

5787

5787

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5787
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES FEB 11 1941 Acc. No.	
State	FLORIDA
LOCALITY	
STEINHATCHEE RIVER	
FLORIDA WEST COAST	
Photographs taken Dec. 3, 1939	
1940	
CHIEF OF PARTY	
Lieut. Kenneth G. Crosby	

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-5787

State Florida

General locality Florida West Coast

Locality Steinhatchee River

Scale 1:20,000 Date of ~~survey~~ Photographs December 3, 19 39

Party:

~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected by: Lieut. G.W. Lovesee

~~Forwarded~~ by c. Lieut. G.L. Anderson Feb.-March, 1940

Inked by Jesse A. Giles

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated April 3, 19 40

Remarks:

SURVEY WORK SUMMARY

	Man	1940 Date	Hours
Control Surveys.....	K.G.C.	July	24
Planotable Surveys.....			
		Total	24

FIELD INSPECTION

Preparation of Photographs.....	Tampa Office Personnel	Jan.	12
Field Work.....	G.L.A. - G.W.L.	Feb. - March	80
Inking Notes.....			
Coast Pilot Notes.....			
Geographic Name Report.....	G.L.A. - G.W.L.	March	40
Landmarks for Charts.....			
Description Cards.....			
Recovery Notes.....	Y - D	July 10 & Dec. 18	2
		Total	134

LARGE RADIAL PLOT

Scale Plot.....	E.L.J. - O-R.H.Y.	May 25 & July 2, 3	4
Projection on Base Sheet.....	Washington Office		
Projection on Survey Sheet.....	S. Kass "	June 4	
Control Plotted.....	K.G.C.	June 8	2
Control Checked.....	E.L.J.	June 8	1
Control Trans. to Base Sheet.....	K.G.C.	June 8	1
Transfer Checked.....	E.L.J.	June 8	2
Control picked on Photographs.....	E.L.J.	May 16, June 25	6
Control checked on Photographs.....	KGC-WHS-BRS	May 15-July 30	8
Hydro. & Tono. Stations picked.....	RHY - JAG	July 6-10	15
Radial points picked.....	ELJ-KWS-RHY-JAG	May 16-July 16	21
Adjacent centers picked.....	KGC-RHY-KWS-WHS	May - July	19
Templates.....	BRS-JHSB	July 19-Aug 16	22
Radial Plot.....	X *-E.L.J.-K.G.C.	Aug. 10-19	10
Radial Points transferred.....	ELJ	June 12 & Aug. 17	4
Transfer checked.....	KGC-JAG	" " Aug. 19	9
H & T Stations scaled & checked....	X *	June 15 & Dec. 10 & 21	30
Additional Radial points.....	JAG	Sept. 5	1
		Total	155

* X, various personnel of Party.

DETAILING

Rough Draft.....	RHY - JAG	June 13 & Sept. 21,	371
Smooth Draft.....		Jan. 15, 1941	
		Total	371

COMPILATION

Name Overlay.....	JAG	Oct. 23	2
Descriptive Report.....	JAG-KGC	Nov. 7-Dec. 12	23
Field Review.....	KGC	Nov. 28-Jan. 15	41
		Total	66

Total Time spent on Sheets..... 750 hours.

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3717, 3718, 3719	December 3, 1939	11:24 - 11:27 AM	+ 0.4
3730, 3731	December 3, 1939	11:55 - 11:56 AM	+ 0.2
3752, 3753	December 3, 1939	12:31 - 12:32 PM	000

Tide from predicted tables for: Steinhatchee River Entrance
Reference Station - Tampa Bay

Camera: U.S. Coast and Geodetic Survey Nine-Lens (focal length $8\frac{1}{2}$ inches.)
Negatives on file at Washington Office.

SCALE

Mean scale of Photographs..... 1:20,000 + 1.002
Scale of Survey Sheet..... 1:20,000

STATISTICS

Area (land)..... 111.7 Square statute miles
Shoreline (more than 200 m. from opposite shore). 10.2 Statute miles
Shoreline (Creeks)..... 69.0 Statute miles
Roads, streets, trails, and railroads..... 175.1 Statute miles

REFERENCE STATION

Station: STEIN, 1933

Datum: N.A. 1927

Latitude: $29^{\circ} 44' 00.189''$ ✓
(5.8 meters)

Longitude: $85^{\circ} 26' 39.874''$ ✓
(1071.6 meters)

(Adjusted)

X coordinate: 2,335,036.69 ft.
Y coordinate: 268,253.36 ft.

DESCRIPTIVE REPORT
To Accompany
SHEET NO. T--5787

GENERAL

This sheet was compiled in accordance with "Instructions for Drafting Air Photographic Surveys, Project H.T.-242" dated April 3, 1940.

The general locality of the area covered by this survey sheet is Florida, West Coast, in the vicinity of the Steinhatchee River. The terrain is composed of low hills or ridges covered with oak, pine, grass and palmettos with numerous swamps and ponds in the depressions. The shoreline of Deadman Bay is marsh, the inshore limits of which are met by firm sandy soil on which grow palms, grass, pine, etc. The major portion of the shoreline along the river is swamp.

CONTROL

There are three control stations on this sheet. They are: STEIN, SALEM BASE A and SALEM SOUTH EAST BASE, all of which were established by Lieut. H. C. Warwick in 1933.

No errors were found in the location of the control stations by the photographic plot nor in the plotting of the stations on the field prints.

The United States Army Engineers have a scheme of triangulations extending from the entrance of the Steinhatchee River to a point approximately two miles above it. The scheme was originally a local net but it has now been connected by traverse to triangulation station JENA 1933, and the various stations placed on the State grid. The coordinates for these stations are based on the value of N 237,274.4 and E 2,367,649.9 for station JENA 1933. This value was recomputed and checked by this party. The USE stations along the Steinhatchee are indicated by black circles on this map drawing rather than by the usual triangulation symbol as the degree of accuracy for this work is not known. The following coordinates have been furnished by the District Office of the U.S. Engineers at Tampa, Florida. The values have been copy checked and stations indicated by an asterisk (*) were used to supplement the triangulation control in the main radial plot.

(*) STEINHATCHEE	N 245,218.1	GUNPOINT	N 246,113.5
	E 2,341,477.4		E 2,349,569.0
(*) OGRAM	N 241,212.1	JASON	N 246,456.8
	E 2,345,289.7		E 2,351,987.2
(*) GOODBREAD	N 245,285.2	HACKNIEY	N 245,864.3
	E 2,351,615.5		E 2,352,542.0
(*) FLETCHER	N 245,026.6	FERRY	N 245,344.5
	E 2,352,882.4		E 2,353,831.6

(*) PALMER	N 244,456.1	PERRY	N 245,251.3
	E 2,353,322.4		E 2,355,434.7
(*) NO NAME	N 244,355.3	SWAN	N 244,056.0
	E 2,353,944.3		E 2,356,429.2
(*) SPONGE	N 244,669.4	PEABODY	N 244,905.0
	E 2,354,331.8		E 2,356,191.2
		BARNEY	N 244,166.7
			E 2,357,507.2

MAIN RADIAL PLOT

A continuous radial plot was run on August 10th. - 19th. for the location of radial points and marked hydrographic and topographic stations for the southern half of Sheet No. T-5786, Sheets Nos. T-5787 to T-5791, inclusive, and the northern part of Sheets Nos. T-5792 and T-5793. This plot involved all photographs except as noted below, which extended southward from a northern limit comprising photographs Nos. 3757, 3798 and 3720, for the three lines of flight to the southern limit formed by photographs Nos. 3832, 3833, 3866, and 3838, in general vicinity of Cedar Keys, Florida. Office prints for photographs Nos. 3741, 3799, 3800, 3834, 3857-58-59, were not furnished at the time of this plot by the Washington Office as sufficient overlap of photographs adjacent to them permitted their omission.

This plot consisted of 51 templates and extended for a distance of approximately 50 nautical miles along the axis of flight. Although triangulation control in this area is somewhat meagre, there was enough to rigidly fix 12 templates. Traverse stations established by the Florida Mapping Project in 1934 were used to rigidly fix 6 additional templates. These fixed templates were so distributed throughout the plot that it facilitated the laying of 11 templates which were controlled by only two triangulation stations or, as in some instances, by three triangulation stations which formed only a weak fix. There were 18 templates on which there was but one triangulation control point and only 4 templates on which there were no control stations whatsoever. The latter, however, was accurately and rigidly controlled by radial points established by previously laid templates. All templates were prepared in accordance with "Notes on Radial Plotting of Nine-Lens Air Photographs" dated April 9, 1940, with the exception that many more radial points were located than recommended and that mask lines were not placed on the survey sheets.

It had been the practice of this party to run the plot on the base grid sheets after having transferred the control from the survey sheet. This plot was laid by this method without satisfactory results after three days of work. Investigation of the causes for such poor intersection of radial lines resulted in finding distortion which was unevenly distributed throughout the base grid sheets and which could not be completely eliminated by adjustment. These errors, in several instances, accumulated to an amount as much as 20 meters

in 4 grid squares. These grids had been ruled four months previous to this plot and probably accounts for the present large distortion. This method was therefore discarded and the second running of the plot was made directly on the survey sheets. This was completed in $4\frac{1}{2}$ days with excellent results.

The eight survey sheets for which this main plot was to be run were securely taped to the plotting table. All templates rigidly fixed by control were then laid, followed by those which were controlled but not fixed by triangulation or traverse, and finally those which were controlled by previously determined radial points. Excellent results were obtained in securing radial intersections for the numerous points. It has been found that much time can be saved by relieving the draftsmen of the task of putting in additional radial points without a material slowing up of the process of preparing the photographs and templates.

Upon completion of laying all the templates, the radial points were transferred to "dummy" sheets and the templates removed from the survey sheets. The radial points were then transferred to the survey sheet by matching the intersections of parallels and meridians previously pricked into the "dummy" sheet. No distortion was apparent in the projections of the survey sheets and the radial points were transferred with little, if any, adjustment.

It is believed that all radial plotted points shown on the survey sheet by 2.5 m.m. diameter blue circles on the back of the sheet or black circles on the front are within 0.25 m.m. of their true position. Points determined by two radial lines are shown by a green circle and also in some cases where there are three or more cuts with slim intersections. In several instances, a radial point could not be determined with sufficient accuracy to be used as such, in which case the actual radial lines have been drawn on the survey sheet for further investigation with the photograph by the draftsmen.

No large or unusual adjustments were necessary in any part of this plot and very good agreement was obtained with radial intersections to the picture centers on adjacent flight lines. Agreement along the flight line was excellent and a majority of the radial points were picked from a common intersection of three or more radial lines. A few of the radial points selected were pricked in the center of gravity of the triangle of error which in all cases gave a position of not more than 0.22 m.m. in distance from the sides of the triangle.

Various colored inks were used on the photographs and the survey sheet to designate triangulation stations, topographic and hydrographic stations and radial points. The following key is furnished for future reference.

Photographs

Triangulation stations.....	2.5 mm blue circle
Hydro. & Topo. stations.....	2.5 mm green circle
Radial points (main plot).....	2.5 mm red circle
Radial points (additional).....	3.5 mm red circle
Photograph centers.....	double red circle

Survey Sheet

Triangulation stations.....3.5 mm high black triangle
Hydro. & Topo. stations.....2.5 mm black circle
Radial points (main plot).....2.5 mm blue circle on back
of sheet
Radial points (additional).....3.5 mm blue circle on back
of sheet
Radial points (questionable).....3.5 mm green circle on back
of sheet

INTERPRETATION OF PHOTOGRAPHS

In general, photographs were found to be sufficiently clear for accurate delineation. No unusual conditions were encountered.

FIELD INSPECTION

Field inspection was done by Lieut. George L. Anderson and Lieut. (j.g.) George W. Lovesee under the former's supervision. This was accomplished during the months of February and March, 1940.

In several instances, due to misunderstanding, different abbreviations were noted on field prints to indicate the same type of vegetation. The legend used by the field inspection party and that used by the draftsman have been consolidated and made a part of this report. The actual abbreviation used in each particular case has been indicated in parenthesis on the consolidated legend sheet.

In a number of instances roads or trails leading to shoreline and to houses have been labeled "U.T." on field prints. These have been shown on survey sheet as second class roads.

Field notes were meagre. The field party had had no previous experience with the field inspection of air photographs.

Bench marks were field inspected and recovered. Recovery notes and Conditions of Bench Marks, (Form 685) were submitted to the Washington Office by Lieut. George L. Anderson, March 27, 1940.

DETAILING

The celluloid was prepared for inking by being thoroughly cleaned with soap and water and then rubbed with magnesium carbonate.

The detailing of this sheet has been done in accordance with current instructions for the project. No unusual conditions as regards detailing from the photographs were encountered.

When smooth drafting this survey sheet all roads should be shown 0.6 m.m. wide as no road in the area is 12 meters wide.

In those portions of this sheet covered by photographs lacking in field notes, the vegetation and terrain have been detailed by making comparisons with other areas of similar appearance, by means of the stereoscope and from general experience gained during the detailing of other similar sheets on this project and the preceding one.

The label "Sw. (Br.)" refers to cut-over swamps or swamps showing vegetation of brush height when viewed under the stereoscope.

In sections covered with grass, scattered pine and scattered clumps of trees it was found to be of advantage to detail entire area instead of trying to outline and label each small clump.

The azimuth mark at triangulation station SALEM SOUTH EAST BASE 1933 has been located by the main radial plot. Its location is in agreement with the geodetic azimuth as determined by triangulation. The azimuth was checked to the nearest minute by means of a steel protractor.

The azimuth mark for triangulation station SALEM BASE A, a water tank in the vicinity of Lat. $29^{\circ} 47.65'$, Long. $83^{\circ} 19.0'$, was not located by the main radial plot since a B.M., E-49, 1934 which is only 172 feet away, was a point determined by that method. The plotted position of this tank is in agreement with the geodetic azimuth as determined by triangulation. This azimuth was checked to the nearest minute as stated above.

NON-FLOATING AIDS

All of the non-floating aids in the Steinhatchee River are shown on this map drawing. The location of these beacons and lights have been determined by two independent methods. They have been located by sextant "cuts" taken by the Field Inspection party and by coordinates furnished by the local office of the United States Army Engineers at Tampa, Florida. The location of all lights and beacons located by these two methods are in good agreement and it is believed they are within 0.2 m.m. of their true location.

Light No. 11 was the only beacon or light whose position was determined by the main radial plot and it had been assumed that this position was correct. When plotting the sextant "cuts", adjustments were made holding to the position of Light No. 11. Subsequently, when plotting the coordinates of the U.S. Engineers it was found that there was a discrepancy of nearly 10 meters in position at Light No. 1 which gradually decreased to a negligible amount in the vicinity of Beacon No. 19. Further study revealed that the main radial plot location of Light No. 11 was in error. The point chosen for location by means of the main radial plot was that as shown on field photographs Nos. 3751 and 3753 by the field inspection party. Although there appears to be a light in this position on field photographs Nos. 3800 and 3732, lack of

definiteness and failure to check sextant angles and U.S.E. coordinates should cause this point to be questioned on the field photographs. This light has been replotted by using both the sextant cuts and USE coordinates and there does not appear to be any discrepancy in the location between the two methods used.

The sextant angles and the coordinates mentioned above have been carefully copy checked and made a part of this report. The list of sextant angles furnished are the values obtained by the field party. They have been carefully copy checked but it will be noted there are several discrepancies.

The discrepancies noted are as follows: the angle at AZO to BEACON NO. 5 should be $23^{\circ} 49'$ instead of $22^{\circ} 49'$ to be in agreement. At PAT the angle to BEACON NO. 24 appears to be in error by one degree and should be $115^{\circ} 54'$ to be in agreement. At KAY there appears to be a confusion of signals. The angle to BEACON NO. 23 should be $07^{\circ} 35'$ and the angle to BEACON NO. 24 should be $11^{\circ} 38'$ to be in agreement. The angles at GOODREAD to BEACONS NOS. 34 and 33 appear to be wrong. To be in agreement the value of these angles should be approximately $17^{\circ} 06'$ and $60^{\circ} 11'$, respectively.

JUNCTIONS

This sheet joins with Topographic Sheet T-5789 on the east, T-5788 on the south and T-5786 on the west. All of the junctions were satisfactorily made and no adjustments were necessary.

COMPARISON WITH OTHER SURVEYS

Comparison was made with bromide print of Topographic Sheet, Register No. 1425 b and the following differences noted.

BIVENS CREEK (Lat. $29^{\circ} 40.5'$, Long. $83^{\circ} 25.7'$) is now about 50 meters northwest of the position shown on bromide 1425 b. Agreement around the entrance to the Steinhatchee River is good except in minor details such as courses of streams entering the river in this vicinity.

In the vicinity of the Steinhatchee River at Lat. $29^{\circ} 40.2'$, Long. $83^{\circ} 23.0'$, there is a large discrepancy in the location of the river. The river east of this point is misplaced in azimuth although there appears to be little change in either width or detail. The position shown by this compilation is correct.

The inshore limits of the marsh do not agree with shown on the bromides except in a few instances. The present compilation should be accepted for both limits and type of vegetation.

The town of Steinhatchee, on the north bank of the Steinhatchee River, does not appear on the bromide print mentioned above. This town has previously had various names. Reference should be made to the report on Geographic Names submitted by Lieut. George L. Anderson for this area.

In the vicinity of PORPOISE CREEK (Lat. $29^{\circ} 39.4'$, Long. $83^{\circ} 24.4'$) there are many differences in the location of the shoreline when comparing this compilation with the bromide copy of the topographic sheet. The shoreline shown on this compilation should be accepted as being correct.

Chart No. 180 does not show all of the non-floating aids in the Steinhatchee River. The last beacon shown on this chart is BEACON NO. 24. Beacons Nos. 25, 26, 28, 30, 31, 33, 34, and 36 are not shown.

Due to large scale difference, comparisons with other maps and charts were not practicable.

GEOGRAPHIC NAMES

The geographic names in this area were submitted to the Washington Office in March, 1940, by Lieut. George L. Anderson in a special report for Geographic Names for that section of this project field inspected under his supervision.


LANDMARKS

There are no prominent landmarks on this sheet.

Respectfully submitted,

Jesse A. Giles
Draftsman

Forwarded,


Lieut. Kenneth G. Crosby
Chief of Party

COORDINATES FOR CENTER LINE OF DREDGED CHANNEL IN THE STEINHATCHEE RIVER

The following coordinates have been furnished by the U.S. Army Engineer office at Tampa, Florida for points along the center line of the dredged cuts.

STATION	COORDINATES	FEET	METERS
			.3048006096
2,000.0	N 239,914	- 86	26.2
	E 2,331,018.6	1,018.6	310.5
17,302.9 Cut "A" (0.0 Cut "B")	N 244,096.2	4,096.2	1248.5
	E 2,345,687.6	5,687.6	1733.6
2,326.8 Cut "B" (0.0 Cut "C")	N 245,595.2	5,595.2	1705.4
	E 2,347,484.6	7,484.6	2281.3
1,004.8 Cut "C" (0.0 Cut "D")	N 245,733.5	5,733.5	1747.6
	E 2,348,521.6	8,521.6	2597.4
1,142.6 Cut "D" (0.0 Cut "E")	N 246,643.4	6,643.4	2024.9
	E 2,349,211.9	9,211.9	2807.8
1,508.0 Cut "E" (0.0 Cut "F")	N 246,192.4	6,192.4	1887.4
	E 2,350,439.6	439.6	134.0
8,622.2 Cut "F" (0.0 Cut "G")	N 245,680.8	5,680.8	1731.5
	E 2,351,137.1	1,137.1	346.6
1,617.1 Cut "G" (0.0 Cut "H")	N 245,522.3	5,522.3	1683.2
	E 2,352,749.4	2,749.4	838.0
1,048.2 Cut "H"	N 244,841.2	4,841.2	1475.6
	E 2,353,520.1	3,520.1	1072.9

U.S.E. STATIONS & OFFSETS FOR NON-FLOATING AIDS
STEINHATCHEE RIVER

Aid No.	Centerline Station		Offset from Centerline		
	Feet	Meters	Feet	Meters	
LIGHT NO. 1	2546	776.0	121	36.8	Cut A
BEACON NO. 3	4034	1229.6	122	37.2	Cut A
BEACON NO. 5	5562	1695.3	121	36.8	Cut A
BEACON NO. 7	7037	2144.9	122	37.2	Cut A
BEACON NO. 9	8552	2606.7	124	37.8	Cut A
LIGHT NO. 11	9988	3044.3	125	38.1	Cut A
BEACON NO. 13	11477	3498.2	125	38.1	Cut A
BEACON NO. 15	13000	3962.4	125	38.1	Cut A
BEACON NO. 17	14532	4429.4	125	38.1	Cut A
BEACON NO. 19	16143	4920.4	125	38.1	Cut A
LIGHT NO. 21	17513	5338.0	206	62.8	Cut A
BEACON NO. 23	1581	481.9	104	31.7	Cut B
BEACON NO. 24	2251.5	686.2	91.7	28.0	Cut B
BEACON NO. 25	168	51.2	97	29.6	Cut D
BEACON NO. 26	698	212.8	100	30.5	Cut D
BEACON NO. 28	277.5	84.6	112.9	34.4	Cut E
BEACON NO. 30	19	5.8	128	39.0	Cut F
BEACON NO. 31	827	252.1	168	51.2	Cut F
BEACON NO. 33	812	247.5	112	34.1	Cut G
BEACON NO. 34	1577	480.7	126	38.4	Cut G
BEACON NO. 36	1043	317.9	104	31.7	Cut H

SEXTANT ANGLES OBSERVED --- STEINHATCHEE

At AZO

Lt. No. 1	00°	00'
BN. No. 3	11	27
BN. No. 5	22	49
(probably 23 49 K.G.C.)		
BIRD ROOST	24	12
BN. No. 7	35	20
BN. No. 9	45	56
LT. No. 11	54	23
BN. No. 13	61	37
BRID ROOST R.	81	26

At OGRAM

LT. No. 1	00°	00'
BN. No. 3	01	22
BN. No. 5	03	10
BN. No. 7	05	27
BN. No. 9	08	38
LT. No. 11	12	53
BN. No. 13	19	26
BN. No. 15	30	15
PAIM	33	56
BN. No. 17	48	49
STEINHATCHEE	50	42
BN. No. 19	78	56
LT. No. 21	104	11
BN. No. 23	116	01
BN. No. 24	121	30

LT. No. 1	00°	00'
?	19	13 Left
BIRD ROOST	46	52
BIRD ROOST	73	13
PAIM	91	33
PAIM	92	38
PAIM	141	39
Obstr. to LT. No. 11	07	28
LT. No. 1 to Obstr.	05	26

At NO NAME

SPONGE	00	00
BN. No. 36	101	25 Left
BN. No. 34	100	14
BN. No. 33	106	28

At STEINHATCHEE, 1935 U.S.E.

Lt. No. 1	00°	00'
BN. No. 3	01	41 Left
BN. No. 5	04	00
BN. No. 7	07	07
BN. No. 9	12	07
LT. No. 11	19	53
BN. No. 13	34	53
BIRD ROOST	48	10
BN. No. 15	64	56
BN. No. 17	104	21
BN. No. 19	130	07
LT. No. 21	142	04
PAIM	51	19 Right

At PAT

POLE	00°	00'
LT. No. 1	14	00
BN. No. 3	14	02
BN. No. 5	14	05
BN. No. 7	14	08
BN. No. 9	14	15
LT. No. 11	14	24
BN. No. 13	14	33
BN. No. 15	14	50
BN. No. 17	15	21
BN. No. 19	16	37
LT. No. 21	26	14
BN. No. 23	126	27
STEINHATCHEE	38	13

STEINHATCHEE	00°	00'
BN. No. 23	88	14
BN. No. 24	114	54
(probably 115 54 K.G.C.)		
BN. No. 25	130	42
BN. No. 26	132	14
So. Gable of long G.I. Building	141	54

At PALMER

SPONGE	00°	00'
BN. No. 36	56	26 Left

SEXTANT ANGLES OBSERVED -- STEINHATCHREE

At KAY

LT. No. 21	00°	00'
BN. No. 23*	11	38
(* this should be #24, K.G.C.)		
BN. No. 24**	07	35
(** this should be #23, K.G.C.)		
BN. No. 25	22	55
BN. No. 26	37	18
BN. No. 28	54	22
BN. No. 30	112	00
GABLE	125	25
BN. No. 31	191	01
BN. No. 33	197	45
BN. No. 34	204	50

At GOODREAD

FLETCHER	00	00
BN. No. 34	19	06 (?) Left
BN. No. 33	64	11 (?)
BN. No. 31	137	54
GABLE	141	02
BN. No. 30	158	58
BN. No. 28	163	41
BN. No. 26	171	33
KAY USE	171	41
BN. No. 25	179	49
BN. No. 24	189	08

At FLETCHER

SPONGE	00	00
BN. No. 36	10	47 Right
BN. No. 34	128	15 Left
<hr/>		
BN. No. 34	00	00
BN. No. 33	28	36 Left
BN. No. 31	39	52

At GUN POINT

LT. No. 21	00°	00'
BN. No. 19	01	26
BN. No. 17	03	14
BN. No. 15	04	19
BN. No. 13	05	05
LT. No. 11	05	38
BN. No. 9	06	03
BN. No. 7	06	23
BN. No. 5	06	40
BN. No. 3	06	55
LT. No. 1	07	06
BN. No. 23	05	49
BN. No. 24	08	04
BN. No. 25	14	54
BN. No. 26	37	30
BN. No. 28	92	52
BN. No. 30	208	06

At BN. No. 15

STEIN to OBSTR.	107	52
LT. No. 1 to Obstr.	03	35
LT. No. 1 to LOOKOUT	50	40

LEGEND USED ON FIELD INSPECTION AND ROUGH DRAFTING

SHEET NO. T-5787

TREES

A - Ash
Br - Brush
Cit - Citrus
Cy - Cypress
Gum - Gum
Oak - Oak
Pal - Palmetto (Field Inspection)
Palo - Palmetto (Rough Drafting)
Pi - Pine
Pim - Palm
Mix - Mixed deciduous, pine & cypress

ROADS

Rd-1 - 1st Class paved
Rd-2 - 2nd Class road
Rd-1d - 1st Class dirt road (G.L.A.) & (G.W.L.)
Rd-2d - 2nd Class dirt road (G.L.A.)
Tr - Trail
U.T. - Used Trail
U.R.D. - Used Road (G.L.A.)

VEGETATION

C - Cultivated
DT - Deciduous trees
Fl - Flooded area
Gr - Grass
TGr - Tropical grass
HW - Heavily wooded
M - Marsh
Mg - Mangrove
Sw - Swamp
Sc - Scattered

PONDS

P - Pond
CyP - Cypress Pond
GP - Grassy Pond
IP - Intermittent Pond
PiP - Pine Pond

STREAMS

Ca - Canal (width)
Cr - Creek
D - Ditch
IS - Intermittent Stream
PM - Probable drainage unmeasured
Str - Stream

MISC.

Bl - Bluff (height) (G.L.A. & G.W.L.)
Blf - Bluff (Rough drafting)
Bldg - Building
Brg - Bridge
Ch - Church
Cth - Court House
C.H. - Court House (G.L.A.)

Cy - Culvert
FB - Fire Break (width)
f - fence
H - House
Ic - Island (Field Inspection)
I - Island (Rough drafting)
HWL - High Water Line
LWL - Low Water Line
L.L. - light line around marsh
OP - Overpass
PO - Post Office
RR - Railroad (name)
S - Sand
Sch - School
UP - Underpass
W - Water
Mad - Mad

FUS - Florida Geodetic Survey
MAP - Florida Mapping Project
USE - U.S. Engineers
USBS - U.S. Biological Survey

LEGEND USED ON FIELD INSPECTION AND ROUGH DRAFTING

SHEET NO. T-5787

TREES

A - Ash
Br - Brush
Cit - Citrus
Cy - Cypress
Cun - Gum
Oak - Oak
Pal - Palmetto (Field Inspection)
Palc - Palmetto (Rough Drafting)
Pi - Pine
Pim - Palm
Mix - Mixed deciduous, pine & cypress

ROADS

Rd-1 - 1st Class paved
Rd-2 - 2nd Class road
Rd-1d - 1st Class dirt road (G.L.A.) & (G.W.L.)
Rd-2d - 2nd Class dirt road (G.L.A.)
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VEGETATION

C - Cultivated
DT - Deciduous trees
Fl - Flooded area
Gr - Grass
TGr - Tropical grass
HW - Heavily wooded
M - Marsh
Mg - Mangrove
Sw - Swamp
Sc - Scattered

PONDS

P - Pond
Cyp - Cypress Pond
GP - Grassy Pond
IP - Intermittent Pond
PiP - Pine Pond

STREAMS

Ca - Canal (width)
Cr - Creek
D - Ditch
IS - Intermittent Stream
PIU - Probable drainage unsurveyed
Str - Stream

MISC.

B1 - Bluff (height) (G.L.A. & G.W.L.)
B1f - Bluff (Rough drafting)
Bldg - Building
Brg - Bridge
Ch - Church
Cth - Court House
C.H. - Court House (G.L.A.)

Cv - Culvert
FB - Fire Break (width)
f - fence
H - House
Is - Island (Field Inspection)
I - Island (Rough drafting)
HWL - High Water Line
LWL - Low Water Line
L.L. - light line around marsh
OP - Overpass
PO - Post Office
RR - Railroad (name)
S - Sand
Sch - School
UP - Underpass
W - Water
Wad - Mud

FES - Florida Eclectic Survey
FMP - Florida Mapping Project
UES - U.S. Engineers
UESB - U.S. Biological Survey

REVIEW OF AIR PHOTO COMPILATION NO. T- 5787

Chief of Party: Kenneth G. Crosby

Compiled by: Jesse A. Giles

Project: H.F. - 242

Instructions dated: April 3

1940

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. 66; and 66 d, e)

Yes

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

5. Difference 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 or marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

Yes, see also No. 17

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, limits of shoal areas are shown for use by hydrographer only.

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 37)

Yes

10. A list of landmarks was furnished on Form 557 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, compiled with. (Par. 16d, g; and 60)

No landmarks to be charted in this area. List of non-floating aids in Steinhatchee River is furnished.

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)

None of importance to navigation. All are small fixed span highway bridges across small unnavigable streams.

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 the source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U.S. S. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

Yes, see also report "Geographic Names" by G.L. Anderson forwarded to Office in March, 1940.

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

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:

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. Yes, legend used for rough draft compilation.
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.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, /// 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

No further topographic survey required.

17. Remarks:

The light line around marsh defines the outer limits of vegetation visible above mean high water. The mean high water line is shown only on fast land and is represented by a heavy solid line.

18. Examined and approved:

Kenneth G. Crosby
Lieut. Kenneth G. Crosby
Chief of Party

~~19. Remarks after review in office:~~

~~Reviewed in office by:~~

~~Examined and approved:~~

~~Chief, Section of Field Records~~

~~Chief, Division of Charts~~

~~Chief, Section of Field Work~~

~~Chief, Division of Hydrography~~

DIVISION OF CHARTS

SURVEYS BRANCH

Review of Air Photographic Survey T-5787

There are no contemporary graphic control or hydrographic surveys within this area.

Previous Topographic Surveys:

1425 b (1:20,000) 1875

T-5786 supersedes the above survey within the common area. See the descriptive report for comparison and discussion.

Low Water and Shoal Line:

The low water line on this survey was traced from photographs taken at mean low water. However, this line is subject to correction and addition by the hydrographic survey. Because of the flat bottom in this area and the effect of wind conditions on the tides, the low water line as seen on the photographs may vary considerably from the exact low water line as determined by soundings reduced to low water plane from local tide observations.

Both the approximate low water line and the shoal lines as drawn from the photographs will remain on the celluloid drawing and will be transferred to the boat sheets for the use of the hydrographic party. The low water and shoal lines will not be shown on the published map T-5787 except certain oyster bars which appear quite definite on the photographs.

Field Inspection:

Field notes for identification of triangulation and topographic stations are on individual cards, Form M 982, filed under T-5787 in the field inspection files. Sextant angles taken to locate fixed aids in the Steinhatchee River are contained in a field notebook also filed under T-5787 in the field inspection files.

Field inspection notes for the interpretation of details are shown on the photographs. These are complete for the shoreline areas. Interior field inspection notes are generally confined to details seen from the roads, but appear to be adequate for interpretation of the areas back from the roads.

Radial Plot:

The radial plot is accepted as adequate without checking in this office. Refer to pages 2 - 4 of the descriptive report for a complete discussion of this plot.

Comparison with Chart 180 (Edition of 4/15/40):

T-5787 has not been applied to the above chart at the date of this review, 5/2/41.

No landmarks were recommended within the area of this survey. A list of the fixed aids to navigation is included in the descriptive report.

General:

The descriptive report and compilation of map details are complete and the rough drafting is adequate for redrafting in this office.

The symbolization of vegetation details has been carried out in greater detail than necessary but is correct as shown on the drawing.

The classification of cypress ponds, grassy ponds, and intermittent ponds seems to be doubtful and except for those which appear definite on the photographs these features will be shown on the smooth drawings as swamp without a shoreline in the manner as discussed in the review of T-5786.

Redrafting:

T-5787 was compiled as a rough drawing and will be smooth drafted in this office.

Reviewed by L. V. Evans May, 1941

Under the direction of D. H. Benson

Inspected by B. G. Jones June 9, 1941 *B.G. Jones*

Examined and approved:

Charles Prince
Chief, Surveys Branch

K.T. Adams
Chief, Topography Section

J.S. Borden
Chief, Div. of Charts

G. F. Wade
Chief, Div. of Coastal
Surveys

Remarks

Decisions

1		296834
2	Submitted to USGB: OK to apply pending action	296833
3		296834
4		296833
5		296834
6	Submitted to USGB: OK to apply pending action	297833
7	" " "	297833
8		298833
9		297833
10	Sheet 2, Florida Transportation Map, Texa co, Shell	
11	" " " " Road Maps	
12	" " " "	
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17		296834
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GEOGRAPHIC NAMES

Survey No.

T-5787

Name on Survey

	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	
A,	B,	C,	D	E	F	G	H	K	
✓ <u>Steinhatchee River</u>									1
<u>Steinhatchee</u>									2
<u>Deadman Bay</u>									3
✓ <u>Bivens Creek</u>									4
✓ <u>Porpoise Creek</u>									5
<u>Tennile</u>									6
<u>Tennile Airport</u>									7
✓ <u>Clara</u>									8
✓ <u>Jonesboro</u>	(county	map)							9
✓ <u>U.S. Highway 19</u> and State 500									10
✓ <u>State Highway 69</u>									11
✓ <u>State Highway 295</u>									12
									13
<u>Stephensville</u>	(county	map)							14
<u>Steward City</u>	"	"							15
<u>Jena</u>	"	"							16
<u>Pinelog Creek</u>									17
<u>Bill Howard Creek</u>									18
<u>Pinelog Island</u>									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red approved

by L. Heck on 8/21/47