 1935, 1:6,000.

In general the agreement is good. There are differences in the marsh shoreline which is to be expected considering its nature, but the differences are not important and T-5688 is considered correct and adequate to supersede.

COMPARISON WITH CHARTS.

Chart 509 (print 3/14/38) 1:40,000.

Terminal Cut Beacons 7 and 9 appear both on the chart and in the 1939 Light List. According to page 4 of the review of H-6307, these beacons were non-existent in March 1938. Terminal Cut Beacon 1 is plotted 200 yards out of position on the chart according to its location on graphic control survey 143M. The Nautical Chart Section has been advised of these differences.

RECOVERABLE H. & T. STATIONS.

There are 17 recoverable H. & T. stations on this sheet which were located by and transferred from the

G.C.S. and one (Sanford Airport Light) which was located by air photo radial plot. Although Forms 524 were submitted for all of the 17 H. & T. stations located by the G.C. surveys, these have been discarded upon review as being unnecessary. There are now no described recoverable H. & T. stations on this sheet.

*These 17 stations
were all beacons
1939*

LANDMARKS.

There are 21 aids to navigation on this sheet. These are said to have been submitted on Form 567 by the G.C. survey party. There are 5 other objects recommended for charting as aids to navigation by the air photo survey party; these have been submitted on Form 567.

One of the 5 objects was Sanford Gas Works Stack 1935, which was listed 30 meters in error because of a mistake in the office adjusted list, as explained elsewhere. The nautical chart section has been advised of this correction to be applied to the above Form 567.

DRAFTING.

The drawing on this sheet is too light in many places to reproduce well without considerable negative work. The trouble appears to be caused by a lack of adequate adherence between the ink and the celluloid or possibly because of using an ink which was too thin and lacking in the density necessary to make a permanently black dense line. The portion of the drawing in the N.E. section of the sheet which was recently done (after the receipt of the 9-lens photographs) is noticeably superior in its black, dense, clear-cut quality.

ACCURACY.

No statement of accuracy is given in the descriptive report but from a review of the sheet it is believed that there is a probable error of 6-8 meters.

ADDITIONAL WORK.

This survey is complete and adequate for chart compilation.

Reviewed by - T. M. Price, Jr., August 9, 1939.

Inspected by

T. B. Reed
T. B. Reed,
Chief, Field Records Section.

J. L. Pascoe
J. L. Pascoe,
Chief, Section of Field Work.

K. T. Adams
K. T. Adams,
Chief, Division of Charts.

G. H. Hude
G. H. Hude,
Chief, Division of H. & T.