

5826

1257-2

5826

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5826
State <u>Florida,</u>	
LOCALITY	
<u>West Coast of Florida.</u>	
<u>Indian Rocks.</u>	
<u>And Vicinity</u> <u>1/10,000</u>	
<u>Dec. 1939</u>	
<u>1939</u>	
CHIEF OF PARTY	
<u>Lieut. Kenneth G. Crosby.</u>	

Applied to chart 1257 before review October 13, 1942. Lam.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

CS-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-5826

~~Field No.~~

REGISTER NO.

State Florida

General Locality West Coast,

Locality Indian Rocks, Florida.

photos.

Scale 1:10,000 Date of ~~survey~~ December 7, 1939

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

Chief of party Lieut. Kenneth G. Crosby,

Field inspected by: Lieut. (j.g.) J. D. Thurmond,

~~Surveyed by~~ Harold A. Duffy, Photogrammetric 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.

gro 260853

Complete survey received: 6 Dec. 1941

Reviewed: 4 Sept. 1943

Redrafted: Oct. 1944

Published: Dec. 1945

Registered: 21 May, 1948

Florida System of Plane Coordinates (West Zone)
 x coordinate: 225,301.79 feet
 y coordinate: 1,286,448.74 "

SUPPLEMENTARY SURVEYS

	Name	D.t.	Hours
Control Surveys.....	KWS JCM JED	May and July	15 1/2
Platting Surveys.....			
Total			15 1/2

FIELD INSPECTION

Preparation of Photographs.....	KWS	Jan. & Feb.	18
Field Work.....	JDT HAD	March	88
Indexing Notes.....	JDT	March	2
Coast Pilot Notes.....			
Geographic Name Report.....	JDT HAD JED	March & June	7 3/4
Landmarks for Charts.....	JDT	March	1
Description Cards.....	JDT HAD	March	37
Recovery Notes.....			
Total			153 3/4

RADIAL PLOT

Scale Plot.....	KGC JLD	June	3
Projection on Base Sheet.....	Washington Office.		
Projection on Survey Sheet.....			
Control Plotted.....	MMS	July	11
Control Checked.....	JED	July	6
Control Trans. to Base Sheet.....	RHY KGC	July	1 3/4
Transfer Checked.....	MMS JED	July	1 1/2
Control Plotted on Photographs.....	LJD KWS	April & June	25 1/2
Control Checked on Photographs.....	WHS KWS	April & May	16 1/2
Hydro. & Tide Station Plotted.....	KWS JED LJD	May & June	18 1/2
Radial Points Plotted.....	KWS LJD	April & June	21
Adjacent Centers Plotted.....	KWS JED	Feb. & March	16 1/2
Radial Plot.....	RHY	July	9
Radial Plot.....	x	July	10 1/2
Radial Points Transferred.....	WHS	July	4
Transfer Checked.....	RD JED	July	5
H & T Stations Sailed & Checked.....	RHY ECA KGC	August & Sept.	11 1/2
Additional Radial Points.....	RHY	August	6
Total			167 1/4

DETAILING

Rough Draft.....	RHY JAG RD	Aug. & Oct.	172
Smooth Draft.....			
Total			172

COMPILATION

Name Overlay.....	RHY	August	2
Descriptive Report.....	RHY KGC	August & Oct.	10 1/2
Final Review.....	KGC	October	32
Total			44 1/2

Total Time Spent on Surveys..... 553 Hours

x - Several of office personnel

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

TREES

M - 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 - Mangroves
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.H.L. - mean high water line (solid
red line - fast land)
L.H.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
Bkhd - Bulkhead
Conn - 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)
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---5826

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 Indian Rocks.

The area covered by about the western half of this sheet is primarily citrus orchards. The remainder is for the most part grass with scattered scrub pine and palmetto, a feature 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. These ditches have a spoil bank about 1.0 m.m. wide on either side. This bank is not shown on this sheet. The ditches shown are very conspicuous on the photographs.

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 alone.

All streets and roads are to be shown 0.6 m.m. wide, as none are more than 12 m.m. wide.

The scale of the photographs covering the area between longitudes $82^{\circ} 44'$ and $82^{\circ} 48'$ was excellent. The scale of the photographs covering the area west of longitude $82^{\circ} 48'$ and to "The Narrows", was very poor. About one hundred additional radial points were "cut in" in this area, yet in some cases it was necessary to adjust for detail between points an inch apart. The area between "The Narrows" and the "Gulf of Mexico" was readily detailed with pictures taken along the coast.

The railroad running west from Indian Beach Junction to Anona will soon be abandoned, according to the station agent at Bay Pines. The track west of County Highway No. 19 has been removed since the date of the photographs, and it is probable that the remainder will soon be removed. This R.R. has been abandoned as of Survey in 1942

Beacons along the "Narrows" and "Boca Ciega Bay" were located by sextant angles on September 2, 1941, these check the positions as given by the U. S. E. D. Survey of this area in 1938 within .5 to 1.0 m.m.. These beacons are listed on Form 567 and made a part of this report.

McKay Creek as shown on this sheet is in reality a strip of marsh and swamp. South of Walsingham Reservoir it is shown as possible drainage unsurveyed, while north of the reservoir it is shown as a strip of swamp.

MAIN RADIAL PLOT

A continuous plot was laid on July 28 - 30, 1941 for the location of radial points, hydrographic and topographic stations, bench marks and azimuth marks on Sheets T-5826 to T-5833, inclusive. The plot extended southward from a limit formed by photographs 3828, 3995, 3916, 3954, 3974, 4185, 4176 and 4200 where it formed a satisfactory junction with the previous main radial plot. The plot consisted of 63 templates, all of which were controlled by triangulation or second order traverse. Four templates had 3 to 5 control stations, eighteen templates had 6 to 10 control stations, thirty three templates had 10 to 20 control stations and eight templates had 20 to 30 control stations. The latter being in the vicinity of St. Petersburg. All traverse stations of the "Y" series used for control of the plot were established and located by the Florida Mapping Project and were considered to be of second order accuracy. In several instances, triangulation established by the U. S. Engineers has been used for controlling the plot in conjunction with U. S. Coast & Geodetic Survey triangulation and traverse control. The order of accuracy for the U. S. Engineers triangulation is not definitely known although their office has advised that it is probably about third order. These stations are shown on the survey sheet 2.5 m.m. black circles rather than by the triangle symbol.

No. large or unusual adjustments were necessary in any part of the plot. Agreement along the flight line was excellent and the intersection of radial lines to adjacent centers checked the actual center of the template very closely. Photographs on the shore flight (Gulf Side) had large amounts of tilt but did not present any difficulties while laying the plot.

The templates were made in the usual manner and in accordance with "Notes on Radial Plotting Nine-Lens Air Photographs" dated April 9, 1940. All hydrographic and topographic stations whether marked or unmarked were located by the main radial plot. A great number of radial points were established to alleviate the necessity of the draftsman establishing additional points.

The usual practice of laying the main plot was followed. This consisted of plotting and checking the control on the survey sheets and then transferring these points to base grid sheets by matching individual grid squares. The amount of adjustment in each individual grid square was negligible but amounted to about .5 m.m. in some cases for the entire length of the sheet. The grid sheets were securely taped to the plotting table and allowed to remain 48 hours before any templates were laid. Before laying the templates, the base grids were examined for movement and the necessary adjustments made to reduce the discrepancies along the matched grid lines.

After laying the templates all points were transferred to the survey sheet by again matching individual grid squares between the base grids and the survey sheets.

A further check was made by comparing all photographs for each particular sheet against the location established by the radial plot. It has been found that much time can be saved by making this additional check at the time of completing the transfer rather than waiting until the sheet is ready for detailing. This eliminates a particular fruitful source of discrepancy, namely the picking of a wrong intersection when there is a multiplicity of "cuts", not all of which meet at a common intersection.

Practically all points located by the main radial plot for this sheet were located by the common intersection of 4 or more radial lines. The area between latitude $27^{\circ} 54'$ and $27^{\circ} 53'$ was common to this and the previous plot and good agreement for all located points was obtained. It is believed that the locations as determined by this radial plot are within 0.2 m.m. or less of their true position, with the following exceptions:

Along "The Narrows", north of latitude $27^{\circ} 50'$, most of the points were located by very flat or weak intersections. Adjustment was made between station "E. Mon. T.A. 20 & 21" and "Vec" for detailing in this area. H & T stations between these control points were pricked directly from Photograph No. 3926, adjusting between the above mentioned stations. The area between stations "Vec" and "E. Mon. T.A. 20 & 21" was detailed holding to triangulation, with no adjustment being necessary. H & T stations between these control points were located in the manner stated above. H & T stations north of "Vec" are believed to be accurate to within 0.1 m.m. while those south of station "Vec" may be in error up to 0.3 or 0.4 m.m.

Various colored inks were used on the mounted office prints and on the survey sheets to designate triangulation, traverse and topographic stations, etc. The following key is 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 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

15 Recoverable Topo Stations (fm 529)

"P" 1939
 LAB 1941
 DOF "
 LIN "
 ZEE "
 BM E.D.T. 9 (USE) 1937
 " E.D.T. 8 (USE) "
 PAD 1941
 " E.D.T. 7 (USE) 1937
 " E.D.T. 6 (USE) "
 B.M. 1 1926
 B E.D.D. 82 (USE) 1935
 St. Petersburg NW Base R.M. 1, 1933
 BOY 1941
 " E.D.T. 5 (USE) 1937

Other Traverse Sta. on map Δ

Y-54 FGS 1939
 74 " "
 77 " "
 78 " "
 79 " "
 80 " "
 81 " "

Temporary Hydrographic Sta.

Gulf Coast

N. Civilian Club Ho
 Inner Beach Ho
 N. End. Boiler

Boca Ciega Bay

Gable Ho
 Gable Ho

CONTROL

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

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
RO,	1925	R.P. Eyman
THOMPSON,	1910-1873	H.G. O.
ST. PETERSBURG N.W. BASE,	1933	G.L. Anderson
OAK,	1908	W.B. F.
WAIT, U.S.E.,	1908	W.B. F. & U.S.E.,
LOOSE,	1925	R.P. Eyman
VEC,	1924	G.C. Jones

The following traverse stations, indicated by a triangle, were established by the Florida Mapping Project, fall within the tracing limits of this sheet and were used to control the plot: Y-74 - Y-82, inclusive, Y-85, Y-86, and Y-111c. Station Y-184 was recovered but coordinates were not available. For this reason it is shown with a 2.5 m.m. black circle. *no four 524*
Y-186 Y-83

The following U.S.E.P. stations were used in the control of the plot: *fms. 524 (8)*

E. MON. T.A. 20 & 21
E. MON. T.A. 24 & 25
E. MON. T.A. 29 & 30
N. AXIS T.A. 26
N. AXIS T.A. 28
N. AXIS T.A. 29
S. AXIS T.A. 25
S. AXIS T.A. 26

These stations are shown with a circle since their accuracy is not accurately known. They are believed to be about third order triangulation.

INTERPRETATION OF PHOTOGRAPHS

Field notes were adequate and no difficulty was experienced interpreting the detail. The scale of Photographs Nos. 3925, 3926, and 3927 was satisfactory along the flight line. Off this line the scale was very poor, due apparently to some condition other than tilt. Photograph 3956 was used in detailing about one third of this sheet.

FIELD INSPECTION

The field inspection was made by Lieut. (j.g.) James D. Thurmond and H. A. Duffy, 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 washed with ordinary soap and 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 important buildings visible under the stereoscope are shown on this sheet. Many, no doubt, could not be seen due to overhanging vegetation.

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

JUNCTIONS

This sheet joins T-5824 on the north, T-5827 on the east and T-5829 on the south. All junctions are in agreement.

COMPARISON 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 1257 was made and there appears to be no large discrepancies. The bridge at Indian Rocks, shown as a Toll Bridge on Chart 1257, is no longer a toll bridge.

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. *See attached list of approved names.*

Respectfully submitted,



Robert H. Young
Hand - Draftsman

Forwarded,



Lieut. Kenneth G. Crosby
Chief of Party

REVIEW OF AIR PHOTO COMPILATION NO. P- 5826

Chief of Party: Kenneth G. Crosby

Compiled by: R. H. Young

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, including non-floating aids on inland waterways.

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, see list of non-floating aids.

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 used for location of all non-floating aids to navigation. Those located by main radial plot were also rechecked by sextant.

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,h,i)

Yes.

7. High water line or 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 shown is approximate. Shoal areas 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 557⁵⁰⁷ 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)

Hand operated swing bridge at Indian Rocks accompanied by note. All other bridges are over unnavigable water or small streams and

12. ^{are fixed spans.} 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. C. & G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlay. See paragraph on Geographic Names.

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. Yes.

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 Longitude and Latitude are correctly marked. Yes.

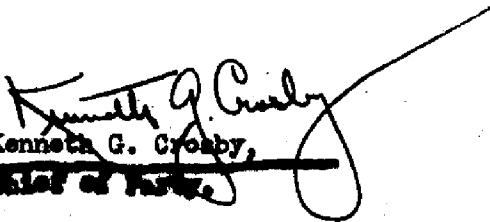
3. All station points are exactly marked by fine black dots. Yes.
4. Closely spaced lines are drawn sharp and clear for printing. Yes.
5. Topographic symbols for similar features are of uniform weight. Yes, legend also used.
6. All drawing has been retouched where partially rubbed off. Yes.
7. Buildings 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.

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, Division of Charts

Chief, Section of Field Work

Chief, Division of Hydrography

GEOGRAPHIC NAMES

Survey No. T-5826

GEOGRAPHIC NAMES		Survey No. T-5826											
Name on Survey													
	A.	B.	C.	D.	E.	F.	G.	H.	K.				
✓ The Narrows ✓											1		
✓ Sand Key ✓											2		
✓ Haven Beach ✓											3		
✓ Anona ✓											4		
✓ Church Creek ✓											5		
✓ Indian Beach Junction ✓											6		
✓ Indian Rocks ✓											7		
✓ Indian Rocks Beach ✓											8		
✓ Walsingham ✓											9		
✓ Walsingham Reservoir ✓											10		
✓ Conch Key ✓											11		
✓ Punkin Key ✓											12		
✓ Tripod Key ✓											13		
✓ Boca Ciega Bay ✓											14		
✓ Oakhurst ✓											15		
✓ Seminole ✓											16		
✓ Long Bayou ✓											17		
✓ Cross Bayou Canal ✓											18		
✓ Joes Creek ✓											19		
✓ McKay Creek ✓											20		
											21		
											22		
											23		
											24		
											25		
											26		
											27		

uncertained in red app

Heck on 7/22/44

M 234

Names underlined in red approved
by L. Heck on 7/22/44

T-5826

Remarks

Decisions

1		278828
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		277827
15		278828
16		278827
17	Hitherto charted as Fourmile Bayou; referred to U S G B: OK to apply Long Bayou pending decision	"
18		"
19		"
20		278828
21		
22		
23		
24		
25		
26		
27		
M 234		

DIVISION OF PHOTOGRAMMETRY
Review Report of
Planimetric Map Manuscript T-5826

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

Radial Plot

No adequate comparison of the radial plot could be made because the manuscript had been badly damaged. A visual inspection did not reveal any omissions or errors in delineation.

Comparison with Previous Surveys

T-1301	1:20,000	1873
T-4205	1:10,000	1926

Indian Pass, shown on the earlier survey, is now filled in. Common detail in common areas on these surveys is superseded by the map manuscript.

Comparison with Nautical Charts

Chart No. 1257 1:80,000 1941

Application to Nautical Charts

T-5826 was applied to chart 1257 prior to review.

Reviewed by:

Under the direction of:

D.H. Benson

K.N. 11/9/48
M. V. Parker 4 Sept. 1943

Chief, Review Section

Approved by:

B. J. Jones 12/48
Technical Asst. to the Chief,
Division of Photogrammetry

H. C. Edmonson
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys *1/48*

SHEET No. 1

TO BE CHARTED }
TO BE CHARTED }
STRIKE OUT ONEDEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Topo. Sheet No. T-5826

List of Permanent (non-floating)
Aids to Navigation, "The Narrows"
(Indian Rocks) South to Boca Ciega
Bay, Fla. as of September 2, 1941

Tampa, Florida

September 3, 1941

I recommend that the following objects which have 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. P. METERS	DATUM						
		°	'	°	'								
		°	'	°	'								
THE NARROWS	Bn. "66" Beacon No. 66	27	53	275	82	50	979	N. A. 1927	Sextant	9/2/41	X		1257
"	" Beacon No. 64	27	52	1547	82	50	1467	"	"	"	X		"
"	" Beacon No. 62	27	52	1108	82	50	1597	"	"	"	X		"
"	" Beacon No. 60	27	52	296	82	50	1574	"	Air Photo & Sextant	"	X		"
"	" Beacon No. 58	27	52	8	82	50	1457	"	"	"	X		"
"	" Beacon No. 53	27	51	1282	82	50	1147	"	"	"	X		"
"	" Beacon No. 56	27	51	680	82	50	959	"	"	"	X		"
"	" Beacon No. 54	27	51	190	82	50	839	"	"	"	X		"
"	" Beacon No. 52	27	50	1542	82	50	728	"	"	"	X		"
"	" Beacon No. 51 (Red)	27	50	1301	82	50	555	"	Sextant	"	X		"
"	" Beacon (No Number)	27	50	977	82	50	495	"	Air Photo & Sextant	"	X		"
"	" Beacon No. 50	27	50	842	82	50	468	"	Air Photo	"	X		"
"	" Beacon No. 48	27	50	85	82	49	1588	"	Air Photo & Sextant	"	X		"

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

TO BE CHARTED } **STRIKE OUT ONE**

Tampa, Florida

September 3, 1941

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

The positions given have been checked after listing.

Kenneth G. Crosby,

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

Chief of Party.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.