

5834

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air photo

Field No. CS-242-E Office No. T-5834

LOCALITY

State Florida

General locality Florida West Coast

Locality Hillsborough River - Vicinity of Tampa

Photos Dec. 8-12, 1939

1942

CHIEF OF PARTY

K.G. Crosby

LIBRARY & ARCHIVES

DATE Mar 24 - 1949

B-1870-1 (1)

11/43

5834

Applied to Chart 587 before review - Oct. 7, 1942 L.A.M.
" " " 1257 " " Oct. 10, 1942 L.A.M.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T-5834

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-5834
~~RECEIVED~~

REGISTER NO.

State Florida

General Locality Florida West Coast

Locality Hillsborough River - Vicinity of Tampa

Scale 1:10,000 Date of photos. Dec. 8 & 12, 1942 39

~~Map~~ PARTY: Air Photographic Party No. 1

Chief of party Lieut. Comdr. Kenneth G. Crosby,

Field Inspected by: Lieut. James D. Thurmond,
H. A. Duffy, Sr. Photogrammetric Aid.

Inked by Milton M. Slavney, Senior 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 266833

Complete survey received: 21 May, 1942
Reviewed: 20 Nov. 1943
Redrafted: April, 1945
Published: May, 1946
Registered: 25 May, 1948

STATIONARY SURVEY

	Person	Month	Hours
Control Surveys.....	JED KGC WHS	Aug & Oct	7 3/4
Plottable Surveys.....			
		Total	7 3/4

FIELD SURVEY

Preparation of Photo Reports.....	KWS HAD	Mar, Apr, July	25
Field Work.....	HAD JDT MMS	July, Aug, Jan.	64
Index Notes.....	HAD	July	2
Coast Pilot Notes.....			
Geographic Name Reports.....	HAD GEV	Dec.	21
Landmarks for Charts.....			
Description Cards.....	HAD JDT	July	33
Recovery Notes.....			
		Total	145

NAVIGATIONAL SURVEY

Scale Plot.....	JED	Aug.	2
Projection on Base Sheet.....	Washington Office		
Projection on Survey Sheet.....			
Control Plotted.....	JED	Oct.	8
Control Checked.....	RD MMS	Oct. & Jan.	9
Control Trans. to Base Sheet.....	WHS	Oct.	1 1/4
Transfer Checked.....	RD WHS	Oct.	1 1/4
Control Plotted on Photographs.....	JED WHS	Aug. & Oct.	23 1/2
Control checked on Photographs.....	MMS	Sept.	10
Apex & Force Stations plotted.....	JED MMS	Sept.	10
Radial points plotted.....	WHS JEH	Sept.	17
Adjunct points plotted.....	MMS	July	21
Completed.....	WHS	Oct.	12
Radial Plot.....	KGC JAG WHS JEH	Oct.	9
Radial Points transferred.....	JAG KGC RD JEH	Oct.	7
Transfer checked.....	RD MMS WHS JEH	Oct.	13 1/2
2 & 3 Stations plotted & checked.....	KGC MMS	May	9
Additional Radial points.....	MMS	Jan. Feb. Mar.	25
		Total	178 1/2

REVISIONS

Replot Draft.....	MMS	Jan. Feb. Mar. Apr.	409 1/2
Replot Draft.....			
		Total	409 1/2

COMPLETION

Home Overlay.....	MMS	Apr.	15
Descriptive Report.....	MMS	May	11
Field Notes.....	KGC	May	24
		Total	50

Total time spent on this project..... 790 3/4 hours.

SHEET NO. T- 5834

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
4095	December 8, 1939	12:37	0.9
4096	December 8, 1939	12:38	0.9
4108	December 8, 1939	12:50	1.0
4205	December 12, 1939	10:43	-0.9
4206	December 12, 1939	10:44	-0.9

Tide from predicted tables for: Tampa, Florida
Bay View - Old Tampa Bay.

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

SCALE

Mean scale of Photographs.....1:10,000 ÷ .9934
Scale of Survey Sheet.....1:10,000

STATISTICS

Area (land)..... 23.0 Square statute miles
Shoreline (more than 200 m. from opposite shore).... 25.7 Statute miles
Shoreline (creeks)..... 10.0 Statute miles
Roads, streets, trails, and railroads..... 356.4 Statute miles

REFERENCE STATION

Station: CYPRESS , 1934 Latitude: 27° 57' 07.188"(221.26m)

Datum: N. A. 1927 Longitude: 82° 32' 03.564"(97.43m)

X coordinate : 327,498.20 FT. Adjusted

y coordinate : 1,315,573.52 FT.

Florida system of plane Coordinates, West Zone

RECOVERABLE H & T STATIONS (fm. 524 submitted)

Tower, Optimo Cigar Co.	1941
Cypress Azimuth, 1934.	"
CAB	"
WFLA, south radio tower	"
WFLA, north radio tower	"
BIT	"
HRAX A(USE)E, 1934	1939
HRB	"
HRC	"
HRD	"
HRE	"
HRF	"
HRG	"

- 1. ✓ Tampa, Garcia & Vega Cigar Co., Silver Water Tank, 1934
- 3. ✓ Tampa, Regensburg Cigar Factory No 59, red brick clock tower, 1934
- 2. ✓ Tampa, Cuesta Ray Cigar Co., silver water tank, 1934
- 4. ✓ Annadell Well, silver water tank, 1934
- ✓ Rocky Point 1906; 1908
- ✓ Drew 1934

NAME OF STATION	Havana	YEAR	ESTABLISHED BY.
✓ 4 Tampa TANK, Preferred Tobacco Co., silver W.T.		1934	G. L. Anderson
✓ 5 " TANK, Morgan Tobacco Co.	" " "	1934	G. L. Anderson
✓ 6 " TANK, Gradiaz Annis & Co.	" " "	1934	G. L. Anderson
✓ 8 " TANK, Dixie Laundry black " "		1934	G. L. Anderson —?
7 TANK, Tampa Municipal, 116th Field Artillery, HEM - 1926, silver W.T.		1934	G. L. Anderson
D-11		1934	Fla. Mapping Proj.
D-12		1934	Fla. Mapping Proj.
D-13		1934	Fla. Mapping Proj.
D-14		1934	Fla. Mapping Proj.
D-15		1934	Fla. Mapping Proj.
D-23		1934	Fla. Mapping Proj.
D-24		1934	Fla. Mapping Proj.
D-25		1934	Fla. Mapping Proj.
D-26		1934	Fla. Mapping Proj.

CYPRESS
MAIN RADIAL PLOT

1934

A continuous radial plot was run on October 30 & 31, 1941 for the purpose of locating all photograph centers, hydrographic stations, topographic stations, bench marks, azimuth marks and radial points. The plot extended over the entire area covered by sheets No. T-5834 to T-5838 and T-5882.

The plot, comprised of 54 templates, consisted of 38 templates of the nine-lens photographs and 16 templates of the single lens photographs furnished by the U. S. Department of Agriculture. The latter were used to supplement the photographic coverage of the area in the vicinity of the Alafia River (T-5838).

All of the photographs in the area covered by this plot were not used since the area was satisfactorily covered by other photographs. This particular condition existed in the general vicinity of the city of Tampa. The following photographs were not used: 4071, 4079 to 4084, 4087 and 4091.

Due to the extensive control in this area all nine-lens templates were controlled by triangulation and second order traverses. The single lens templates were controlled for the most part by strongly determined positions of radial points previously established by means of the nine-lens templates. In some few instances the single lens templates had sufficient control to rigidly fix their positions, and when such was the case, there was good agreement with the templates fixed wholly by radial intersections.

The agreement along the flight line and the intersection of radial lines to adjacent photograph centers was excellent. Practically all points established by the plot resulted from the intersection, at a common point, of four to eight radial lines. In some instances it was

possible to obtain but two "cuts". This condition existed along the northern limits of T-5834; the extreme northwest portion of T-5882 and the extreme northeast and southeast portion of T-5838. In instances where the radial lines did not form a common intersection, the point selected was at the center of gravity of the triangle of error. This condition was practically negligible and in no case were the sides of the triangle of error greater than 0.5 m.m. away from the point selected. Throughout the plot there were a few isolated cases (9) where there was poor agreement in the radial location of a point picked on the photographs. Five of these points occurred in the extreme northeast portion of T-5882. In this case the "cuts" were transferred directly to the survey sheet for further investigation by the draftsman. It is believed this resulted from improper identification of the point in question on the various photographs.

The usual practice of laying a plot was followed. This consisted of plotting the control on the survey sheets and then transferring it to the base grids by matching grid lines. The adjustment between the grid lines on the survey sheets and those on the base grid sheets was practically negligible, the largest discrepancy amounting to about 0.3 m.m. for the longest dimension of the survey sheet. The base grids were taped to the plotting table and allowed to remain twenty-four hours before laying the plot. Prior to laying the first template, all matched grid lines along the junction of the base grid sheets were checked and readjusted if found necessary.

Due to the extensive control and the excellent agreement throughout the plot, it was unnecessary to relay any part of it. After completion of the plot all points were transferred to the survey sheet by matching the grid lines on the survey sheet to those of the base grids. All transferred points were checked for position, prior to being inked on the survey sheet.

No large or unusual adjustments were necessary in any part of the plot and it is believed that all points located by the radial plot method are within 0.25 m.m. of their true position.

Various colored inks were used on the photographs and survey sheets to designate control, topographic stations and radial points. The following key is furnished for reference:

Photographs

Triangulation and Traverse Stations....	2.5 mm blue circle
Hydrographic and 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 and traverse Stations....3.5 mm high black triangle
Hydrographic and 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
Photograph Centers.....Double blue circle on back of sheet

INTERPRETATION OF PHOTOGRAPHS

Photographs were generally clear and of good contrast, delineation of detail was done with little difficulty.

FIELD INSPECTION

The field inspection was made by Lieut. James D. Thurmond, and Harold A. Duffy, Sr. Photogrammetric Aid, in June, 1941 by truck and skiff.

Field notes were sufficient with the exception of a confusing classification for roads in the western portion of Tampa. A hybrid classification used by the field inspectors of "1-D" (first class dirt), had to be discarded and the roads reinspected by the compiler. Most of the roads are second class roads.

DETAILING

The acetate was prepared for inking by rubbing with dry magnesium carbonate and then washing with water. No additional cleaning has been necessary.

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

Mention is here made of the method used in compiling the data in Drew Field, a U. S. Army Air Corps Reservation that has been built since the photographs for this compilation were taken.

The roads and buildings, in this approximately square mile of area, were located by pantographing a plan loaned by the U. S. Engineers Corps. The pantographed area, the northwest quarter of the field, was controlled by four highways, common to the U. S. Engineers plan and our nine-lens photographs.

The position of the runways on Drew Field may seem odd, being several degrees from the major compass points for no apparent reason, this fact has been verified by the compiler by measurements in the field from station DREW, highway intersections taken from nine-lens photographs and plan dimensions; all of these measurements and alignments as made by the compiler checked in the final detailing. Mention is also made of roads in Drew Field Reservation shown with a broken line - All roads shown in this manner are under construction

as of May 1, 1942.

JUNCTIONS

This sheet joins T-5882 on the north, T-5837 on the east, T-5835 on the south, and T-5822 on the west. All junctions are in good agreement.

COMPARISON WITH OTHER SURVEYS

Reference is made to a letter from the Washington 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 scale that accurate comparison could not be made.

NON-FLOATING AIDS

The non-floating aids in the area covered by this sheet in the Hillsborough River have been located by sextant fixes taken at the site of each individual aid. This work was done by Lieut. J. D. Thurmond in June, 1941. *form 567 attached hereto
Chart Letter No. 688*

The aids so located are not shown on charts of the area and are not listed in "Light List, Intracoastal Waterway - 1941".

GEOGRAPHIC NAMES

The investigation of geographic names is incorporated in the special report entitles "Investigation of Geographic Names, Florida West Coast, Rocky Point to Palma Sola Bay", submitted to the Washington Office by Harold A. Duffy, Senior Photogrammetric Aid.

LANDMARKS

There are several prominent landmarks within the area covered by this sheet. These are included on Form 567, which has been made a part of this report.

Respectfully submitted,

Milton M. Slavney

Milton M. Slavney,
Sr. Engineering Draftsman.

Forwarded,

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

GEOGRAPHIC NAMES

Survey No. T-5834

GEOGRAPHIC NAMES		Survey No. T-5834		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	
Name on Survey		A.	B.	C.	D.	E.	F.	G.	H.	K.									
✓	Tampa ✓																		1
✓	Hillsborough River ✓																		2
✓	Drew Field ✓																		3
✓	Davis Causeway ✓																		4
✓	Rocky Point ✓																		5
✓	Old Tampa Bay ✓																		6
✓	Woods Creek ✓																		7
✓	Peppermound Creek ✓																		8
✓	Sweetwater Creek ✓																		9
✓	Reel Creek ✓																		10
✓	Fish Creek ✓																		11
✓	Frazier Beach ✓																		12
	West Tampa ✓																		13
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Remarks.

Decisions

1		279824 USGB
2	Names Report recommends this form, while USGB 6th Report has several decisions for short form, <u>except</u>	"
3	for Hillsborough County, Fla. Pending Board's further action use HILLSBORO, but leave space enough after	279825
4	it to add three additional letters if so approved.	279826
5		279825
6		"
7		"
8		"
9		"
10		"
11		"
12		"
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Division of Charts
Surveys Section
Review of Air Photographic Survey T-5834
November 1943

Radial Plot:

The main radial plot was not checked in this office because the office prints have been dismounted. A complete discussion of the plot is in the Descriptive Report, pages 1 and 2.

Detailing and Field Inspection:

Field prints were used to review the delineation of detail. Several areas originally designated as intermittent ponds have been changed in this office. This information was obtained from field notes on the photographs. The changes are noted on the map manuscript with red ink.

Numerous buildings in the Tampa area have been added in this office by the reviewer. These additions are shown in red ink. Areas in which the blocks are well built up are outlined in green on the reverse side of the map manuscript.

Several roads along the junction with T-5835 have been changed slightly to agree with T-5834.

Junctions:

The junction between T-5834 and T-5822 was not in agreement in the area of Davis Causeway. This junction was brought into agreement by moving Davis Causeway on T-5822. See correspondence in Descriptive Report for T-5822 for changes made and authority for changes.

Comparison with Previous Topographic Surveys:

T-1409b	1875	1:20,000
T-4202	1926	1:20,000

Common detail in common areas on these surveys is superseded by the map manuscript.

Comparison with Nautical Charts: Charts 587 and 1257

Shoreline is in general agreement with these charts. Beacons #2, 4, and 6 in Hillsboro River at approximately 27 57"40", are not shown on these charts and are not listed in the 1941 Light List.

The map manuscript was applied to charts prior to this review.

Reviewed by:

Raymond J. Tallman
Raymond J. Tallman 11/43 K.N.M.

Inspected by:

D. H. Benson
D. H. Benson K.N.M.

Examined and approved by:

B. G. Jones
Technical Assistant to Chief
Division of Photogrammetry
Chief, Surveys Section

K. T. Adams
Chief, Division of Charts
Photogrammetry

W. L. Johnston
Chief, Section of Topography
Nautical Chart Branch

C. K. Green
Chief, Div. of Coastal Surveys