

5825

Diag'd. on ^{Tops} Diag. Ch. No. 1257-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. _____ Office No. T-5825

LOCALITY

State Florida

General locality West Coast

Locality Safety Harbor - Old Tampa Bay

Photos: Dec. 1939, 1:10,000

1941

CHIEF OF PARTY

Lt. Kenneth G. Crosby

LIBRARY & ARCHIVES

DATE Aug. 1 - 1942

B-1870-1 (1)

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

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.

~~Field~~ No. T-5825

REGISTER NO.

State Florida

General locality Florida West Coast

Locality Safety Harbor - Old Tampa Bay
Photos.

Scale 1:10,000 Date of ~~survey~~ Dec. 7 & 12, 1939

Party

~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected

~~Surveyed~~ by Lt. J.D. Thurmond; James C. McGuire, Photo. Aid.

Inked by Robert H. Young

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated April 3, 1940

Remarks: Compiled from nine lens photographs.

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3974	December 7, 1939	12:00	1.0
3975	December 7, 1939	12:01	1.0
3976	December 7, 1939	12:02	1.0
3977	December 7, 1939	12:03	1.0
4182	December 12, 1939	10:12	- 0.9
4183	December 12, 1939	10:13	- 0.9
4184	December 12, 1939	10:14	- 0.9
4185	December 12, 1939	10:15	- 0.9

From predicted tables for: Bayview, Old Tampa Bay
Reference Station: Tampa Bay

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

SCALE

Main scale of Photographs..... 1:10,000 ÷ 0.9967
Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land).....	15.28	Square statute miles
Shoreline (more than 200 m. from opposite shore).....	22.77	Statute miles
Shoreline (creeks).....	17.02	Statute miles
Roads, streets, trails, and railroads.....	68.37	Statute miles

REFERENCE STATION

Station: JORDON, 1934

Latitude: 27° 55' 12.034" (370.4m)

Datum: N.A. 1927

Longitude: 82° 41' 35.293" (965.0m)

Florida System of Plane Coordinates (West Zone)

X coordinate: 276,159.42

Y coordinate: 1,304,201.82

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control Surveys.....	KWS, WHS, WOG	April	9
Planotable Surveys.....			
Total			9

FIELD INSPECTION

Preparation of Photographs.....	KWS	Jan. & Feb.	10
Field Work.....	JDT, HAD, JCM	March	90
Indexing Notes.....	JCM	April	4
Coast Pilot Notes.....			
Geographic Name Report.....	JCM, HAD, JED, LJD	April & June	6½
Landmarks for Charts.....			
Description Cards.....			
Recovery Notes.....	KGC, JDT, JCM	March, Aug.	94½
Total			204 3/4

MAIN RADIAL PLOT

Scale Plot.....	KGC	April	1
Projection on Base Sheet.....	Wash. Office		
Projection on Survey Sheet.....			
Control Plotted.....	KGC	May	2½
Control Checked.....	WHS, JED	May	5
Control Trans. to Base Sheet.....	KGC	May	1½
Transfer Checked.....	WHS	May	1½
Control Picked on Photographs.....	MMS, JCM, JED	March	30½
Control Checked on Photographs.....	JHSB, LJD	April	11
Hydro. & Topo. Stations Picked.....	KWS, JED, LJD	April, May	15½
Radial Points Picked.....	KWS	April	17
Adjacent Centers Picked.....	JED	March	14
Templates.....	LJD, RHY	May, July	23
Radial Plot.....	X	May	8½
Radial Points Transferred.....	JDT, LJD	May	5
Transfer Checked.....	LJD, JED	May	7½
H & T Stations Sealed & Checked....	RHY, KGC	July, Aug.	4
Additional Radial Points.....	RHY	July	3
Total			150

X, various office personnel.

DETAILING

Rough Draft.....	RHY	June, July	114
Smooth Draft.....			
Total			114

COMPILATION

Name Overlay.....	RHY	July	1
Descriptive Report.....	RHY, KGC	July, Aug.	9
Field Review.....	KGC	August	14½
Total			24½

Total Time Spent on Sheet..... 502½ Hours

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T---5825

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, Old Tampa Bay, in the vicinity of the town of Safety Harbor. About three miles of the western portion of Davis Causeway falls on this sheet.

The area covered by the northern half of this sheet is primarily citrus orchards and the town of Safety Harbor. The remainder is for the most part grass with scattered scrub pine and palmetto, typical of this section of Florida. Numerous drainage ditches are to be found in this area. Spots drained by these ditches have been labeled "Intermittent Ponds", being wet in rainy seasons and covered with grass during dry weather.

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

All streets, roads and trails north of County Highway No. 29 have been smooth drafted. Other roads are to be shown 0.6 m.m. wide, as none are more than 12 meters wide.

The scale of the photographs was satisfactory.

MAIN RADIAL PLOT

A continuous radial plot was run on May 10 & 12, 1941 for the purpose of locating all photograph centers, all hydrographic stations, topographic stations, bench marks, azimuth marks and radial points. 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 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 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 intersections which 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 0.2 m.m. of their true location and these points are indicated on the survey sheet by 2.5 millimeter circles. No large or unusual adjustment was necessary in any part of the plot.

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

Photographs

Triangulation & Traverse Stations.....	2.5 mm blue circle
Hydrographic & Topographic Stations.....	2.5 mm green circle
Radial Points in Main Plot.....	2.5 mm red circle
Radial Points (Additional).....	3.5 mm red circle
Photograph Centers.....	Double White Circle

Survey Sheet

Triangulation & Traverse Stations.....	3.5 mm high black triangle
Hydrographic & Topographic Stations.....	2.5 mm black circle
Radial Points on Main Plot.....	2.5 mm blue circle on back of sheet
Radial Points (Additional).....	3.5 mm blue circle on back of sheet
Points not strongly determined.....	blue radial lines on back of sheet
Photograph Centers.....	double blue circle on back of sheet

CONTROL

The following six triangulation stations fall within the tracing limits of this sheet:

<u>Name of Stations</u>	<u>Year</u>	<u>Established by</u>
COOPER	1926	R.L. Schoppe
SAFETY HARBOR, MUNICIPAL		
SILVER TANK	1934	G.L. Anderson
JORDON	1934	G.L. Anderson
CROSS WFLA	1926	R.L. Schoppe
CLEARWATER RADIO STATION WSUN,		
NORTH TOWER WFLA	1934	G.L. Anderson
CLEARWATER RADIO STATION WSUN,		
SOUTH TOWER ^	1934	G.L. Anderson

The position of the azimuth mark at triangulation station JORDON, 1934 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.

The following traverse stations, established by the Florida Mapping Project, fall within the tracing limits of this sheet and were used to control the plot: Y 6, Y 7, Y 8, Y 29, Y 30, Y 31, and Y 13 through ~~Y 22~~ ^{Y-21}, inclusive, except Y 15 which is lost.

Traverse stations Y 14, Y 17 and Y 19 have been disturbed by road building machinery and the original computed values for position and elevation should not be used in future computations although the stations could still be used for controlling the main radial plot. For this reason these stations are described on Form No. 526 as well as 524. Y 29 has been moved slightly, values for this station should be used with caution.

INTERPRETATION OF PHOTOGRAPHS

Field notes were adequate. Short strips of shoreline, not readily
excessable by boat, are not shown on the field prints. These areas have
been discussed with the field parties and the shoreline as shown is
believed to be correct.

FIELD INSPECTION

The field inspection was made by Lieut. (j.g.) J. D. Thurmond and J. C. McGuire, Photogrammetric Aid, by truck and skiff during the months of March and April, 1941. The legend used by the field party and the draftsman is made a part of this report.

DETAILING

Before any inking was done, the entire sheet was rubbed with dry magnesium carbonate and then washed off with water. No additional cleaning was necessary during the inking. The ink has adhered to the celluloid exceptionally well and only a small amount of retouching has been necessary.

All houses visable under the stereoscope are shown on this sheet except in the town of Safety Harbor. Only prominent buildings and those along the shore are shown. Vegetation in the town of Safety Harbor is not indicated.

The approximate location of the Pinellas County Airport is shown. Detail, as it appears on the photographs, has been indicated in this area although the construction of the airport, now in progress, will cause a considerable change in the topography in this area.

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

JUNCTIONS

This sheet joins T-5821 on the north, T-5822 and T-5828 on the east, T-5827 on the south, and T-5823 and T-5824 on the west. All junctions are in agreement.

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 comparisons could not be made.

Comparison with Chart No. 587 was made and there appears to be no large discrepancies. There appears to be several minor changes in shoreline between Allen Creek and Bunker Hill Island.

GEOGRAPHIC NAMES

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

LANDMARKS

Three prominent landmarks appear on this sheet; namely, SAFETY HARBOR SILVER MUNICIPAL TANK; CLEARWATER RADIO STATION WSUN, NORTH TOWER; and CLEARWATER RADIO STATION WSUN, SOUTH TOWER. These landmarks now appear on Chart No. 587. No additional landmarks are recommended for charting.

Respectfully submitted,

Robert H. Young

Robert H. Young,
Hand - Draftsman.

Forwarded,

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

GEOGRAPHIC NAMES

Survey No.

T-5825

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.	
✓ Safety Harbor (town) ✓										1 ✓
✓ Old Tampa Bay ✓										2 ✓
✓ Mullet Creek ✓										3 ✓
✓ Alligator Creek ✓										4 ✓
✓ Cooper Bayou ✓										5 ✓
✓ Cooper Point ✓										6 ✓
✓ Davis Causeway ✓										7 ✓
✓ Bayview ✓										8 ✓
✓ Allen Creek ✓										9 ✓
✓ Long Branch Creek ✓										10 ✓
✓ Cross Bayou Canal ✓										11 ✓
✓ Pinellas County Airport ✓										12 ✓
✓ Badwater Creek ✓										13 ✓
✓ Bunker Hill Island ✓										14 ✓
✓ Highpoint ✓										15 ✓
										16
										17
										18
										19
										20
										21
										22
										23
										24
										26
										27

L. Heck 11/4/41

Remarks

Decisions

1		279826
2		279826
3		279826
4		"
5		"
6		"
7		"
8		279827
9		"
10		"
11		279826
12		"
13	On word, not Bad Water Creek.	"
14		"
15		279827
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

REVIEW OF AIR PHOTO COMPILATION NO. T- 5825

Chief of Party: Kenneth G. Crosby Compiled by: R. H. Young

Project: HcT. - 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, 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)

None used.

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. 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 65 c, d, 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)

Yes. 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, 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, compiled with. (Par. 16d, e; and 60)

No additional 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)

All bridges are fixed span. All except Davis Causeway span and Cross Bayou are over small unimportant streams. Cross Bayou is navigable by small boats only.

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. Reference is made to special report on Investigation of Geographic Names by Lieut. (j.g.) James D. Thurmond.

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

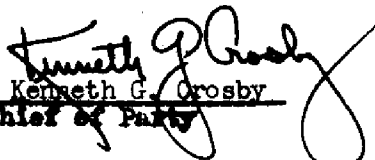
3. All station points are exactly marked by fine black dots. Yes
4. Closely spaced lines are drawn sharp and clear for printing. Yes
5. Topographic symbols for similar features are of uniform weight. Yes, legend also used.
6. All drawing has been retouched where partially rubbed off. Yes
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. 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 except in vicinity of Pinellas County Airport which is now under construction.

17. Remarks:

18. Examined and approved:


Kenneth G. Crosby
Chief of Party

19. Remarks after review in office:

See following page -

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

**LEGEND USED FOR FIELD INSPECTION AND DRAFTING
PROJECT 242 B - 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 (dashed blue line on
 inshore limits)
 M W - Marsh grass in water (dashed blue
 line on offshore limits)
 Sw - Swamp
 Mg - Mangrove
 Hdg - Hedge

STREAMS

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

F.G.S. - Florida Geodetic 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.
 RR ab. - R.R. abandoned (grade only)

PONDS

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

SHORE LINE

H.W.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)
 Dr - Dock
 Pr - Pier
 Se W - Seawall
 Bkhd - Bulkhead
 Conc - Concrete
 Wo - Wooden
 Jet - Jetty
 dol - Dolphin
 pile - pile (give type)
 S - Sand
 Mud - Mud
 Rk - Rock or Rocky
 Sty - Stony
 W - Water
 Blf - Bluff (height)

BUILDINGS

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

MISCELLANEOUS

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

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

TREES

P - Pine
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Palo - Palmetto
Palm - Palm
D T - Deciduous trees (broad leaf)
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Mix - Pine, cypress & Dec. trees
(Density)
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Sch - School (give name)

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Shoal - Approx. limits by long dashed
line for use by hydrographer

DIVISION OF PHOTOGRAMMETRY

REVIEW OF PLANIMETRIC MAP T-5825

Radial Plot:

The radial plot is discussed in detail in the descriptive report. It was amply controlled and has not been checked during this review.

Field Inspection and Detailing:

The field inspection and detailing were complete and adequate and only a few minor changes in the manuscript have been necessary during this review.

Comparison with Previous Topographic Surveys:

T-5825 supersedes those sections of the following older surveys which it covers:

T-1409b	1:20,000	1875
T-4185	1:20,000	1926

Comparison with Quadrangle T-8380:

T-5825 was used as a planimetric base sheet for the contouring and production of topographic quadrangle T-8380. This quadrangle, together with others in the area, was produced for the War Department between 1942 and 1945, that is, in the interim between completion of manuscript T-5825 and the final drafting and printing of T-5825. The quadrangle T-8380 is more complete as regards interior details such as buildings. T-5825 being in effect a previous survey has not been corrected to include the additional details shown on T-8380.

Comparison with Nautical Charts:

T-5825 was applied to nautical charts 587 and 1257 prior to this review. No changes have been made during the review which affect the charts.

Reviewed by Z. Schwaner

Under the direction of D. H. Benson

Review report prepared by B. G. Jones 7-1-46 from reviewer's notes.

APPROVED BY:

B. G. Jones

B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Jones

Chief, Nautical Chart Branch
Division of Charts

K. T. Adams

Chief, Div. of Photogrammetry

Raymond L. Egan

Chief, Div. of Coastal Surveys