

5837

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

Form 504  
Rev. June 1941

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

*Air Photographic*  
~~Hydrographic~~  
~~Hydrographic~~

SHEET NO. T-5837

~~Survey~~  
(Field)

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

JUL 27 1942

Acc. No. \_\_\_\_\_

### LOCALITY

State FLORIDA

General locality WEST COAST

Locality TAMPA  
*from Photographs taken Dec. 8, 1939*

194.2

### CHIEF OF PARTY

Lieut. Comdr. Kenneth G. Crosby

U. S. GOVERNMENT PRINTING OFFICE 815651

5837

Applied to chart 1257 " " October 8, 1942 Larn.  
October 14, 1942 Larn.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.  
T5837

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.

Field No. \_\_\_\_\_  
Sheet No. T-5837  
~~XXXXXX~~  
REGISTER NO. \_\_\_\_\_

State FLORIDA

General Locality WEST COAST

Locality TAMPA

Scale 1:10,000 Photos \_\_\_\_\_  
Date of ~~survey~~ December 8, 1939

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

Chief of party Lieut. Comdr. Kenneth G. Crosby

Field inspected by Lieut. J. D. Thurmond & H. A. Duffy  
~~Surveyed by~~

Inked by Jesse A. Giles, Principal Photo Aid.

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

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

Instructions dated April 3, 1940  
Sept. 3, 1941 (for smooth drafting) PGK

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

## SHEET NO. T-5837

## SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control Surveys .....	JED-KGC-WHS	: Sept. & Oct. '41	5 1/4
Planetable Surveys .....			

Total  
1941

## FIELD INSPECTION

Preparation of Photographs .....	X	: March, May, June,	65 1/4
Field Work .....	JED-JAG-HAD	: July to Nov.	135 1/2
Inking Notes .....	JED	: July & Aug.	10
Coast Pilot Notes .....	JED- FHE- GEV	: Dec.	33
Geographic Name Reports .....			
Landmarks for Charts .....			
Description Cards .....	/ JED	: July. Aug. Sept.	51
Recovery Notes .....			

Total  
294 3/4

## MAIN RADIAL PLOT

Scale Plot .....	JED	: Aug '41	2
Projection on Base Sheet .....	/ Wash. Office		
Projection on Survey Sheet .....			
Control Plotted .....	JED	: Oct. '41	12
Control Checked .....	ED	: Oct. '41	8
Control Trans. to Base Sheet .....	ED-WHS	: Oct. '41	1 3/4
Transfer Checked and inked .....	WHS-JED	: Oct. '41	2 1/4
Control Picked on Photographs .....	JED-WHS	: Aug. & Oct. '41	43
Control Checked on Photographs .....	MMS	: Sept. '41	19
Hydro. & Topo. Stations Picked .....	JED-MMS-JAG	: Sept. 8 Dec. '41	45
Radial Points Picked .....	WHS-JED	: Sept. '41	38
Adjacent Centers Picked .....	JED	: July '41	41
Templates .....	X	: Oct. '41	47 1/2
Radial Plot .....	X	: Oct. '41	9
Radial Points Transferred .....	KGC-JED-JAG	: Oct. '41	10
Transfer Checked .....	JAG	: Nov. '41	6
H & T Stations Scaled & Checked .....	VFS-ECA	: July '42	15
Additional Radial Points .....	JAG	: Nov. '41 to June '42	83

Total  
382 1/2

## DETAILING

Rev. Draft .....			
Smooth Draft .....	JAG	: Nov. '41 to June '42	1004

Total  
1004

## COMPILATION

Name Overlay .....	JAG	: June '42	28
Descriptive Report .....	JAG	: June '42	21
Field Review .....	JHSB-KGC	: July '42	30

Total

Total time spent on Sheet ..... 1765 1/2 hours.

X- Several of office personnel

SHEET NO. T-5837

## PHOTOGRAPHS

Number	Date	Time	Stage of Tide
4049	Dec 8, 1939	11:39 A. M.	.9 Feet
4050 ✓	Dec 8, 1939	11:40 A. M.	.9 Feet
4071 ✓	Dec. 8, 1939	12:16 P. M.	1.1 Feet
4072 ✓	Dec. 8, 1939	12:16 P. M.	1.1 Feet
4073 ✓	Dec. 8, 1939	12:17 P. M.	1.1 Feet
4079 ✓	Dec. 8, 1939	12:23 P. M.	1.2 Feet
4080 ✓	Dec. 8, 1939	12:33 P. M.	1.2 Feet
4081 ✓	Dec. 8, 1939	12:24 P. M.	1.2 Feet
4082 ✓	Dec. 8 1939	12:24 P. M.	1.2 Feet
4083 ✓	Dec. 8, 1939	12:25 P. M.	1.2 Feet

Tidal range =

Tide from predicted tables for: Tampa, Hillsboro Bay  
Reference Station: Tampa Bay (St. Petersburg)

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..... 10,000 - .9943  
Scale of Survey Sheet ..... 1:10,000

## STATISTICS

Area (land) .....	25.1	Square statute miles
Shoreline (more than 200 m. from opposite shore)....	19.4	Statute miles
Shoreline (creeks) .....	18.2	Statute miles
Roads, streets, trails, and railroads .....	440.6	Statute miles

## REFERENCE STATION

Station: Tampa, City Hall flagpole on dome  
Datum: N.A. 1927  
Latitude: 27° 56' 50.475" (1553.7m)  
Longitude: 82° 27' 26.705" (73.3m) (730.0m)  
(adjusted)

Florida Plane Coordinates  
West zone

x = 352,320.43  
y = 1,313,785.02

SHEET NO. T- 5837

## PHOTOGRAPHIC

Number	Date	Time	Stage of Tide
Continued from Page "1"			
4084	Dec. 8, 1939	12:25 P. M.	1.2 Feet
4085	Dec. 8, 1939	12:28 P. M.	1.2 Feet
4086	Dec. 8, 1939	12:28 P. M.	1.2 Feet
4087	Dec. 8, 1939	12:29 P. M.	1.2 Feet
4088	Dec. 8, 1939	12:29 P. M.	1.2 Feet
4089	Dec. 8, 1939	12:30 P. M.	1.2 Feet
2-149 (single lens)	Nov. 1938	Time not available.	
2-150 "	Nov. 1938	Refer to letter from	
2-151 "	Nov. 1938	Director dated 11-24-41.	
Reference No. 26-RCC-1990			

► Tide from ... See page one for further information.

General: U. S. Coast and Geodetic Survey Map-Lens (focal length 6 inches)  
Negatives on file at the Washington Office.

## SCALE

Mean scale of Photographs.....  
Scale of Survey Sheet .....

## STATISTICS

Area (land) .....	Square statute miles
Shoreline (more than 200 m. from opposite shore)....	Statute miles
Shoreline (creek) .....	Statute miles
Roads, streets, trails, and railroads .....	Statute miles

## REFERENCE STATION

Station:  
Datum:

Latitude:  
Longitude:



DESCRIPTIVE REPORT  
TO ACCOMPANY  
SHEET NO.T---5837

GENERAL

This sheet has been compiled in accordance with current instructions for this project from nine-lens and single lens photographs. It has been smooth drafted by authority of a letter from the Director dated September 3, 1941.

The major portion of the area covered by this survey sheet falls within the city limits of Tampa, Florida. Numerous and extensive changes have been made in this area since the photographs were made. Five million dollars worth of changes (buildings, tanks, ship ways, etc.) were made at the Tampa Shipbuilding Company alone and five hundred thousand dollars were spent at the Peter O. Knight Airport, filling Currituck Channel, building roads, runways and a breakwater for a seaplane base. A new street was built to relieve traffic to and from the ship yards. All of the above details had to be obtained from sources other than the photographs (blue prints, sextant angles and the like).

Enough streets have been labeled to help orient the city maps of Tampa.

Practically all buildings in the outlying districts have been shown with the exception of areas having definite street layouts. Large culverts readily discernable on the photographs have been shown.

CONTROL

Fifty five triangulation stations fall within the tracing limits of this sheet; ~~34~~ 36 were used for control, the remaining 19 being lost and not shown on the sheet.

(STATION)	YEAR	Est. by
Tampa, Silver Muni Water Tank, 1934 (21st Avenue)	1934	GLA
Tampa, Garcia & Brothers (16th St. & 18th Avenue) Black Steel W. Tk.	1934	GLA
Tampa, Regensberg Cigar Factory No. 50 red brick clock tower	1934	GLA
Tampa, Gradiatz Annis & Co., Cigar factory no. 1 Silver Water Tank.	1934	GLA
Tampa, Tampa Electric Co., Southerly concrete stack	1934	GLA
Tampa, First Baptist Church, Dome	1934	GLA

\* Numerous buildings have been added in red on the compilation in areas of the city where the houses begin to thin out. Many areas where street layouts have been made are far from being built up areas.

STATION	YEAR	ESTABLISHED BY.
Tampa Bay Hotel, Tall silver spire	1934	GLA
Knight & Wall Hdw. Co., Silver Water Tank	1934	GLA
Tampa City Hospital, Brick Stack	1934	GLA
Tampa, Silver Muni Water Tank Henderson Ave., & Jefferson St.	1934	GLA
Tampa, American Cigar Co. Silver Water Tank	1934	GLA
Tampa, Salvador Rodriguez Co. Silver water tank , (Double #2, 1926	1926	R. L. Schoppe
Tampa, Silver Municipal Gas Tank (Pipe 1926)	1934	GLA
Tampa, Atlantic Ice and Coal Co., Brick stack with orange bands,	1934	GLA
Tampa, Jose Escalante Co., Silver water tank (Chan. 1926	1934	GLA
Tampa, Old city water works, low brick stack.	1934	GLA
Tampa, Hooker's Point, Fla. Cement Company, tall concrete stack.	1934	GLA
Tampa, Purity Springs Water Co, silver water tank.	1934	GLA
Tampa, Catholic Church, (Fla. Ave., & Twigg St., ) silver dome, (Spg. 1926	1908	W.B. F.
Tampa, City Hall, flag pole on dome (City Hall, 1926)	1934	GLA
Tampa, Tampa Drug Co., silver water tank,	1934	GLA



STATION	YEAR	ESTABLISHED BY
Thompson	1934	GLA
Ybor City Brewery Tower	1908	W.B. F.
Tampa Crematory Stack	1908	W. B. F.
Methodist Church Spire	1908	W. B. F.
Floridan	1934	G. L. A.
Episcopal Church Spire	1908	W. B. F.
Courthouse Dome	1908	W. B. F.
Tower Whiting & Franklin	1908	W. B. F.
Wire	1926	R. L. S.
Coliseum	1926	R. L. S.
Jervey	1926	R. L. S.
Grassy	1926	R. L. S.
"A" ( "All", USED)	1926	R. L. S.
Ball (USED)	1908	W. B. F.
Ybor City Water Tank, 12th Ave. & 21st Street,	1908	W. B. F.

The following stations have been lost.

STATION	YEAR	ESTABLISHED BY
Tampa, Michigan Ave., Schoolhouse	1908	W.B. F.
Less	1926	R. L. S.
P. O. Bldg. Central flagstaff (west pole)	1908	W. B. F.
W. Tampa Water Works, stand pipe	1908	W. B. F.

STATION	YEAR	ESTABLISHED BY
Tampa East Base (USE)	1908	W. B. F.
Tampa Sawmill, Central Avenue & Polk Street. Tall stack	1908	W. B. F.
Tampa Cut No. 2 Light	1908	W. B. F.
Tampa Central Avenue Church Spire	1908	W. B. F.
Tampa West Base(USE)	1908	W. B. F.
Tampa Cut #4 Light	1908n	W. B. F.
Tampa, Tampa Bay Hotel, Low brick stack, (d)	1934	GLA
Bee	1926	R. L. S.
East	1926	RLS
Off	1926	RLS
F- 2 <i>Tope sta.</i>	1934	Fla. M.P.
F- 3 <i>Tope sta.</i>	1934	Fla M.P.
F - 5 <i>Tope sta.</i>	1934	" "
Mac	1926	RLS
Tank, Tampa Shipbuilding Co.,	1934	GLA

#### MAIN RADIAL PLOT

A continuous radial plot was run on October 30 and 31, 1941 for the purpose of locating all photograph centers, hydrographic stations, topographic stations, benchmarks, azimuth marks and radial points. The plot extended over the entire area covered by sheets Nos. 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 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, 4079-4084; 4087 and 4091.

Due to the existence of extensive control in this area all 9-lens templates were controlled by triangulation and second order traverse. The single lens templates were controlled for the most part by strongly determined positions of radial points previously established by means of the 9-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 intersection of radial lines to adjacent photographs 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. 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 transferring it to the base grids by matching individual 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 24 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 amount of 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 line 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. In the vicinity of the Hillsborough River many of the topographic stations have been inked with a blue circle (indicating control) when in reality they should have been shown by a green circle indicating topographic stations. This was due to the fact that triangulation stations established by the U. S. Engineers along the river shoreline <sup>was</sup> not used as control as originally planned since it was found that each station would have to be recomputed or corrected due to the inclination of the axis of the local grid system.

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
Photographs 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

The photographs were clear. No unusual conditions were encountered.

#### FIELD INSPECTION

The field inspection was made by Lieut. J. D. Thurmond and Harold A. Duffy, Senior Photogrammetric Aid, during July and August, 1941.

### NON-FLOATING AIDS

Permanent (non-floating) aids to navigation have been listed on Forms 567 and made a part of this report. Sparkman Channel entrance range lights have been discontinued at the request of the Navy Department as has also Sparkman Channel Beacon #5, #7 and #9.

### JUNCTIONS

This sheet joins T-5882 on the north, T-5838 on the south and T-5834 and T-5835 on the west. All junctions are in agreement.

### GEOGRAPHIC NAMES

The investigation of Geographic names on this sheet is the subject of a special report entitled "Special Report to Supplement Name Sheets Nos. 34, 45 on Investigation of Geographic Names, Florida West Coast, Rocky Point to Palma Sola Bay, Davis Causeway, East Side of Tampa Bay to Manatee River, December 31, 1941."

### LANDMARKS

New tank, in vicinity of Tampa Shipbuilding Corporation, is listed as being recommended for charting. A new stack has recently been built at Tampa Electric Company powerhouse forming a group of three stacks instead of two as now indicated on chart 587.

The correct positions of all lights and beacons which fall on this sheet are given on Form 567. See Chart Letter 724/1943. for Lts. on Hillsboro Cut.

The range light which is shown south of the tracing limits of T-5837 should be transferred to T-5838.

### BRIDGES

There are ten bridges on this sheet. The clearances given in the U. S. Engineer's Publication List of Bridges over navigable waters and those obtained in the field by Lieut. James D. Thurmond are at variance. The distances measured in the field by Lieut. Thurmond have been used in computing H. W. clearances shown on the overlay.

*Jesse H. Giles*  
Jesse H. Giles,  
Prin. Photo. Aid

Forwarded,  
*Kenneth G. Crosby*  
Kenneth G. Crosby

**LEGEND USED FOR FIELD INSPECTION AND DRAFTING  
PROJECT 242 - 1942**

**TREES**

Pi - 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;

**VEGETATION**

C - Cultivation  
Gr - Grass  
T Gr - 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 - Railroad  
O P - Overpass (state the kind)  
U P - Underpass (state the kind)  
X - Abandoned trail, road, etc.  
R R ab - P.R. abandoned (grade only)

**PONDS**

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

**SHORE LINE**

H.W.L. - mean high waterline (solid  
red line - fast land)  
L.W.L. - low waterline (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  
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 tower (tall steel)  
P.L. - Power Line  
Shoal - Approx. limits by long dashed  
line for use by hydrographer



COAST GUARD AIR STATION

## UNITED STATES COAST GUARD

St. Petersburg, Florida,  
20 July, 1942.

From: Commanding Officer, St. Petersburg Station.  
To : Lieutenant Commander K. G. Crosby, Coast and  
Geodetic Survey, 1101 East Broadway, Tampa,  
Florida.

Subject: Removal of aids to navigation, Sparkman.  
channel.

1. Original request came from the Tampa office of the Army Engineers, stating that removal of these aids was necessary to dredge a turning circle requested by the Navy. On 31 March, removal of Sparkman channel range beacons numbers three and seven, and day markers numbers nine and five, was approved by the District Coast Guard Officer. Removal was accomplished on 2 April and reported 6 April.

2. No request or authorization for reestablishment of these aids has been received.

C. F. EDNE,  
Lieutenant Commander,  
U. S. Coast Guard.





T-5367

## Remarks

## Decisions

1		279824	USGB
2	The form of this name is pending with USGB: Board	279824	
3	has approved Hillsborough for name of county, but	279824	
4	Hillsboro Channel for a channel in the Bay, and Hills-		
5	bore River Channel for a channel in mouth of river.		
6	On to use Hillsborough pending decision.		
7			
8			
9			
10	pending with USGB (as against Palm River): Use		
11	Sierra Creek pending board's decision		
12		279823	
13		279824	USGB
14	Decision of USGB rejects Ybor estuary		USGB
15			USGB
16			USGB
17			USGB
18			USGB
19			USGB
20	pending with USGB: use this name pending decision		
21			
22			
23			
24			
25			
26			
27			

# GEOGRAPHIC NAMES

Survey No. T-5837

GEOGRAPHIC NAMES		Survey No. T-5837									
Name on Survey	<div>On Chart No.</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>										
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
✓ Tampa ✓										1	
✓ Hillsborough Bay										2	
✓ Hillsborough River ✓										3	
✓ Gandy ✓										4	
✓ Boca ✓										5	
✓ Ybor City ✓										6	
✓ Little Creek ✓										7	
✓ Palm ✓										8	
✓ Henry Bay ✓										9	
✓ Ybor Channel ✓										10	
✓ Garrison Channel ✓										11	
✓ Chapman Channel ✓										12	
✓ Seddon Channel ✓										13	
✓ Seddon Island ✓										14	
✓ Hooker Point ✓										15	
✓ Davis Islands ✓										16	
✓ Antonio Park Yacht Basin ✓										17	
✓ George O. Knight Municipal Airport ✓										18	
✓ Grand Street Causeway ✓										19	
✓ Dulaney Creek										20	
✓ Hook Point ✓										21	
✓ U.S. Highway 541 ✓										22	
✓ U.S. Highway 1 ✓										23	
✓ U.S. Highway 156 ✓										24	
✓ U.S. Highway 2 ✓										25	
✓ Antonio Park										26	
										27	

on quadrangle 8382 by L. Heck 10/1/42

M 234

on quadrangle 8182 by Heck 10/1/42

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

**List of Permanent(non-floating)  
Aids to Navigation - Sparkman Channe  
TO BE DELETED**

T-5837

## LANDMARKS FOR CHARTS

**STRIKE OUT ONE**

~~NOT RECORDED~~  
~~TO BE DELETED~~

Air Photographic Party No. 1. Tampa, Fla. July 18, 1934

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be ~~checked~~ *deleted from* the charts indicated.

The positions given have been checked after listing.

*Robert H. Anderson*

Kenneth G. Crosby

Removed by authority of Navy Department.

**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.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

STRIKE OUT ONE

TO BE CHARTED }  
~~DO NOT CHART~~

Air Photographic Party No. 1 Tampa, Fla. July 18, 1934

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

*Kenneth G. Crosby*  
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							
			°	'	°	'								
Florida West Coast City of Tampa			27	56	82	27	1042	NA. 1927	AirPhoto	June 1942	X	X	587; 1257	
***TANK, steel elevated, 149 feet tall			27	56	82	26	750	"	Sextant	"	X	X	"	
CUPOLA, Control Tower, (P. O. Knight Airport)			27	54	82	26	1600	"	AirPhoto	July 1941	X	X	"	
BEACON, Airport- P O Knight Airport 45 ft. Aero Light			27	55	82	27	24	"	"	"	X	X	"	
STACK,			27	56	82	26	1092	"	Triang	GLAL 934	X	X	"	
RADIO MAST, steel, latticed, NW'ly			27	57	82	26	1080	"	Airphoto	July 1941	X	X	-	
RADIO MAST, " " WE'ly			27	57	82	26	1033	"	"	"	X	X	-	
* This stack built in 1942 now forming group of 3 stacks										784				
** Built in 1942										2245				
										1529				
										1681				
										1124				
										1751				
										163				

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.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

7-5837  
List of permanent (non-fading) Aids  
to navigation- Hillsboro Bay Sheet

LANDMARKS FOR CHARTS No. T-5837

TO BE CHARTED }  
~~NOT RECOMMENDED~~

STRIKE OUT ONE

Air Photographic Party No. 1. Tampa Fla. July 18, 1934

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

*Kenneth G. Crosby*  
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											
Florida, West Coast Tampa, Hillsboro Bay			27	54	679	82	26	501	NA. 1927	AirPhoto & Sextant	7/41	X	X		587; 1257	
" "		" " Rear Light	27	55	540	82	26	338	" "	AirPhoto & Sextant	7/41	X	X		587; 1257	
" "		River Cut 'D' Range Front	27	54	371	82	26	442	" "	" "		X	X		" "	
" "		Light 20	27	55	540	82	26	338	" "	" "		X	X		" "	
Hillsboro River		River Cut 'D' Range Rear Lt	27	55	540	82	26	338	" "	" "		X	X		" "	
Hillsboro Light 27		Superseaded by Cut Light 72.4 - 1943	27	54	181	82	26	594	" "	" "		X	X		" "	
Hillsboro Light 29			27	54	667	82	26	663	" "	" "		X	X		" "	
Hillsboro Light 24		✓	27	55	593	82	26	1371	" "	AirPhoto		X	X		" "	
Mexican Petroleum Pier-SW Corner		✓	27	55	1526	82	26	1289	" "	" "		X	X		" "	
" "		" " NW Corner	27	55	1606	82	26	1278	" "	" "		X	X		" "	
Sparkman Channel inner Range Front		✓	27	55	1707	82	26	1387	" "	" "		X	X		" "	
" "		" " Rear Lt	27	55	1554	82	26	1439	" "	" "		X	X		" "	
Sinclair Oil Co Dock-S.W. Corner		✓	27	55	1756	82	26	1263	" "	" "		X	X		587	
Sparkman Channel Beacon (no Number)			27	55	1546	82	26	1415	" "	Sextant	7/18/42	X	X		587	

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.

See Chart letter #724/43 for better positions

## REVIEW OF PLANIMETRIC MAP T-5837

The manuscript for T-5837 was completed in the Tampa Photogrammetric Office and submitted in 1942. However, review of this sheet was delayed in this office by a war mapping program which entailed the production of 323 quadrangles for the Army between January 1942 and July 1944. When this map was finally reviewed in November 1943, the manuscript for war mapping quadrangle T-8382 covering the same area had been completed and the two were compared. No attempt was made to revise T-5837 to agree with T-8382 in all detail since the planimetric map is essentially an earlier survey. However, any important errors in T-5837 indicated by this comparison were corrected (see subsequent paragraphs).

Field Inspection: Adequate

Radial Plot: Adequate

Map Detailing:

The office review included a comparison with the 1943 war mapping photographs taken subsequent to the compilation of this manuscript. Changes made during the office review and shown on the manuscript in red include the addition of numerous buildings, minor changes in the shoreline along the western shore of McKay Bay, and replotting of the Hillsboro lights in the southern part of McKay Bay.

The Hillsboro lights were originally plotted on the manuscript from the photographs and from sextant ~~fixtures~~<sup>fixes</sup>. Subsequently these lights were located by triangulation in 1943. The triangulation positions were plotted on the manuscript and varied from 0 to  $1\frac{1}{2}$  millimeters from the original positions. The positions of these lights as listed on the enclosed Form 567 are superseded by Chart Letter No. 724, 1943.

Peter O. Knight Airfield and the Tampa Ship Building Company docks were constructed after the 1939 photographs were taken. Details originally were plotted on the manuscript from construction plans obtained by the field inspection party. The manuscript has been checked against the 1943 photographs but only minor changes were found to be necessary.

Comparison with Previous Surveys:

T-5837 is adequate to supersede those sections of the following surveys which it covers:

T-1411B	(1:20,000)	1875
T-4202	(1:20,000)	1926

There have been large changes in the vicinity of Hooker Point and Davis Island since the older surveys were made.

Comparison with Nautical Charts:

T-5837 has been applied to charts 587 and 1257 prior to this review. Changes in the shoreline and in aids to navigation made during this review and shown on the manuscript in red affect the charts and should be applied thereto.

Reviewed by Willis St. John - November 1943  
Under the Direction of D. H. Benson

Approved by:

B. G. Jones 12/4/45  
B. G. Jones, Technical Asst.  
Div. of Photogrammetry

Robert W. King  
Chief, Nautical Chart Branch  
Division of Charts

K. T. Adams  
Chief, Div. of Photogrammetry

Raymond L. Egan  
Chief, Div. of Coastal Surveys