

5822

Diag'd. on Diag. Ch. No. 1257-2

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5822
State <u>Florida,</u>	
LOCALITY	
<u>West Coast,</u>	
<u>Old Tampa Bay. and Vicinity</u>	
<u>1941</u>	
CHIEF OF PARTY	
<u>Lieut. Kenneth G. Crosby.</u>	

U. S. GOVERNMENT PRINTING OFFICE 103221

5822

Applied to chart 587 before review. October 8, 1942 L.A.M.
" " " 1257 " " October 13, 1942 L.A.M.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

CS-292-E

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.

Sheet No. T-5822

~~Sheet No.~~

REGISTER NO.

State Florida

General locality West Coast

Locality Old Tampa Bay

Scale 1:10,000 Date of survey December 12, 1939

~~VESSEL~~ PARTY - Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby.

~~Surveyed by~~ Field Inspected by Harold A. Duffy, Photogrammetric Aid

Inked by Milton M. Slavney

Heights in feet above --- to ground to tops of trees

Contour, Approximate contour, Form line interval --- feet

Instructions dated April 3, 1940

Remarks: -----

Completed survey received: March, 1942

Reviewed: 22 March 1946

Redrafted: Aug. 1946

Published: Nov. 1946

Registered: 20 May, 1948

EXPOSURES

Exposure	Date	Time	Stage of Film
4177	December 12 1939	10:07	-0.9
4178	" " "	10:08	-0.9
4179	" " "	10:09	-0.9
4206	" " "	10:43	-0.9
4207	" " "	10:44	-0.9
4208	" " "	10:45	-0.9
4209	" " "	10:46	-0.9

Fig. 200. Aerial photographs near Bayview, Old Tampa Bay.
Reference Station: Tampa Bay.

Camera U.S. Coast and Geodetic Survey Model 1 (Focal Length 6 1/2 inches)
Negative on file at Washington Office

SCALE

Horizontal scale of photographs..... No Scale Plot Run
Scale of Survey Sheet..... (Approximate 1:10,000)
1:10,000

STATISTICS

Area (sq. mi.).....	17.36	Square statute miles
Shoreline (over than 200 ft. from open water).....	49.49	Statute miles
Shoreline (extent).....	14.32	Statute miles
Railroad, streets, canals, and other features.....	24.4	Statute miles

REFERENCE STATION

Station: BOOTH, 1926 and 1934	Latitude: 28°00'02.846" (87.6m)
Date: N. A. 1927	Longitude: 82°39'46.934" (1282.4m)

Florida System of Plane Coordinates (West Zone)

X coordinate: 286,039.37
Y coordinate: 1,333,516.92

GENERAL SURVEY SUMMARY

	Project	Period	Length
General Survey	M. M. S.	July	9
Field Survey			
Total			9

FIELD SURVEY SUMMARY

Section 1 of Plot	K. W. S.	March & April	9½
Section 2 of Plot	JDT-HAD-MMS	April-July 1941	46
Section 3 of Plot	HAD	July	4
Section 4 of Plot			
Section 5 of Plot	HAD	July	1
Section 6 of Plot			
Section 7 of Plot			
Section 8 of Plot			
Section 9 of Plot	K. G. C.-H. A. D.	July & Sept.	15
Section 10 of Plot			
Total			75½

NO. PLANT PLOT

Section 1 of Plot	No scale plot run		
Section 2 of Plot			
Section 3 of Plot	Washington Office		
Section 4 of Plot	M. M. S.	July	5
Section 5 of Plot	R. D.	July	2
Section 6 of Plot	M. M. S.	July	4
Section 7 of Plot	R. D.	July	2
Section 8 of Plot	M. M. S.	July	5½
Section 9 of Plot	R. D.	July	2
Section 10 of Plot	R. D.-M. M. S.	July	3
Section 11 of Plot	RD-MMS-RHY	July	8½
Section 12 of Plot	L. J. D.	April	6
Section 13 of Plot	M. M. S.	July	15½
Section 14 of Plot	MMS-WHS-KGC	July	9
Section 15 of Plot	LJD-MMS	May and July	2
Section 16 of Plot	WHS-MMS-KGC	May and July	8
Section 17 of Plot	MMS-KGC	September	4
Section 18 of Plot			
Total			76½

DETAILS

Section 1 of Plot	M. M. S.	Aug. and Sept.	188
Section 2 of Plot			
Total			188

OF PLANT

Section 1 of Plot	M. M. S.	September	3
Section 2 of Plot	MMS-KGC	September	15
Section 3 of Plot	KGC	September	8
Total			26

Total of all plots in this section 375 1/2

No date

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T---5822

GENERAL

This sheet was compiled from nine-lens aerial photographs 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 Old Tampa Bay.

The shoreline area is generally mangrove covered. Usually a sand ridge of varying width will be found separating the fast inshore land from the unstable shoreline. The inshore area is largely grass and palmetto with scattered pine and palm. Swamp areas are large and numerous especially north of Florida State Highway NO. 17. Marshes and intermittent ponds, wet in rainy season and covered with grass in dry weather, are scattered through the sheet area. A few plots of cultivation border Florida State Highway No. 17.

Areas of vegetation with varying density and identity were shown with symbols, labels were used in areas of uniform make up.

Approximate M. L. W. is shown by a dotted line, and the approximate limits of the shoal areas are shown by a dashed line. These features are shown for the use of the hydrographer only.

The character of small islets in creeks and bayous is given in notes on the sheet - mangrove or marshes as the case may be.

All roads are to be shown 0.6 m.m. wide, as none of the roads on this sheet are more than ~~12~~⁶ meters wide.

CONTROL

Control of this sheet consists of the following U. S. Coast & Geodetic Survey and Florida Mapping Project traverse stations.

<u>Name of Station</u>	<u>Year</u>	<u>Established By</u>
• STONY	1926	R. L. Schoppe
• BOOTH	1926 & 1934	R. L. Schoppe G. L. Anderson
• D-17 F.G.S. 1934	1934	Fla. Mapping Proj.
• D-18 " "	1934	Fla. Mapping Proj.
• D-19 " "	1934	Fla. Mapping Proj.
• D-20 " "	1934	Fla. Mapping Proj.

Station "BOOTH" is outside the tracing limits of the sheet but it has been used for controlling the main radial plot and detailing. It was reoccupied in 1934 and adjusted to N. A. 1927 datum.

over

Recoverable Tops

Bar, 1941 fm 524

Ark " "

Den " "

Get " "

Fry " "

Temporary Hyd'n

Davis Causeway:

W. End, S. railing

E. End " "

E. Gable Ho.

Double Branch.

N. Gable Fishhouse

Best Bayou

S. Gable House

MAIN RADIAL PLOT

A radial plot was laid on July 30, and 31, 1941 for the location of radial points, marked hydrographic and topographic stations. The plot covered Sheet No. T-5822 only and included all photographs within the area of the sheet.

The plot comprised 7 templates from a junction with previous plots at photographs Nos. 4177, 4178, and 4209 on the west and Photograph No. 4206 on the east.

All templates in this plot were controlled completely by triangulation or traverse stations, the latter having been established by the Florida Mapping Project.

The plot was laid with excellent results and no large or unusual adjustments were necessary to obtain good agreement along the flight lines or with radial points located by previous main plots at the plot junctions.

The templates were made in accordance with "Notes on Radial Plotting of Nine-Lens Aerial Photographs", dated April 9, 1940. The usual practice of laying the main plot was followed and consisted of plotting the control on the survey sheet, transferring it to a base grid sheet and then laying the plot on the latter which was securely taped to the plotting table. Upon completion of the plot, the points established by the radial plot were transferred to the survey sheet by matching grid squares. There was good agreement between the grid squares on the base sheet and the survey sheet and the adjustment between the grid squares was practically negligible.

All of the points which were determined in the main radial plot by the common intersection of three or more radial lines giving a strong intersection have been transferred to the survey sheet. These points are believed to be within 0.2 m.m. of their true positions. Points determined by only two radial lines or points which could not be determined from the common intersection of three or more radial lines have been transferred to the survey sheet by carefully transferring the radial lines themselves for further study by the compiler.

Mention is here made of the method of ascertaining the position of two stations located on Davis Causeway. Because the marked station "ARK" and the unmarked station "West End of South Bridge Railing" appeared on only one Photograph, (No. 4177) it was found necessary to locate them by field measurement from stations of known positions. This was done by linear measurements from station "Center of Control Tower", resection from triangulation station "BOOTH", and radial cuts from Photographs No. 4177. The positions thus determined are in good agreement with all measurements. The locations of these two hydrographic stations was done by M. M. Slavney.

Various colored inks were used on the office photographs and the survey sheet to designate triangulation stations, hydrographic stations, radial points, etc. The following key is used and furnished for this information.

Photographs (Office Prints)

Triangulation & Traverse Stations.....2.5 mm blue circle
Marked Hydro. & Topo. Signals.....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 Circle

Survey Sheet

Triangulation Station.....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
Photograph Centers.....Double blue circle on back of sheet.

INTERPRETATION OF PHOTOGRAPHS

Field notes were adequate, with one exception. In some sandy areas bordering on mangrove there is some doubt as to the limits of flooded areas at high water. One trip in the field by the compiler at time of mean high water showed that these areas are as shown on the sheet, "Flooded at extreme high tides".

FIELD INSPECTION

The field inspection was made by Harold A. Duffy, Photogrammetric Aid in April, 1941 by truck and skiff. The legend for field inspection and detailing is made a part of this report.

DETAILING

The acetate was prepared for inking by rubbing with dry magnesium carbonate and then washing with water. No additional cleaning was necessary while detailing and the ink has adhered so well that no re-inking has been necessary.

All ditches as detailed on this sheet should show on the finished print.

JUNCTIONS

This sheet joined T-5821 and T-5825 on the west and both junctions are in good agreement. Sheet T-5834 on the east has not yet been detailed and a statement regarding the junction will be made in the report for T-5834. *OK*

COMPARISONS WITH OTHER SURVEYS

Reference is made to a letter from the Office dated May 10, 1941 (28-PFA, 1990), advising that this paragraph may be dispensed with for this area. Surveys of other agencies are of such scales that accurate comparison could not be made.

GEOGRAPHIC NAMES

The investigation of geographic names is incorporated in the special report entitled "Investigation of Geographic Names - Anclothe Keys to Tampa Bay", submitted to the Washington Office by Lieut. (j.g.) James D. Thurmond.

LANDMARKS

There are no prominent landmarks within the limits of this sheet.

Respectfully submitted,

Milton M. Slavney

Milton M. Slavney,
Engineering Draftsman.

Forwarded,

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

**LEGEND USED FOR FIELD INSPECTION AND SURVEY
PROJECT 212 E - 1941**

TREES

P - Pine
 Cy - Cypress
 Palo - 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 (marked blue line on
 insular limits)
 M B - Marsh grass in water (marked blue
 line on offshore limits)
 Sw - Swamp
 Mg - Mangrove
 Hd - Hedge

STREAMS

Ca - Canal (ditch)
 Cr - Creek
 D - Ditch (ditch)
 I S - Inter-tidal Stream
 POU - Probable upstream unimproved
 Brg - Bridge or culvert
 Cv - Culvert
 Lev - Levee

F.C.S. - Florida Censitary Survey
 U.S.E. - U.S. Engineers
 U.S.S. - U.S. Geological 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 road, rail, etc.
 RR ab. - Rail abandoned (state why)

PONDS

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

SHORE LINE

H. L. - Mean High Water line (solid
 red line - last land)
 L. L. - Low Water line (dashed red line)
 L. L. - Light line (solid blue line for
 mean high water line on seabed)
 Dr - Dock
 Pr - Pier
 S. S. - Seawall
 Shad - Shaded
 Sops - Concrete
 M - Marsh
 Jet - Jetty
 M - Mole
 Pile - Pile (give type)
 C - Canal
 Dam - Dam
 M - Mole
 M - Mole or breakwater
 M - Mole
 M - Mole
 M - Mole (give type)

WATERWAYS

M - Marsh, Mangrove, etc.
 M - Marsh (give type)
 M - Marsh (give type)
 M - Marsh (give type)
 M - Marsh (give type)
 M - Marsh (give type)
 M - Marsh (give type)
 M - Marsh (give type)

WATERWAYS

F - Fence
 F R - Fire Road (containing)
 F R - Fire Road (containing)
 G - Gateway
 Park - Park (give name)
 F. T. - Fire Tower
 T. T. - Transmission Tower (give name)
 P. L. - Power Line
 Shoal - approx. limits of bar; colored
 line for use by hydrographer

REVIEW OF AIR PHOTO COMPILATION NO. T- 5822

Chief of Party: Kenneth G. Crosby

Compiled by: M. M. Slavney

Project: H. T. 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)

No lights or docks affecting navigation

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)

Sextant and tape used for two topographic stations on Davis Causeway and dimensioned in report.

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. 26)

None transmitted.

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.

Several field inspection trips to check data have been made during detailing.

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. 120; 44; and 65 c, h, i)

Yes.

7. High water line or marshy areas have been clearly and adequately for chart compilation. (Par. 16a, 44, 64)

Yes, the light line around marsh and mangrove areas defines the outer limit 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.

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, shoal areas are outlined approximately as an aid to 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 57)

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)

No landmarks.

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; ^{other} ~~but no~~ bridges of ^{no} navigational importance. All are fixed span highway bridges over shallow 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. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlay. See special report mentioned in 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, so far as detailed. Sheet T-5834 not yet completed; a statement regarding the junction will be made in the report of that sheet.

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, legend also used.

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.
6. All drawing has been retouched where partially rubbed off. Not necessary to retouch.
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:

Timothy A. Gosh
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

T-5922

Remarks.

Decisions

1		279825
2		280826
3		279826
4		280826
5		"
6		"
7		"
8		"
9		279826
10		"
11		"
12		"
13		"
14		
15		
16		
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19		
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21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No.

T-5922

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>Old Tampa Bay</u> ✓									1
✓ <u>Booth Point</u> ✓									2
✓ <u>Davis Causeway</u> ✓									3
✓ <u>Mobbly Bay</u> ✓									4
✓ <u>Mobbly Bayou</u>									5
✓ <u>Boat Bayou</u>									6
✓ <u>Double Branch</u> ✓									7
✓ <u>Double Branch Bay</u> ✓									8
✓ <u>Cabbagehead Bayou</u> ✓									9
✓ <u>Double Bayou</u> ✓									10
✓ <u>Dick Creek</u> ✓									11
✓ <u>Rocky Creek</u> ✓									12
✓ <u>The Pond</u> ✓									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Handwritten note: L. Heck on 1/14/41

NAUTICAL CHARTS BRANCH

SURVEY NO. T-5822

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

T-5822

The portion of "Davis Causeway" E of Long 82°35.9' was swung northward, using the highway P.I. as the hinge (82°35.9'), on sheet T-5822. The junction of the portions of this causeway falling on T-5822 and T-5832 is now consistent.

See the attached correspondence for the authority for this correction.

The corrected details on T-5822 are shown in red.

J. Evans
12/7/43

40
POST-OFFICE ADDRESS: 1101 E. Broadway
Tampa 5, Fla.

TELEGRAPH ADDRESS:

82
EXPRESS ADDRESS:

826
1943 NOV -29- AM 9:00

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

November 25, 1943

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

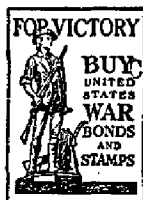
From: Lieut. Comdr. Kenneth G. Crosby
Tampa Photogrammetric Office
Tampa 5, Florida

Subject: Junction between planimetric map T-5822 and T-5834 *o.k.*
Project 242-E

Reference: Your letter November 12, (826-RCH)

The correction of the discrepancy in the junction of planimetric map T-5822 and T-5834 in the vicinity of the Davis Causeway may be accomplished by swinging northward that portion of the causeway which extend eastward from longitude $82^{\circ} 36'$. The hinge of the swing should be at the intersection of the tangent centerlines of the highway located at approximately $82^{\circ} 35.9'$. The location of the causeway as shown on T-5834 may be accepted as being correct.

This method of correction does not affect any scaled coordinates of hydrographic or topographic monumented stations. It will affect the position of an isolated Australian Pine tree which was "Cut in" for use for a future hydrographic party. Contact was not made with the official of the Davis Causeway to ascertain the availability of survey data to accomplish this correction as it was felt that the above method is adequate. If, however, this method of adjustment does not meet with the approval of the Washington Office I will personally contact Mr. Davis for the purpose of securing further survey data. It is my opinion that Mr. Davis would be unable to furnish the necessary information since he has been to this office several times to obtain surveying data which should have been in his possession if traverse or triangulation were shown on the plans for the Causeway.



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

826-RCR

November 12, 1943

To: Lieut. Comdr. Kenneth G. Crosby
U. S. Coast and Geodetic Survey
1101 East Broadway
Tampa 5, Florida

From: The Director
U. S. Coast and Geodetic Survey

Subject: Planimetric Maps T-5822 and T-5834,
Project 242E

The Davis Causeway, where it crosses the junction of these two planimetric maps at longitude $82^{\circ}35'$, fails to join by 1.5 millimeters. This is apparently due to weakness of the plot in the southeast section of T-5822.

This error was noted by the field edit on quadrangle T-8381, project 290, and was corrected by moving that section of the Causeway immediately west of longitude $82^{\circ}35'$. Apparently, no planetable or other ground survey work was done to make this correction on the quadrangle.

The two planimetric maps can be joined in this office in the same manner as was accomplished on quadrangle T-8381. However, in shifting the position of the Causeway on T-5822, it is not known from what point to hinge the shift, and some error probably will remain in the position of the Causeway and in the position of permanently marked stations located thereon. The correction, while larger than desired, is not of sufficient importance to warrant additional field surveys. However, it is thought that you may have, or may be able to obtain, survey data, such as triangulation or traverse, used in the construction of the Causeway. If this is the case, please forward the data to this office for use in making the correction to T-5822.

(Signed) J. H. HAWLEY

Acting Director

DIVISION OF PHOTOGRAMMETRY
Review Report of
Planimetric Map Manuscript T-5822

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

28 Detailing

The highway between Oldsmar and Drew Field was shown on the map manuscript with a dashed line accompanied by the note "proposed highway". U.S. Engineer plans showing this highway were not available at the date of this review. The road was transferred to the manuscript from T-8376 and 8377 dated 1942 and 1943 respectively.

Photographs showing the highway are now available. They consist of Army Air Force photographs, project 5 M 141, 5-19-45, numbers 1-4, 1-5, 1-22, 1-23, 1-24, 1-36 and 1-37.

A power line was added to the map manuscript. Portions of this power line were verified by the Citrus Park quadrangle, T-8376, which falls in the area of the map manuscript.

44 Comparison with Existing Topographic Quadrangles

Citrus Park, Florida, U.S.E.	1:31,680	1942 (T-8376)
Oldsmar, Florida, U.S.E.	1:31,680	1943 (T-8377)
Safety Harbor, Florida, U.S.E.	1:31,680	1943 (T-8380)
Gandy Bridge, Florida, U.S.E.	1:31,680	1943 (T-8381)

On the Oldsmar quadrangle B.M. S 100 is plotted as a triangulation station. No recorded geographic position or coordinates for this station could be found. The bench mark does not appear on the map manuscript.

45 Comparison with Nautical Charts

Chart No. 587, 1:40,000, 1943

A new road east of Oldsmar does not appear on the chart.

46 Application to Nautical Charts

The map manuscript has been applied to charts 587 and 1287 prior to review.

Reviewed by:

Under the direction of:

Lena T. Stevens
Lena T. Stevens 22 Nov. 1946

Chief, Review Section

Approved by:

M. Jones 11/48
Technical Asst. to Chief,
Division of Photogrammetry

for E. Adams 12 Nov 48
K. T. Adams, Chief,
Division of Photogrammetry

K. Stirling
Chief, Nautical Chart Branch
Division of Charts

E. H. Green
Chief, Div. of Coastal Surveys