

Form 5788 - 13 do not put on file

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Form 504  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Topographic }  
Hydrographic } Sheet No. T-5788

U. S. COAST & GEODETIC SURVEY  
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Acc. No. T5788

State Florida

### LOCALITY

Gulf

Florida West Coast

~~LaFayette County, N.W. of Horseshoe~~

HORSESHOE Point and Vicinity

Photographs taken Dec. 3, 1939

1941

### CHIEF OF PARTY

Lieut. Kenneth G. Crosby

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 15788

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.

SHEET

Field No. T-5788

REGISTER NO.

State Florida

General locality Gulf Florida West Coast

Locality LeFayette County, Northwest of Horseshoe Point and vicinity  
Photos.

Scale 1:20,000 Date of ~~survey~~ December 3, 1939

Party  
~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected by:  
~~Surveyed~~ by Lieut. (j.g.) George W. Lovesee

Inked by James H. S. Billmyer

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated April 3, 1940

Remarks: \_\_\_\_\_

SUPPLEMENTARY SURVEYS

	Method	Date	Hours
Control Surveys.....			1
Planetable Surveys.....			0
Total			0

FIELD INSPECTION

Preparation of Photographs.....	X		12
Field Work.....	GLA - GWL	Feb. & March	80
Inking Notes.....			
Coast Pilot Notes.....			
Geographic Name Report.....	GLA - GWL	March	40
Landmarks for Charts.....			
Description Cards.....			
Discovery Notes.....	HAD	Dec. 11	4
Total			136

MAIN RADIAL PLOT

Scale Plot.....	ELJ - RHY	July 2-3	3
Projection on Base Sheet.....			
Projection on Survey Sheet.....			
Control Plotted.....	KWS	Aug. 3	1
Control Checked.....	ELJ - KGC	Aug. 8	1
Control Trans. to Base Sheet.....	ELJ - KGC	Aug. 9	1
Transfer Checked.....			
Control plotted on Photographs.....	ELJ	June 26	3
Control checked on Photographs.....	ELJ - DRS	June 25 & July 12	8
Approx. & True Stations picked.....	RHY	July 5-10	8
Radial points picked.....	ELJ-KWS-RHY	July 16-17	17
Adjacent centers picked.....	RHY-WHS-KWS	June 27-July 1	22
Templates.....	WHS	July 19-26	7
Radial Plot.....	X-KGC-B.L.I.	Aug. 10-19	10
Radial Points transferred.....	ELJ	Aug. 19	4
Transfer checked.....	KGC	Aug. 19	8
1 & 2 Stations scaled & checked.....	JHSB-WOG	Oct. 8-10	6
Additional Radial points.....			
X-rayed personnel			
Total			99

DETAILING

Rough Draft.....	WHS - JHSB	July - Oct.	216
Smooth Draft.....			
Total			216

COMPILATION

Name Overlay.....	JHSB	Oct. 4-5	14
Descriptive Report.....	JHSB-KGC	Oct. '40-Jan. '41	9
Field Review.....	KGC	Oct. '40-Jan. '41	36
Total			59

Total Time spent on Sheets..... 510 hours.



## PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3732	Dec. 3, 1939	11:57	+ 0.2
3733	Dec. 3, 1939	11:58	+ 0.2
3735	Dec. 3, 1939	12:01	+ 0.2
3746	Dec. 3, 1939	12:10	+ 0.1
3747	Dec. 3, 1939	12:22	+ 0.1
3748	Dec. 3, 1939	12:23	+ 0.0
3750	Dec. 3, 1939	12:27	+ 0.0
3751	Dec. 3, 1939	12:29	+ 0.0

Tide from predicted tables for: Pepperfish Keys, Reference Station: Tampa Bay, Florida.

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 ÷ 1.0023  
Scale of Survey Sheet..... 1:20,000

## STATISTICS

Area (land)..... 90.52 Square statute miles  
Shoreline (more than 200 m. from opposite shore). 46.1 Statute miles  
Shoreline (Creeks)..... 138.8 Statute miles  
Roads, streets, trails, and railroads..... 125.1 Statute miles

## REFERENCE STATION

Station: SHELTON, 1933

Latitude:  $29^{\circ} 26' 21.024''$  (647.3 m) ✓

Datum: N.A. 1927

Longitude:  $83^{\circ} 17' 26.455''$  (713.0 m) ✓

(Adjusted)

Date of Survey: The details on T-5788 are of the date of the photographs, Dec. 3, 1939, the field inspection having shown no subsequent information.

X coordinate: = 2,384,961.73 ft.  
Y coordinate: = 161,752.89 ft.

DESCRIPTIVE REPORT  
To Accompany  
SHEET NO. T--5788

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, LaFayette County, northwest of Horseshoe Point.

The terrain along the shore is mostly marshy. About half of the area back of the marsh is swamp land and the rest consists mainly of grass land with pine and deciduous trees. There is very little cultivation on this sheet. Palms are all along the solid ground bordering the marshy coast. There are numerous ponds and cypress ponds throughout the entire area.

All of the islets along the coast are marshy unless shown otherwise.

A large part of this sheet had to be detailed by using symbols, as most of the vegetation was not uniform in density.

Only the lumber railroads which are in use are shown.

Firebreaks were omitted on this drawing.

Approximate M.L.W. is shown by a dotted line, and the approximate limits of shoal areas are shown by a dashed line.

All roads should be shown 0.6 m.m. wide, as none of the roads in this area are wider than 12 meters.

CONTROL

The following seven triangulation stations fall on the sheet, and all are within the tracing limits.

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
DOUGLAS	1933	H. C. Warwick
FOG ISLAND AZ. STATION	1874	F. W. Perkins
G.L.O. (A.M.C., T12S, R10E, S14)	1933	H. C. Warwick
HORSESHOE PT. EAST BASE	1876	F. W. Perkins
JENA	1933	H. C. Warwick
SHELTON	1933	H. C. Warwick
SHELTON AZ. MARK	1933	H. C. Warwick

The position of the azimuth mark at triangulation station DOUGLAS 1933 was determined by the radial plot and checked by plotting the geodetic azimuth as determined by triangulation. The position and geodetic azimuth are in agreement.



## 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 the 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 amounted to 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 of 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 sheets 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

No trouble was experienced in interpreting the photographs as the area mapped is quite similar to that shown on the previous sheets of this project.

## FIELD INSPECTION

The field inspection was made by Lieut. George W. Lovesee by truck and skiff in March, 1940.

The legend used by the field inspection party and that used by the draftsman has 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.

Field notes on vegetation were very meager and indefinite, but it is believed that the interpretation is accurate due to the similarity between the vegetation on this and previous sheets which the draftsman has compiled.

Sextant angles were observed by the field inspection party to the off-lying bird racks shown on this sheet. There is good agreement between the positions determined by the main radial plot and by sextant "cuts" except as follows. The angles observed at topographic station BOW (Lat.  $29^{\circ} 31'$ , Long.  $83^{\circ} 24'$ ) are not in agreement with the positions determined by the main radial plot. An unsuccessful attempt has been made to determine the discrepancy. The conclusion reached was that perhaps the initial object sighted on from station BOW was not actually the "lone palm" plotted on the field print since there is good agreement between the angles if the initial is increased by an amount of approximately one degree.

The observed angles will be found on the back of the following descriptions of Topographic stations (Form 524), namely; BOW, OUR, FOG, and JUG.

## DETAILING

Before doing any inking, the entire sheet was rubbed with dry magnesium carbonate and then washed off with a cotton wad soaked with water. The ink has stuck exceptionally well to this sheet and no retouching has been necessary.

The scale of the photographs was good with the exception of No. 3750 which could not be used.

Some of the office prints were too dark to detail vegetation, so it was necessary to use the field prints which were much clearer for tracing.

The detailing of this sheet has been done in accordance with the current instructions for the project.

## JUNCTIONS

This sheet joins T-5787 on the north and T-5789 and T-5790 on the east. The junctions with T-5787 and T-5789 agree very well.

As T-5790 has not been detailed yet, a statement regarding this junction can not be made at this time. Reference should be made to the descriptive report for T-5790 regarding the junction with this sheet.



5

## COMPARISON WITH OTHER SURVEYS

Comparisons were made with bromide prints of Topographic Sheets Nos. 1425 b, made in 1875, and 1426 a, made in 1876. The shoreline agrees very well in general, but as most of the shoreline is marshy, considerable changes are possible during 65 years.

Due to large scale differences, accurate comparisons with the maps and charts of this area were not practicable.

## GEOGRAPHIC NAMES

Most of the geographic names on this sheet were submitted to the Washington Office in March, 1940 by Lieut. George L. Anderson in a special report entitled "Investigation of Geographic Names" for that section of this project field inspected under his supervision. S.A. 18 (6N)

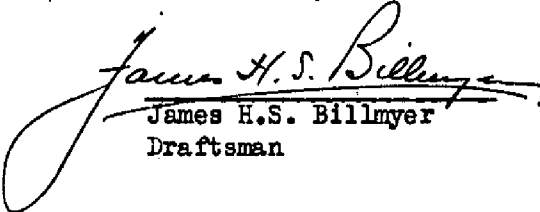
The geographic names east of Horseshoe Point are included in a special report entitled "Investigation of Geographic Names, Horseshoe Point to Ancloste Keys" which was submitted by Lieut. E. L. Jones. S.R. 19 (6N)

## LANDMARKS

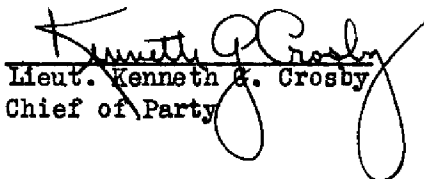
There are no prominent landmarks on this sheet.

There are several bird racks (used for the collection of guano) within the area covered by this map drawing. They have been located by the main radial plot method and can be used as hydrographic signals.

Respectfully submitted,

  
James H.S. Billmyer  
Draftsman

Forwarded:

  
Lieut. Kenneth G. Crosby  
Chief of Party

# MAPS USED ON FIELD INSPECTION AND MOUND DRAFTING

REPORT NO. T-5788

## PLANTS

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

## ROADS

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

## VEGETATION

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

## PONDS

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

## STREAMS

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

## MISC.

B1 - Bluff (height) (G.L.A. & G.V.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  
Mud - Mud

FLS - Florida Geodetic Survey  
FMP - Florida Mapping Project  
UES - U.S. Engineers  
USMS - U.S. Geological Survey

# LENDER CODE ON FIELD INSPECTION AND ROUGH DRAFTING

SHEET NO. R-5788

## TREES

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

## ROADS

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

## VEGETATION

C - Cultivated  
 DF - 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 - Grass Pond  
 IP - Intermittent Pond  
 PIP - Pine Pond

## STREAMS

Ca - Canal (width)  
 Cr - Creek  
 D - Ditch  
 Is - Intermittent Stream  
 PDU - Probable drainage, uncorrected  
 Str - Stream

## BLDG.

B1 - Bluff (height) (unlabeled) (L.A.)  
 B1f - Bluff (Rough Drafting)  
 B1dg - 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  
 Mud - Mud

FCS - Florida Coodetic Survey  
 FMP - Florida Mapping Project  
 US - U.S. Engineers  
 USGS - U.S. Geological Survey

REVIEW OF AIR PHOTO COMPILATION NO. T- 5788

Chief of Party: Kenneth U. Crosby

Compiled by: James H.S. Billmeyer

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, f 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, h) 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. 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. 18b; 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, 48, and 44)  
Yes, see 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

9. Recoverable objects have been located and described on Form 584 in accordance with circular 30, 1933, circular letter of March 5, 1935, 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 18, 1934, landmarks for Charts, compiled with. (Par. 184, c; and 60)

No landmarks within the area.

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. 184)

No bridges of importance to navigation. All bridges are small fixed span highway bridges over small 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. Quadangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlay. See special reports mentioned under title "Geographic Names".

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. 64j)

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.
6. All drawing has been retouched where partially rubbed off. No retouching necessary.
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, 40, 41, 42, 43, 44, 45, 46)

16. Additional surveying is recommended at this time.

No additional topographic survey required.

17. Remarks:

The light line around marsh defines the outer limits of vegetation visible at 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. Gandy*  
Kenneth G. Gandy  
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography

## DIVISION OF CHARTS

## SURVEYS SECTION

## REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5788

Contemporary Surveys:

There are no contemporary graphic control or hydrographic surveys in the area covered by T-5788.

Previous Topographic Surveys:

T-1425b (1:20,000) 1875

T-1426a (1:20,000) 1876

T-5788 supersedes the above surveys for charting purposes in the common area. See descriptive report for discussion.

Low Water and Shoal Line:

The low water line on this survey was traced from photographs taken at, or very nearly at, mean low water. However, this line is subject to correction and addition by the hydrography. 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 the low water plane from local tide observations.

Both the approximate low water line and the approximate shoal line as traced from the photographs will remain on the celluloid drawing and will be transferred to the boat sheets for use of the hydrographic party. These low water and shoal lines will not be shown on the published map T-5788 with the exception of certain bars and channels specifically indicated by field inspection.

Field Inspection and Detailing:

The field inspection notes on the photographs are, in the areas along the shore, clear and complete. The field inspection in the interior was confined largely to details visible from the roads. Detailing of the interior areas is discussed on page 4 of the descriptive report.

COPY

POST-OFFICE ADDRESS: 1200 West Cass Street,  
Tampa, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

To: The Director,  
U. S. Coast and Geodetic Survey,  
Washington, D. C.

From: Lieut. Kenneth G. Crosby, Chief of Party,  
Air Photographic Party No. 1.

Subject: Review of Survey Sheet T-5788.

Receipt is acknowledged of the review of topographic sheet T-5788 and the following comment is made.

On page 2, paragraph 1, the review states that the abandoned railroad grades have not been shown and will not be added to the smooth drawing pending information from the field.

Although these grades are conspicuous on the photographs, they are not readily recoverable on the ground. In the discussions with the field inspection parties prior to rough drafting the sheets to decide whether or not these grades should be shown, it was the unanimous opinion of these men that in a very short period of time (about three years) these grades would be very difficult to recover.

It is my personal belief that the grades should not be shown either on the rough draft or added to the smooth sheet.

(Signed) Kenneth G. Crosby  
Chief of Party



Field Inspection and Detailing cont'd:

A number of abandoned logging railroad beds or clearings which show clearly on the photographs were not shown on the survey. These have not been added in this office pending information from the field. Usual policy as regards map details is to show features which are definite and recoverable on the ground and which may be used as reference lines for future surveys by this Bureau or other organizations. If these railroad clearings are likely to remain as recoverable features for a considerable period of time, they should be shown and will be added in this office on notice from the field party. If they become overgrown with bush and unrecoverable in a short time they should be omitted.

*do better in office  
pages*

With reference to the Director's letter of June 4, 1941 regarding the generalization of map details, the swamp details and vegetation details could have been generalized to a greater extent.

In general, on this survey the distinction indicated between cypress ponds and swamp, between grassy ponds and marsh or grass covered swamp, and between intermittent ponds and spots of grass covered swamp are not apparent from an office examination of the photographs. In compiling these features in the field office the exact distinctions noted above should be made only where they are fairly definitely known. Otherwise the features should be shown by the more general swamp symbol as indicated in the letter of the above reference.

As regards the vegetation details, on this survey the areas of scrub trees and bush have been completely detailed. This has been done on all of the 1:20,000 surveys received to date and is in accordance with the original instructions for the project. The notes made on the ozalid print are for illustration of the later instructions contained in the letter referred to above.

Radial Plot:

The radial plot is accepted as adequate without checking in this office. Refer to the descriptive report, pages 2 and 3, for a complete discussion of this plot.

Topographic Stations:

When the hydrographic sheets for this area are prepared, the hydrographic party should be notified that the bird rack (Lat. 29°34.0', Long. 83°25.7') was located by two directions only.



Comparison with Chart 180 (printed 4/15/40):

T-5788 has not been applied to the above chart.

No landmarks were recommended within the area of this survey, but it appears desirable that the bird racks shown offshore on T-5788 be charted.

Redrafting:

T-5788 was compiled as a rough drawing and is to be smooth drafted in this office.

Reviewed by L. V. Evans - 6/6/41

Inspected by B. G. Jones - 6/7/41

Examined and approved:

*Robert W. King*  
Chief, Surveys Section

*K. T. Adams*  
Chief, Section of Topography.

*Copy of this  
manuscript  
to file 6/17/41*  
*J. S. Jordan*  
Chief, Division of Charts.

*G. H. Hude*  
Chief, Division of Coastal  
Surveys.

*Hydrographic stations located on celluloid manuscript but  
not shown on published copies added to file copy  
in red 11-24-43*



	Remarks	Decisions
1	<i>Not on this sheet</i>	296834
2	Mouth near lat. 29°38'45", long. 83°24'20": see name sheet if necessary for location.	"
3	" " "	"
4		"
5		"
6		295834
7	Submitted to USGB: OK to apply pending action	"
8		"
9		"
10		"
11		"
12		"
13		"
14	Submitted to USGB: OK to apply pending action	"
15		295833
16		"
17	OK as group name	294833
18	Submitted to USGB: OK to apply pending action	295833
19	" " "	294833
20	" " "	"
21	" " "	"
22		"
23	Submitted to USGB: OK to apply pending action	"
24		"
25	" " "	"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No.

T-5788---No. 1

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>Pinelog Island</u>									1
<u>Pinelog Creek</u>									2
<u>Bill Howard Creek</u>									3
✓ <u>Sand Point</u> ✓									4
✓ <u>Hardy Point</u> ✓									5
✓ <u>Big Rocky Creek</u> ✓									6
✓ <u>Bird Island</u> ✓									7
✓ <u>Tater Island</u> ✓									8
✓ <u>Days Creek</u> ✓									9
✓ <u>Sink Creek</u> ✓									10
✓ <u>Buck Creek</u> ✓									11
✓ <u>Ashley Fishery</u> ✓									12
✓ <u>Bull Cove</u> ✓									13
✓ <u>Bowlegs Point</u> ✓									14
✓ <u>Cow Creek</u> ✓									15
✓ <u>Halfway Point</u> ✓									16
✓ <u>Pepperfish Keys</u>									17
✓ <u>Pepperfish Key</u> ✓									18
✓ <u>Big Grassy Island</u> ✓									19
✓ <u>Little Grassy Island</u> ✓									20
✓ <u>Little Mangrove Island</u> ✓									21
✓ <u>Stuart Point</u> ✓									22
✓ <u>Little Rocky Creek</u> ✓									23
✓ <u>Drum Point</u> ✓									24
✓ <u>Whackup Creek</u> ✓									25
✓ <u>Boggy Creek</u> ✓									26
✓ <u>Murphy Creek</u> ✓									27

## Remarks

## Decisions

1		294832
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11	Submitted to USGB: OK to apply pending action	off chart now on 5790
12		"
13		"
14		"
15	off this chart - on 5790	"
16	Texaco and Shell Road Maps from Horseshoe to	
17	US 19 at Cross City.	
18		
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# GEOGRAPHIC NAMES

Survey No.

T-5788---No. 2

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.	
✓ Catfish Creek ✓									1
✓ Black Island ✓									2
✓ Horseshoe Point ✓									3
✓ Horseshoe ✓									4
✓ Tripod Creek ✓									5
✓ Lolly Creek ✓									6
✓ Bird Island ✓									7
✓ Butler Island ✓									8
✓ Cotton Island ✓									9
✓ Rosin Creek ✓									10
Butler Creek									11
Jim Lee Creek									12
✓ Horseshoe Cove ✓									13
✓ Pecosen Swamp ✓									14
N Double Barrel Creek									15
✓ State Highway 289 ✓									16
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									23
									24
									25
									26
									27

Names listed in sequence from  
top to bottom of sheet.

Names underlined in red approved  
by L. Heck on 8/21/41