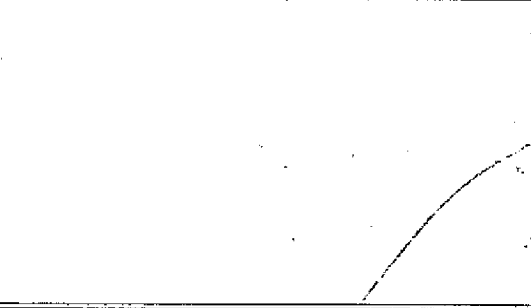


# 5824

1257-2

# 5824

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. T-5824
	
State <u>Florida</u>	
LOCALITY	
<u>Florida West Coast,</u>	
<u>Southern Part of</u>	
<u>Clearwater Harbor.</u>	
<u>1934</u>	
CHIEF OF PARTY	
<u>Lieut. Kenneth G. Crosby.</u>	

Applied to chart 587 before review October 8, 1942 Sam  
" " " 1257 " " October 13, 1942 Sam.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

C5-242-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-5824  
~~Field No.~~

REGISTER NO.

State Florida

General Locality West Coast of Florida

Locality Clearwater Harbor (Southern Part)

Scale 1:10,000 Date of <sup>photos.</sup>~~survey~~ December 7, 1939

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

Chief of party Lieut. Kenneth G. Crosby

Field Inspected by: Lieut. (j.g.) James D. Thurmond, Harold

~~Surveyed by~~ A. Duffy and James C. McGuire.

Inked by Jesse A. Giles, Engineering Draftsman

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

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

Instructions dated April 3, 1940

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

GPO 266533

Complete survey received: 6 Dec. 1941

Reviewed: 7 Sept, 1943

Redrafted: 16 Sept. 1943

Published: June, 1945

Registered: 20 May, 1948

## PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3914-3915-3916	December 7, 1939	11:02-03-.04	1.3
3928-3929-3930	" " "	11:15-.16-.17	1.3
3952-3953-3954	" " "	11:39-.40-.41	1.2
3973-3974-3975	" " "	12:00-.00-.01	1.2
3991-3993-3995	" " "	12:15-.17-.18	1.2

Tide from predicted tables for: Dunedin, St. Joseph Sound  
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.....1:10,000  $\pm$  0.9979  
Scale of Survey Sheet.....1:10,000

## STATISTICS

Area (land).....	25.9	Square statute miles
Shoreline (more than 200 m. from opposite shore).....	24.9	Statute miles
Shoreline (creeks).....	12.9	Statute miles
Roads, streets, trails, and railroads.....	147.4	Statute miles

## REFERENCE STATION

Station: LARGO, Silver Municipal	Latitude: 27° 55' 07.465" (229.8m.)
Tank, (HY) 1925- <del>1924</del> (4)	
Datum: N. A. 1927	Longitude: 82° 47' 25.826" (706.2m)

Florida System of Plane Coordinates (West Zone)

X coordinate: 244,710.76

Y coordinate: 1,303,931.06

**SHEET NO. T-5824**

**SUPPLEMENTARY SURVEYS**

	Name	Date	Hours
Control Surveys.....	KWS WHS WOG	April	16
Planetable Surveys.....			
<b>Total</b>			<b>16</b>

**FIELD INSPECTION**

Preparation of Photographs.....	KWS	: Jan. & Feb.	: 17
Field Work.....	JDT HAD	: March	: 101
Inking Notes.....		:	:
Coast Pilot Notes.....		:	:
Geographic Name Report.....	LJD JAD HAD	: June & July	: 5 1/4
Landmarks for Charts.....		:	:
Description Cards.....	) JDT HAD KGC	: March & Aug.	: 59 1/4
Recovery Notes.....			
Total			182 1/2

**MAIN RADIAL PLOT**

Scale Plot.....	KGC	April	5 1/2
Projection on Base Sheet.....	Washington Office		
Projection on Survey Sheet.....			
Control Plotted.....	KGC	May	9
Control Checked.....	WHS JED	May	11 1/2
Control Trans. to Base Sheet....	KGC	May	1 3/4
Transfer Checked.....	KWS	May	1
Control Picked on Photographs...	JAG, JHSB, MMS, JED	March & Apr.	71
Control Checked on Photographs...	JAG JHSB MMS	April	9 1/2
Hydro. & Topo. Stations Picked...	JED LJD JAG	Apr. & July	45
Radial Points Picked.....	KWS	April	16
Adjacent Centers Picked.....	KWS	February	54
Templates.....	WHS JED RHY	May	19
Radial Plot.....	*	May	8 3/4
Radial Points Transferred.....	KGC JAG WHS	May	8
Transfer Checked. / & Inked.....	JED WHS JAG	May	7
H & T Stations Scaled & Checked...	JAG JED ECA	Sept.	9
Additional Radial Points.....	JAG	July	35
<b>Total</b>			<b>311</b>

**DETAILING**

Rough Draft.....	JAG	June	388
Smooth Draft.....			
<b>Total</b>			<b>388</b>

**COMPILED**

Name Overlay.....	JAG	June	15
Descriptive Report.....	JAG KGC	Nov.	14
Field Review.....	KGC	Nov.	28
<b>Total</b>			<b>57</b>

**Total Time Spent on Sheet..... 954 1/2 Hours.**

**LEGEND USED FOR FIELD INSPECTION AND DRAFTING  
PROJECT 242 E - 1941**

**TREES**

H - 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 (dashed blue line on  
     inshore limits)  
 M W - Marsh grass in water (dashed blue  
     line on offshore limits)  
 Sw - Swamp  
 Mg - Mangrove  
 Hdg - Hedge

**STRUCTURES**

Ca - Canal (width)  
 Cr - Creek  
 D - Ditch (width)  
 IS - Intermittent Stream  
 PDU - Probable drainage unsurveyed  
 Brg - Bridge or symbol  
 Cv - Culvert  
 Lev - Levee

F.G.S. - Florida Geologic Survey  
 U.S.E. - U.S. Engineers  
 USBS - 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.  
 Rk ab. - R.R. abandoned (grade only)

**PONDS**

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

**SHORE LINE**

H...L. - mean high water line (solid  
     red line - fast land)  
 Low.L. - low water line (dashed red line)  
 L.L. - Light line (solid blue line for  
     mean high water line on marsh)  
 Dk - Dock  
 Pr - Pier  
 Se W - Seawall  
 Blvd - Bulwark  
 Conc - Concrete  
 Wo - Wooden  
 Jet - Jetty  
 dol - Dolphin  
 pile - Pile (give type)  
 S - Sand  
 Mud - Mud  
 Rk - Rock or Rocky  
 Stg - Stony  
 w - water  
 Blf - Bluff (height)

**BUILDINGS**

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

**SYMBOLS**

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

DESCRIPTIVE REPORT  
TO ACCOMPANY  
SHEET NO. T---5824

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, southern part of Clearwater Harbor.

The major portion of the vegetation is pine, grass and palmetto with large areas of citrus cultivation scattered throughout the sheet.

CONTROL

Control on this map drawing consists of twelve triangulation stations and twenty-two traverse stations, all of which fall within the tracing limits of this sheet.

<u>Name of station</u>	<u>Year</u>	<u>Established by</u>
• LARGO SILVER MUNI. TANK (HY) 1925)	<del>1934</del> 1925	G. L. Anderson
• NEW	1925	R. P. Eyman
• BELLEAIR, SILVER MUNI. TANK (BELL) 1926)	<del>1934</del> 1926	G. L. Anderson
• CLEARWATER, SILVER MUNI. TANK (BAK.) 1925)	<del>1934</del> 1925	G. L. Anderson
• KAY	1906	W. H. B.
• FRICKLEY	1906 ; 1910	W. H. B.
• CLEARWATER, BELLEVUE HOTEL		
• WHITE BRICK STACK (STACK) 1925)r.	<del>1934</del> 1925	G. L. Anderson
• BELLEVUE Topo	<del>1941</del> 1939	U. S. E.
• SOUTH R. M. NO. 1 ?	1924	G. C. Jones - destroyed
• SOUTH AXIS G-1 (S. AXIS TA 34A) U. S. E.	1937	U. S. E.
• SAND KEY 1937	1937	U. S. E.
• INLET Topo	1934	U. S. E.

TRAVERSE STATIONS

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
Y-9, Y-10, Y-11, Y-12 ✓	1934	Fla. Mapping Proj.
Y-32, Y-33, Y-34, and Y-38	1934	Fla. Mapping Proj.
Y-51, Y-52, Y-53, Y-54 ✓	1934	Fla. Mapping Proj.
Y-55, Y-56, Y-57, Y-58 and Y-59 ✓	1934	Fla. Mapping Proj.
Y-190, Y-191, Y-192, Y-193, Y-195	1934	Fla. Mapping Proj.

over

Twelve additional control stations fell outside the tracing limits of the sheet. These stations were used for controlling the photographs during the tracing of the detail but are not shown in the above listing.

MAIN RADIAL PLOT

A continuous radial plot was run on May 10 and 12, 1941, for the purpose of locating all photograph centers, all hydrographic stations, topographic stations, bench marks, azimuth marks and radial points.

18

Recoverable Tops Stations (Am 5-24)

BM EDT 3 (USE)	1937
EVE	1941
175 East (USE)	1937
ALE	1941
BM EDD 83 (USE)	1937
Ref H. 1. South	1924
BEG	1941
COX	"
BELLEVIEW (USE) A	"
BAA	"
Y 67 (FGS) A	"
INLET A	1934
CAMP	1926
Y 32 (FGS) A	1934
Y 33 " A "	"



The plot extended over the entire area covered by Sheets Nos. T-5818 to T-5825 inclusive, except Sheet No. T-5822. All photographs, furnished by the Washington Office, for the area covered by these sheets were used.

The plot<sup>was</sup> comprised of 71 templates. These were made in accordance with "Notes on Radial Plotting of Nine-lens Air Photographs", dated April 9, 1940 except that mask lines were not transferred to the survey sheet and many more points were located by the radial plot than recommended.

Practically all templates were rigidly fixed by control furnished by previous established triangulation or traverse. A few templates had no triangulation or traverse control but they were rigidly fixed by points determined by radial intersections of previously laid templates. Agreement along the flight line was excellent and the intersection of radial lines to photograph centers on adjacent flight lines was very good.

The usual practice of laying a plot was followed. This consisted of plotting the control on the survey sheets and transferring it to the base grids by matching individual grid squares. There was only a slight adjustment necessary when making the transfer. The base grids were securely taped to the plotting table and allowed to remain for 48 hours before laying the plot. The base grids were readjusted and retaped prior to laying the first template.

Due to the extensive amount of control, no difficulty was experienced in laying the plot. After laying all templates it was believed to be unnecessary to relay any part of the plot since practically all of the radial intersections formed a common point.

All points located by the radial plot were transferred and checked on the survey sheet by matching individual grid squares. In cases where there were but two radial lines to a point, the radial lines were transferred to the survey sheet for a further check by the draftsman when detailing the sheet. There were very few instances where the intersections had a triangle of error and in such cases due regard was given to the strength of the intersection as well as the probable error in the radial line itself. In several instances where the triangle of error was too large to accurately pick the point, all of the radial lines were transferred to the survey sheet for further study by the draftsman to obtain a common point of intersection.

A majority of the radial intersections gave a common intersection for four to seven radial lines. With such good agreement no difficulty was experienced in accurately picking the located point. It is believed that all radial points are within 0.20 m.m. of their true location and these points are indicated on the survey sheet by 2.5 m.m. circles. No large or unusual adjustments were necessary in any part of the plot.

Various colored inks were used on the photographs and survey sheet to designate triangulation stations, traverse stations and hydrographic stations, etc. The following key is furnished for reference:

Photographs

Triangulation & Traverse Stations.....2.5 m.m. blue circle  
Hydrographic & Topographic Stations.....2.5 m.m. green circle  
Radial Points in Main Plot.....2.5 m.m. red circle.

## Photographs (Continued)

Radial Points (Additional).....3.5 m.m. red circle  
Photograph Centers.....Double White Circle.

## Survey Sheet

Triangulation & Traverse Stations.....3.5 m.m. high black triangle  
Hydrographic & Topographic Stations.....2.5 m.m. black circle  
Radial Points on Main Plot.....2.5 m.m. blue circle on back  
Radial Points (Additional).....3.5 m.m. blue circle on back  
Points not strongly determined.....2.5 m.m. circle with tick marks  
    Radial Points (Blue)                    indicating number and direction  
    H. & T. Stations (Black)                of cuts.  
Photograph Centers.....Double blue circle on back of  
  Sheet.

## INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and no difficulty was encountered in their interpretation.

## FIELD INSPECTION

Field inspection was accomplished by truck and boat during March and April, 1941 by Lieut. (j.g.) James D. Thurmond, Harold A. Duffy, Photogrammetric Aid and James C. McGuire, Photogrammetric Aid. Field notes were sufficient for the delineation of this sheet. The legend used by the field party and the draftsman is made a part of this report.

## DETAILING

The streets in the congested areas of Clearwater, Belleair, Largo, etc., have been shown by a double line .6 m.m. wide, except where actual widths on photographs exceed this, then true dimensions have been shown. All roads are to be smooth drafted .6 m.m. wide except when otherwise indicated in the manner stated above. Accurate shapes of buildings have been shown whenever possible, special attention having been given to important public buildings. In some cases private dwellings and buildings have been partially obscured by large trees. In such cases buildings have been shown by conventional symbol.

Approximate mean low water has been indicated by a dotted line and the approximate limits of shoal areas have been shown by a dashed line as an aid to the hydrographer.

Some of the detail was redrafted due to bad radial points. Additional radial points were plotted throughout the sheet with the exception of a small area in and around the Southern part of Clearwater. The exact reason for the lack of agreement between radial points is not known since good intersections were obtained during the laying of the main plot.

A sufficient number of additional radial points were located to obtain the correct location of the detail and it is believed that the error or discrepancies as first evidenced has been entirely eliminated.

Before detailing, the surface of this sheet was rubbed with Magnesium Carbonate and washed off. No re-inking of the sheet has been necessary.

NON-FLOATING AIDS ( 21 beacons, from 567 attached )

The beacons and lights shown were plotted from sextant angles taken by Lieut. (j.g.) James D. Thurmond and Harold A. Duffy, Photogrammetric Aid, on September 5, 1941, with the exception of Light #84 which was plotted from sextant angles taken by James H. S. Billmyer, Senior Draftsman on September 27, 1941. The non-floating aids shown are in agreement with those shown on U. S. Coast & Geodetic Survey Chart 1257 as to number and color. A slight disagreement of position was found in some instances. The position indicated on this sheet is correct.

The navigational light, shown on Chart 1257, about 1.1 miles South of Little Pass was non-existent at the time field inspection was made in this area during March and April, 1941. A special investigation was made on November 28, 1941 by a field inspection party and no light could be found after extensive search along the shoreline and in the approximate position as scaled from the chart and plotted on the drawing. This light appears on Chart 1257 at the following position: 27° 56.3' Latitude; 82° 50.3' Longitude.

JUNCTIONS

This sheet joins T-5823 on the North, T-5825 and T-5827 on the East, and T-5826 on the South. All junctions were satisfactorily made.

COMPARISON WITH OTHER SURVEYS

Due to large scale differences between this survey sheet and maps and charts available, no adequate comparison could be made.

GEOGRAPHIC NAMES

The investigation of geographic names on this survey sheet is the subject of a special report entitled "Investigation of Geographic Names, Anclote Keys to Entrance to Tampa Bay", submitted to the Washington Office by Lieut. (j.g.) James D. Thurmond.

LANDMARKS

Three tanks and a chimney suitable for landmarks appearing on this sheet have been previously located by triangulation and appear on U. S. Coast & Geodetic Survey Chart No. 1257.

Respectfully submitted,

*Jesse A. Giles*  
Jesse A. Giles,  
Draftsman.

Forwarded,

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

Page No. 1

TO BE CHARTED } STRIKE OUT ONE  
~~RECOMMENDED FOR CHARTS~~

## LANDMARKS FOR CHARTS

Topo. Sheet No. T-5324  
South End of Clearwater Harbor (Clearwater Harbor)  
and Little Pass. List of Permanent  
(Non-floating) Aids to Navigation  
Tampa, Florida, September 29, 1941. 4933

I recommend that the following objects which have ~~(be charted)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(charts)~~ the charts indicated.  
The positions given have been checked after listing.

Lieut. Kenneth G. Crosby,  
*(Chief of Party)*

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED.				
		LATITUDE		LONGITUDE		DATUM										
		°	'	°	'	D. M. METERS	D. P. METERS									
	(South of Clearwater) CLEARWATER HARBOR, BEACON NO. 68	27	53	82	50	N. A. 1927										

Page No. 2

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
~~TO BE CHARTED~~

Tampa, Florida September 29, 1941. 193

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~charts~~) the charts indicated.

The positions given have been checked after listing.

Lieut. Kenneth G. Crosby,

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED				
		LATITUDE		LONGITUDE											
		°	'	°	'	D. M. METERS	DATUM								
	LITTLE PASS, BEACON NO. 3	27	57	82	49	1026	N. A. 1927	854		Sextant	9/5/41	X			1257
	LITTLE PASS, BEACON NO. 5	27	57	82	4										

REVIEW OF AIR PHOTO COMPILATION NO. T-5824

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

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)  
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 surveys are discussed in the descriptive report. (Par. 66; and 66 d, e)  
Sextant used for non-floating aids.
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. 20)  
~~Blue print~~ showing Belleair Street layout.
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 65c,h,i)  
Yes.
7. High water line of marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)  
Yes. The light line around marsh and mangrove areas 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.

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)  
Low water line is approximate. Shoal areas are indicated as an aid to the hydrographer.
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1923, circular letter of March 3, 1923, and circular 31, 1924. (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, 1924, Landmarks for Charts, complied with. (Par. 16d, e; and 60)  
No landmarks in addition to those already charted.
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)  
No bridges of navigational importance.
12. Geographic names are shown on the overlay tracing. The accepted local usage on 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. C. & G.S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)  
No 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, legend also used.
  2. The degrees and minutes of latitude and longitude are correctly marked.  
Yes.

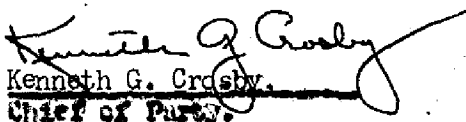
3. All station points are exactly marked by fine black dots. Yes.
4. Closely spaced lines are drawn sharp and clear for printing. Yes.
5. Topographic symbols for similar features are of uniform weight. Yes.
6. All drawing has been retouched where partially rubbed off. Not necessary to retouch.
7. Buildings 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, 43)

16. No additional surveying is recommended at this time.  
No additional topographic survey required.

17. Remarks:

18. Examined and approved:

  
Kenneth G. Crosby.  
Chief of Party.

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

~~Chief of Section of Field Records~~

~~Chief, Section of Field Work~~

~~Chief, Division of Charts~~

~~Chief, Division of Hydrography~~



# GEOGRAPHIC NAMES

Survey No. T-5824

GEOGRAPHIC NAMES		Survey No. T-5824											
Name on Survey		A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K			
✓	✓										1		
✓	✓										2		
✓	✓										3		
✓	✓										4		
✓	✓										5		
✓	✓										6		
✓	✓										7		
✓	✓												

Name underlined in report

by L. Heck on 7/22/42

T-5824

Remarks.

Decisions

1		279827
2		279828
3		"
4		278828
5		279828
6		"
7		"
8		"
9		"
10		"
11		"
12	Hitherto Prickly Pt: referred to USGB: pending its decision apply name Prickly Pear Point	"
13		"
14		"
15		"
16		278828
17		"
18		"
19		278827
20		279827
21		"
22		
23		
24		
25		
26		
27		

DIVISION OF PHOTOGRAMMETRY  
Review Report of  
Planimetric Map Manuscript T-5824

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

Radial Plot

The radial plot could not be accurately checked during review because the office photographs were not available.

No radial points used in the process of compilation were left on the map manuscript. The control points already on the manuscript were the only points used for checking purposes.

Detailing

The map manuscript was checked for thoroughness and completeness of detail.

At Belleview and vicinity only prominent buildings have been shown.

Comparison with Previous Topographic Surveys

T-1301	1:20,000	1873	Sand Key Quadrangle
4205	1:10,000	1926	
4214	1:10,000	1926	

Two piers which were on the older surveys but had been left off the new survey were added to the map manuscript, since an examination of the photographs showed them to be still in existence.

Changes in the shoreline since the time of the earlier surveys have formed a new feature - Belleview Island.

The new survey supersedes the older surveys in all comparable detail in their common areas.

Comparison with Nautical Charts

Chart No. 1257    1:80,000    1941

Except for the absence of the piers mentioned in the subject heading immediately preceding, there is good agreement between the chart and this survey, - T-5824.

This survey was applied to charts prior to review.

Reviewed by:

K.H.M. 11/8/48  
J. H. Stewart 7 Sept. 1943

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