

# 5804

~~22 Topographic Sheet Descriptions (Form 504)~~  
~~Filed under Florida, T-5804~~

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. <del>5792-6</del> <del>III 5804</del> T5804
State <u>FLORIDA</u>	
LOCALITY	
<u>Cedar Key</u>	
<u>Gulf West Coast, Florida</u>	
<u>Photographs taken 12-4-39 &amp; 1-15-40</u>	
<u>1941</u>	
CHIEF OF PARTY	
<u>Lieut. Kenneth G. Crosby</u>	

U. S. GOVERNMENT PRINTING OFFICE 109221

# 5804

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO. **T5804**

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-5804

State Florida .....

General locality Gulf Coast .....

Locality Cedar Key .....

Scale 1:10,000 ..... Date of survey December 4, 1939 .....

Party Air Photographic Party No. 1 .....

Chief of party Lieut. Kenneth C. Crosby .....

Field Inspected Surveys by Lieut. (j.g.) E.L. Jones; H.A. Duffy; K.W. Sherer. .....

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 ....., 1940 .....

Remarks: .....

SUPPLEMENTARY SURVEYS

	Name	1940 - 41 Date	Hours
Control Surveys.....	R.H.Y.-K.W.S.	July	8
Planetable Surveys.....			
Total			8

FIELD INSPECTION

Preparation of Photographs.....	E.L.J. - W.H.S.	July & Dec.	8
Field Work.....	ELJ-HAD-KWS	May, June & Sept.	52
Inking Notes.....	ELJ-HAD	September	4
Coast Pilot Notes.....	ELJ-HAD-KGC	Sept. & Dec.	4
Geographic Name Report.....	ELJ-HAD	Sept. & Dec.	21
Landmarks for Charts.....	ELJ-HAD	Sept. & Dec.	2
Description Cards.....	ELJ-HAD-KWS	June, Nov. &	38
Recovery Notes.....		December	
Total			129

MAIN RADIAL PLOT

Scale Plot.....	K.G.C.	September	12
Projection on Base Sheet.....	Washington Office		-
Projection on Survey Sheet.....	J.P. Dunich		-
Control Plotted.....	K.G.C.	October 10	3
Control Checked.....	J.H.S.B.	October 10	1
Control Trans. to Base Sheet.....	K.G.C.	October 17	1
Transfer Checked.....	J.H.S.B.	October 17	1
Control picked on Photographs.....	K.G.C.	September	16
Control checked on Photographs.....	K.G.C.-J.H.S.B.	September	6
Hydro. & Tono. Stations picked.....	KGC-WHS-RD-KWS	Sept. & Nov.	26
Radial points picked.....	K.G.C.-J.A.G.	Oct. & Dec.	17
Adjacent centers picked.....	K.G.C.	September	28
Templates.....	X	October	16
Radial Plot.....	K.G.C.	October 18	3
Radial Points transferred.....	K.G.C.-J.A.G.	October	7
Transfer checked.....	J.A.G.	October	3
H & T Stations scaled & checked.....	J.A.G.-J.H.S.B.	Feb. & March	8
Additional Radial points.....	J.A.G.	December	9
Total			156
X various office personnel.			

DETAILING

Rough Draft.....	J.A.G.	Nov. 1940 -	346
Smooth Draft.....		March 1941	
Total			346

COMPILATION

Name Overlay.....	J.A.G.	February	28
Descriptive Report.....	J.A.G.-K.G.C.	Feb. & March	25
Field Review.....	J.H.S.B.-K.G.C.	March	28
Total			81

Total Time spent on Sheets..... 720 hours.



PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3844 ✓	December 4, 1939	11:48	0.6
3846 ✓	December 4, 1939	11:52	0.6
3847 ✓	December 4, 1939	11:53	0.6
3848 ✓	December 4, 1939	11:54	0.6
3849	December 4, 1939	11:55	0.6
3855 ✓	December 4, 1939	12:03	0.6
4691 ✓	January 15, 1940	1:17	0.3

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

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

SCALE

Mean scale of Photographs..... 1:10,000 ÷ 0.978  
Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land).....	5.36	Square statute miles
Shoreline (more than 200 m. from opposite shore).....	90.39	Statute miles
Shoreline (Creeks).....	47.00	Statute miles
Roads, streets, trails, and railroads.....	19.78	Statute miles

REFERENCE STATION

Station:	TANK, 1933	Latitude:	29° 08' 19.640"
			(604.7m.)
Datum:	N.A. 1927	Longitude:	83° 02' 19.410" (Adjusted)
			(524.7m.)

Florida Plane Coordinates x =  
(Section 2) y =

*Details on T-5804 are of the date of the photographs Dec. 4, 1939 and Jan. 15, 1940 except for triangulation, topographic stations and bench marks. Topographic stations were identified and marked by field inspection May to Sept 1940.*



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DESCRIPTIVE REPORT  
To Accompany  
SHEET NO. T-5804

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 Cedar Key. The major portion of it is composed of small islands and oyster bars, the latter being covered at mean high water. The shoreline of the mainland is marsh, the inshore limits of which are met by firm, sandy soil covered with grass, pine, oak and the like. Portions of the larger islands are of firm ground having cedar, pine, palms, and oak growing there while the remainder is of marsh and mangrove. The major portion of the shoreline is marsh with numerous small areas of grass-in-water. There are no large areas of grass-in-water, therefore the spacing (north and south) of the broken marsh lines of the symbol itself for these small areas detailed are slightly less than the standard spacing in order to better depict the exact shape.

CONTROL

There are ten control stations on this survey sheet. Six are triangulation stations and four are traverse stations as follows:

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
TANK	1933	H.C. Warwick
HARBOR KEY 3	1910	G.H. R.
LIME POINT 2	1874	A.T. M.
SNAKE KEY 2	1874	A.T. M.
CEDAR KEYS FLAT TOP WATER TANK	1933	H.C. Warwick
A.K. 27 Fla Geod. Survey	1934	Florida Mapping Project
A.K. 28	1934	Florida Mapping Project
A.K. 29	1934	Florida Mapping Project
A.K. 30	1934	Florida Mapping Project
DAUGHTRY ISLAND S.W. BASE	1877	F.W. P.

Triangulation stations HARBOR KEY 3, SNAKE KEY 2 and KEY NORTH 1910 (the latter on Sheet T-5803) were occupied to determine the datum difference between the old datum and that of N.A. 1927. The top of the municipal water tank at Cedar Key was located and connected to triangulation station TANK 1933. The resulting datum difference was computed to be Latitude -2.49 m.; Longitude 44.26 m. The correction was applied to all triangulation stations not on the 1927 datum in order that they might be used for control in making the radial plot. The computations for this datum difference will be submitted as a separate report.

Traverse stations A.K. 27, 28, 29 and 30 were plotted from computations made by the personnel in the Tampa field office of the U.S. C.&G.S. from data furnished

by the Gainesville office of the Florida Mapping Project. <sup>These</sup> This data consisted of angles and taped distances for the traverse line extending from triangulation station TANK, 1933 to triangulation station LUKENS, 1933. The data was accompanied by a statement that the closures on this line were just under second order accuracy. The position computations for the traverse stations will be submitted in a separate report.

*Control*  
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 with the exception of traverse station A.K. 28, 1934. A discrepancy of approximately 10 meters exists between plotted position on survey sheet and position on photographs. A thorough investigation of the computations, plotting and picking of the point failed to reveal the reason for this incongruence. It is recommended that this station not be used when checking and reviewing survey sheet.

Triangulation station DAUGHTRY ISLAND S.W. BASE, 1877 was not used for control as this station was not recovered until after the compilation was in the process of being detailed.

The azimuth mark for triangulation station TANK, 1933 was located by the main radial plot. Its location is in agreement with the geodetic azimuth as determined by triangulation.

#### MAIN RADIAL PLOT

*Radial Plot*  
A radial plot consisting of 12 templates was run for survey sheet No. T-5803 and T-5804 on October 18, 1940. Templates for all the photographs flown on an approximate scale of 1:10,000 were used although several of the pictures were very badly tilted.

*2*  
To make full use of the triangulation in the area, a datum difference was applied to all stations on the United States Standard Datum. This correction was determined from a connection made at triangulation station TANK, 1933. By using these old stations which had been recovered by the field inspection party the plot was adequately controlled and it was possible to fix a majority of the 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.

The location of the numerous bench marks in the town of Cedar Key were determined by using the templates of three rigidly controlled photographs which gave strong intersections. The templates used for these locations consisted of 3846, 3847 and 4691. Since a majority of the pictures were tilted, it was felt that the radial lines on these three photographs would give an adequate location without a multiplicity of lines which would cause confusion and a chance of error. The location of the bench marks was fixed by the common intersection of three radial lines at a point.

The control in the area covered by this plot was plotted on the survey sheet and each position checked. These stations were then transferred to the grid sheets by matching grid lines and adjusting individual grid squares. Very little, if any, adjusting was necessary, however, as the base grids were made on similar material as the survey sheets and approximately at the same time.

The base grids were securely taped to the plotting table and the templates laid and securely taped to the base grids. Excellent results were obtained and it was not necessary to relay the plot although several templates were subsequently relaid to obtain closer agreement at several radial points. Many points were selected which will be subsequently located by the 1:20,000 main plot for purposes of making a direct comparison between the two plots.

Upon completion of laying all the templates, the points determined by the radial plot were transferred to the survey sheet. The survey sheet was adjusted over the grid sheets by adjusting each individual grid square. There was only a very slight amount of adjusting necessary.

It is believed that most of the radial plotted points are within .25 millimeter of their true location. Radial points which were not strongly determined or had a small triangle of error were shown by green circles. In instances where the radial point could not be used as a control point due to lack of a common intersection or small triangle of error, the actual radial lines were transferred to the survey sheet for further investigation by the compiler.

No large or unusual adjustments were necessary in any part of the plot. It was, however, found that traverse station A.K. 28 consistently missed the radial line to its plotted position.

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

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## INTERPRETATION OF PHOTOGRAPHS

In general, the photographs were dark. Photograph No. 4691 was nearest to scale, but found to be almost black. Considerable tilt was noted in many of the prints. No unusual conditions were found and the prints, although dark, were of sufficient clarity to permit accurate delineation on survey sheet.

## FIELD INSPECTION

Field inspection was done by Lieut. (j.g.) E. L. Jones, assisted by H. A. Duffy and K. W. Sherer, Photogrammetric Aids. This was accomplished during the months of May, June, August and September, 1940.

Bench marks were field inspected and recovered. Recovery notes and conditions of Bench Mark (Form #685) are submitted with this report.

A special report entitled "Field Inspection Report - Horseshoe Point to Anclote Keys" December 27, 1940" has been submitted by Lieut. (j.g.) E. L. Jones which covers the field inspection for this area.

## DETAILING

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

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

Due to excessive tilt in the extreme northeastern and northwestern portions of this sheet, use of the projector was necessary in order to draft the area accurately. No other unusual conditions were encountered.

Areas too small or too complex to be labeled have been smooth drafted.

The landing field at the municipal airport at Cedar Key is now under construction. The runway is being lengthened, widened and regraded. The limits of the field on the map drawing are shown correctly as of March 16, 1941 field inspection.

## NON-FLOATING AIDS

It was not possible to locate all of the non-floating aids within the area covered by the limits of this sheet. Only the larger size aids could be identified on the photographs and where such identifications were positive the aids have been located by the main radial plot. The list of non-floating aids is therefore not complete for all aids in the locality.

It was not possible to locate the light situated at approximately latitude  $29^{\circ} 07.3'$ , longitude  $82^{\circ} 58.75'$  by air photographic methods. This light could not be identified on the 1:20,000 photographs and it appeared on only one photograph on the 1:10,000 photographs.



JUNCTIONS

This sheet joins T-5793 (1:20,000) on the east and north, east of longitude 83° 00'; T-5792 (1:20,000) on the north, west of longitude 83° 00', and T-5803 on the west. All junctions are in agreement and no adjustments were found necessary. Comparisons were made by pantographing the detail of this sheet to a scale of 1:20,000 along the junction line.

COMPARISON WITH OTHER SURVEYS

Due to scale differences, no detailed comparison could be made with maps and charts available in this office.

GEOGRAPHIC NAMES

The geographic names for this area are the subject of a special report entitled "Investigation of Geographic Names, Horseshoe Point to Anclote Keys" submitted to the Washington Office by Lieut. (j.g.) E. L. Jones.

LANDMARKS

There are three prominent land marks appearing on this survey sheet. Names and geographic positions are submitted with this report on Form No. 567.

Respectfully submitted,

*Jesse A. Giles*  
Jesse A. Giles  
Draftsman

Forwarded,

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

LEGEND USED ON FIELD DESCRIPTION  
HONG KONG POINT TO TARPON SPRINGS, FLORIDA  
APRIL - DECEMBER, 1940 - LIEUT. A. L. JONES AND M. A. HUNT

TREES

Pl - Pine  
Cy - Cypress  
Palc - Palmetto  
Palm - Palm  
D T - Deciduous trees (broad leaf)  
Cit - Citrus (orchard)  
Mix - Pine, cypress & Dec. trees  
(Density)  
Sct. - Scattered  
t.w. - Thinly wooded  
h.w. - Heavily wooded  
Scr - Scrub trees; brush

VEGETATION

C - Cultivation  
Gr - Grass  
TGr - Tall Tropical Grass  
M - Marsh (dashed blue line on  
inshore limits)  
M W - Marsh grass in water (dashed blue  
line on offshore limits)  
Sw - Swamp  
Mg - Mangrove  
Rdg - Ridge

STREAMS

Cc - Canal (width)  
Cr - Creek  
D - Ditch (width)  
I S - Intermittent Stream  
EWS - Probable drainage unsurveyed  
Brg - Bridge or symbol  
Cv - Culvert  
Lav - Levee

F.G.S. - Florida Geodetic Survey

U.S.E. - U.S. Engineers

USNS - U.S. Biological Survey

ROADS & RAILROADS

Rd 1 - 1st class road (paved)  
Rd 2 - 2nd class road  
Tr - Trail  
R R - Rail Road  
O P - Overpass (state the kind)  
U P - Underpass (state the kind)  
X - Abandoned trail, road, etc.  
RR ab. - R.R. abandoned (grade only)

POUNDS

P - Pond  
Cy P - Cypress Pond  
I P - Intermittent Pond

SHORE LINE

H. L. - mean high water line (solid  
red line - fast land)  
L.W.L. - low water line (dashed red line)  
L.L. - light line (solid blue line for  
mean high water line on marsh)  
Ik - Dock  
Pier - Pier  
Se W - Seawall  
Mhd - Bulkhead  
Cons - Concrete  
Wo - Wooden  
Jet - Jetty  
Del - Dolphin  
pile - pile (give type)  
S - Sand  
Mhd - Mud  
Rk - Rock or Rocky  
Sty - Stony  
V - Water  
Blf - Bluff (height)

BUILDINGS

H - House, barn or building  
Ch - Church (give name)  
Co H - Court House (give name)  
Bo H - Boat House  
P.O. - Post Office (give name)  
R.R. Sta - Railroad station (give name)  
hcs - Hospital (give name)  
Sch - School (give name)

MISCELLANEOUS

F - Fence  
FB - Fire Break (maintained)  
Fbk - Fire Break (abandoned)  
Cem - Cemetery  
Park - Park (give name)  
F.T. - Fire Tower  
T.T. - Transmission towers (tall steel)  
P.L. - Power Line  
Sheal - Approx. limits by long dashed  
line for use by hydrographer

LEGEND USED ON FIELD INSPECTION  
HORSINGOOD POINT TO TARPON SPRINGS, FLORIDA  
APRIL - DECEMBER, 1940 - LIEUT. W. L. JONES AND W. A. HUNT

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I S - Intermittent Stream  
EDU - Probable drainage unurveyed  
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P.L. - Power Line  
Shoal - Approx. limits by long dashed  
line for use by hydrographer

REVIEW OF AIR PHOTO COMPILATION NO. T- 5804

Chief of Party: Kenneth G. Crosby      Compiled by: Jesse A. Giles

Project: H.T. - 242      Instructions dated: April 5 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. 18a, 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, 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 transmitted.

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 65 c, h, i)

Yes

7. High water line or marshy and mangrove coast is clear and adequate for chart compilation. (Par. 18a, 43, and 44)

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

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. Outline of shoal areas are approximate and are shown for use by the hydrographer.

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, 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. Bridges over small streams or inlets which are unimportant to navigation are shown without their respective clearances.

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. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

Yes. See overlay. See paragraph entitled "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. 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 also used on rough draft.
6. All drawing has been retouched where partially rubbed off. Not required.
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 additional topographic survey required.

17. Remarks:

18. Examined and approved:

*Samuel G. Gandy*  
~~Chief of Staff~~

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

*Robert W. King*  
Chief, Section of Field Records  
*T. J. Bond*  
Chief, Division of Charts

*K. T. Adams*  
Chief, Section of Field Work Topography  
*G. H. Rude*  
Chief, Division of Hydrography

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5804

The area covered by T-5804 is also covered by T-5792 (1:20,000) and T-5793 (1:20,000) of approximately the same date.

T-5792 is to be published. Since there appears to be little need for duplicating the publications of this area on the larger scale, T-5804 will not be redrafted and will not be published.

The file copy of T-5804 is a reproduction of the original rough drawing made for the use of the subsequent hydrography or other needs of the Bureau. Persons outside of the Bureau requesting map information in this area should be referred to T-5792 and T-5793.

The regular office review is incorporated in the review of T-5792. T-5792 and the descriptive report T-5792 contain all information for chart correction to be obtained from the air photographic surveys in this area.

Descriptions of recoverable topographic stations are filed under T-5792.

B. G. Jones, June 9, 1941