

5839

Diag'd. on diag. ch. No. 1257-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo. Compilation

Field No. _____ Office No. T-5839

LOCALITY

State Florida

General locality Florida West Coast

Locality Tampa Bay

9 Lens Photos 12-8-39

Single Lens Photos 11-39

1944

CHIEF OF PARTY

Comdr. Ray L. Schoppe

LIBRARY & ARCHIVES

DATE Oct 14 - 1947

B-1870-1 (1)++

5839

DATA RECORD

T- 5839 (Revised)

Quadrangle (II):

Project No. (II):

Field Office: Tampa, Florida

Chief of Party: Ray L. Schoppe

Compilation Office: Tampa, Florida Chief of Party: Ray L. Schoppe

Instructions dated (II III): 4/3/40

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 4/11/42. Manuscript and report sent back to Tampa. ⁴⁴Sheet entirely recompiled. New manuscript and report submitted to this office 11/44.
Reported to Nautical Chart Section: 4/42. New manuscript and report reported 1/26/45. Changes made by revision and called to attention of Nautical Chart Sec. 2/3/45

Reviewed: 4/45

Applied to chart No.

Date:

Redrafting Completed: ✓ 5/24/45

Registered: 9/47

Published: ✓ 5/28/46

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): 1:10,000 + 0.9943

Geographic Datum (III): N. A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): OLD (U.S.E.) 1908

Lat.: 27° 51' 51.262"
(1577.9M)Long.: 82° 24' 06.149"
(168.2M)Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): FLORIDA - WEST ZONE

X = 370,207.69

Y = 1,283,505.92

Military Grid Zone (VI)

Note The new manuscript entirely supersedes the original manuscript. Letter to be destroyed upon completion of review. The original descriptive report was not returned from Tampa. Bgg 2/3/45

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
4045	12/8/39	11:35 A.M.		1.0
4051	"	11:45 A.M.		1.0
4052	"	11:46 A.M.		1.0
2-113 to 2-116*	11/38	No data.		No data.
2-137 to 2-141*	11/38	" "		" "
2-196 to 2-197*	11/38	" "		" "

*Single lens.

Tide from (III): Tampa Bay (St. Petersburg, Fla.)

Mean Range: 1.5

Spring Range: 2.0

Camera: (Kind or source) U.S.C. & G.S. 9 lens

Field Inspection by: J.D.T. & H.A.D.

date: Sept. & Oct. 1942

Field Edit by:

date:

Date of Mean High Water Line Location (III): Date of photographs.

Projection and Grids ruled by (III) M.M. Slavney

date: 8/7/44

" " " checked by: B. H. Lyon

date: 8/7/44

Control plotted by: M. M. Slavney

date: 8/7/44

Control checked by: B. H. Lyon

date: 8/7/44

Radial Plot by: M. M. Slavney

date: 8/15/44

Detailed by: J. Collins

date: Sept. 1944

Reviewed in compilation office by: J. A. Giles

date: Oct. 1944

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 11.57

Shoreline (More than 200 meters to opposite shore): 8.06

Shoreline (Less than 200 meters to opposite shore): 12.3

Number of Recoverable Topographic Stations established: 6

Number of Temporary Hydrographic Stations located by radial plot: 12

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname
and initials (not initials only).

Remarks:

MAIN RADIAL PLOT

PROJECT 242 F

This plot consisted of three sheets T-5838, T-5839, and T-5840. The accuracy of these three sheets, controlled and compiled in Air Photo Party No. 1 in November and December 1941 and February and March 1942, was questioned when the Washington Office discovered discrepancies up to fifty meters between points on Sheet T-5839 and 1:20,000 War Mapping Sheet T-8385. It was therefore decided to re-run the plots covering T-5838, T-5839, and T-5840 on the premise that the weakness discussed above was confined to this area where the scarcity of control was notable.

The regular discussion of the Radial Plot follows:

(A) CONTROL DENSITY:

Control stations within limit of plot

Sheet T-5838	8
Sheet T-5839	10
Sheet T-5840	12

On Sheet T-5838 the control was all located north of approximate latitude $27^{\circ} 51' 50''$, five of the stations lay on a line approximately at latitude $27^{\circ} 51' 50''$.

On August 9, 1944, a traverse spur was run south from F-9 on railroad right-of-way for 1856 meters to locate several picture points to assist in laying the radial plot.

On Sheet T-5839 the ten control stations were all lights in Tampa Bay that fall on one single-lens photograph only, and consequently were valueless for controlling the radial plot. There was no other control and therefore, the sheet was without control for the radial plot.

On Sheet T-5840 all of the twelve control stations were U. S. Engineers stations on the Little Manatee River, no control fell in the north two minutes and thirty seconds of the sheet.

Identification of control was adequate.

(B) PHOTOGRAPHS:

The following nine-lens, 1:10,000, photographs were used:

4044 to 4048 inclusive
4051 to 4053 inclusive

The following nine-lens, 1:20,000, photographs were enlarged to 1:10,000 and used:

11684 to 11686 inclusive

The following single-lens pictures procured from the Department of Agriculture were used:

BQF - 2-113
BQF - 2-114
BQF - 2-116
BQF - 2-117
BQF - 2-137 to 2-144 incl.
BQF - 2-193 to 2-199 incl.
BQF - 3-18

Nine-lens photographs 4045 and 4053 were marked: "Use with caution, negative distorted", and nine-lens photograph 4044 has two bad chamber junctions with the center chamber.

The nine-lens photographs were unmounted acetate impregnated, therefore, it was necessary to use the metal template for the elimination of the effect of paper distortion.

The single-lens photographs furnished by the Department of Agriculture were unmounted, and a day to day check failed to reveal much change in the prints, however, the prints were handled as theoretically square; templates were made and distortion handled by adjusting to a square format.

(C) CLOSURES AND ADJUSTMENTS:

Regular procedure was followed in laying templates with the strongest fixes first, then progressively laying through photographs with weaker fixes. All azimuths to adjacent centers were held and good intersections were obtained throughout. The variety of photographs listed under sub-head (B) attests to the inadequacy of photograph coverage by the 1:10,000 nine-lens photographs. The lack of 1:10,000 photographs made it necessary to utilize the single-lens and the 1:20,000 nine-lens photographs to obtain sufficient number of cuts to fix points on the plot. Junction was

effected with previously compiled Sheet T-5838 on the line of first class road labeled "County Road No. 417" in the vicinity of latitude $27^{\circ} 51' 50''$.

Sheet T-5839 is a completely new compilation. Junction was effected with previously compiled Sheet T-5840 on a line running from the approximate latitude $27^{\circ} 45' 30''$, longitude $82^{\circ} 27' 30''$, to approximate latitude $27^{\circ} 45'$, longitude $82^{\circ} 25' 30''$.

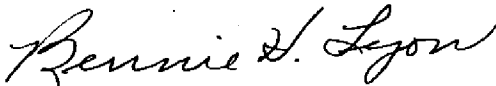
(D) AREAS OF QUESTIONABLE ACCURACY:

On Sheet T-5838 the area south of the Alafia River from longitude $82^{\circ} 20'$ to $82^{\circ} 21'$ is covered by only one 1:10,000 photograph, single-lens photograph BQF 3-18. The other cuts to fix the detailing points and the center of BQF 3-18 were taken from 1:20,000 nine-lens photographs.

(E) GENERAL:

Secondary control was shown on the projection with double blue circles of 2.8 mm. and 1.5 mm. radius. Centers were shown with double blue circles 4.0 mm. and 2.8 mm. radius. Approximately 90% of the additional or detailing control points were cut in by the control section. These points were shown on the projection with 2.0 mm. blue circles. The survey sheets were then released to the draftsman with the instructions that any further additional control should be cut in by the draftsman and shown on the survey sheet with a 2.0 mm. circle radius of purple ink.

Respectfully submitted,



Bennie H. Lyon,
Chief Aeronautical Draftsman.

DESCRIPTIVE REPORT
To Accompany
SHEET NO. T-5839
(Revised)

- 4 -

26. & 27. CONTROL & RADIAL PLOT

See incorporated three sheets submitted by
Mr. B. H. Lyon.

28. DETAILING

This area was covered by both single and
nine lens photographs. The scale of the nine lens
photographs was good, with the exception of photograph
4051, which was only fair.

All single lens photographs were of fair
scale, and were used for detailing.

Since the nine lens photographs were of a
more recent date, they were used for detailing where-
ever possible, as some changes were noted along shoreline.

Between Lat. $27^{\circ} 46'$ and $27^{\circ} 48'$, Long.
 $82^{\circ} 23'$ and $82^{\circ} 25'$, some areas have been cleared
for cultivation, which are not shown on single lens
photographs, but are marked by the field party. These
have been drafted as shown by field party. The field
inspection was adequate enough to insure an accurate
interpretation of all detail.

From Lat. $27^{\circ} 48'$ south and Long. $82^{\circ} 23'$
west, some areas have been recently converted to
cultivation. These areas were detailed from photo-
graph No. 11687, which was originally a 1:20,000
print, but the center chamber has been enlarged to
1:10,000 scale. Photograph No. 11686, scale 1:20,000,
was also used. Extra radial points were located with-
out difficulty. The projector was used in detailing
from both photographs.

Approximately three and one-half square miles
in the southeast corner of the sheet was not compiled
due to the lack of adequate photograph coverage.

29. SUPPLEMENTAL DATA

No graphic control surveys or maps and plans
of other organizations were used to supplement the
photographs in detailing this sheet.

34. LANDMARKS & AIDS TO NAVIGATION

There are no landmarks in this area. Aids to navigation are listed on Form 567 which is a part of this report. They were plotted on survey sheet from coordinates furnished by the U.S.E.D. which are forwarded herewith. The positions on Form 567 were scaled from survey sheet.

35. HYDROGRAPHIC CONTROL

There are eight H. & T. stations within the boundaries of this sheet which are described and marked. They are listed below with their true positions. These positions are to supercede all previous ones:

BAT, 1941	Lat. 27° 49'	273	Long. 82° 23'	1618
ORF, 1941	Lat. 27° 47'	1384	Long. 82° 24'	166
ALL, 1941	Lat. 27° 47'	441	Long. 82° 24'	1356
AUK, 1941	Lat. 27° 46'	1237	Long. 82° 25'	497
DOC, 1941	Lat. 27° 46'	36	Long. 82° 25'	1472
LEW, 1941	Lat. 27° 45'	1041	Long. 82° 26'	998
DAW, 1941	Lat. 27° 48'	956	Long. 82° 24'	94
B.M. W-39, 1933	Lat. 27° 47'	977	Long. 82° 22'	1071

(It is respectfully requested that the foregoing stations be entered on Form 524. New cards could not be made by this office as original picking cards are in the Washington Office.)

Correct positions on original cards to agree with new manuscript see page 1 of Data Record

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Details within the limits of this sheet were checked against ozalid T-8385. Differences were taken care of by the use of the 1:20,000 photographs which are still in this office. Refer to paragraph 28.

45. COMPARISON WITH NAUTICAL CHARTS

Chart Letter 101 (1945)

A comparison was made with U.S.C.&G.S. Chart no. 587, bearing a print date of April 11, 1944, scale 1:40,000. An accurate comparison could not be made due to scale difference, however, certain differences in shoreline were noted. The chart shows an indefinite shoreline along the outer edge of mangrove, and the sand flat back of mangrove as a marsh area.

On the compilation there is shown a high-water line at the inner edge of the sand flat, and an indefinite shoreline around mangrove. All cultural features are in general agreement.

Respectfully submitted,

Approved and forwarded by:

Ray L. Schoppe
Ray L. Schoppe,
Chief of Party.

James Collins
James Collins,
Sr. Photo. Aid.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED
~~NOT RECOMMENDED~~

STRIKE OUT ONE

Tampa Photogrammetric Office Oct. 23, 1944

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

The positions given have been checked after listing.

Ray L. Schoppe
Ray L. Schoppe

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE			LONGITUDE								
		°	'	D. M. METERS	°	'	D. P. METERS						
Florida West Coast Tampa-Hillsboro Bay													
	</												

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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.

GEOGRAPHIC NAMES

Survey No. T-5839

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
✓ <u>Tampa Bay</u> ✓									1
✓ <u>U.S. No. 541</u> ✓									2
✓ <u>Atlantic Coast Line</u> ✓									3
									4
✓ <u>Newman Branch</u> ✓			277824						5
✓ <u>Jackson Branch</u> ✓			"						6
✓ <u>Big Bend</u> ✓			"						7
✓ <u>Sims Branch</u> ✓			278823-824						8
✓ <u>Adamsville</u> ✓			"						9
✓ <u>Whiskey Stump Key</u> ✓			"						10
✓ <u>Green Key</u> ✓			"						11
✓ <u>The Kitchen</u> ✓			"						12
✓ <u>Kitchen Branch</u> ✓			"						13
✓ <u>Dug Creek</u> ✓			"						14
✓ <u>Pine Key</u> ✓			"						15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Miss annotated by L. Heck on 12/28/53

NAUTICAL CHARTS BRANCH

SURVEY NO. 7-5839

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

Division of Photogrammetry
Review of Planimetric Map T-5839

As noted on page 1 of the descriptive report, the original manuscript received in the Washington Office in 1942 was returned to the Tampa Office for compilation. The new manuscript was received in November 1944 and supersedes the original. This descriptive report and review refer to the new manuscript compiled in Tampa in 1944.

Field Inspection and Detailing.

All road classifications have been changed to conform with the standard symbols for planimetric maps. Some new roads were located and a few areas recently converted to cultivation were picked up on photographs 11686 and 11687, original 1:20,000 scale prints with center chamber enlargements to 1:10,000.

A low water line which was only approximated by the detailer has been deleted by the reviewer.

Comparison with Previous Surveys.

T-5839 supersedes the following older surveys over the common area:

T-1411a	1:20,000	1875
T-4201	1:20,000 & 1:10,000	1926

Comparison with Nautical Charts.

The original manuscript, as discussed in the first paragraph of this review, was applied to chart 587 in 1942. Since the original manuscript is superseded by a new manuscript, the latter should now be applied to chart 587.

Reviewed under the direction of R. M. Berry, April 1945.

Review report prepared by B. G. Jones from reviewer's notes, September 1947.

APPROVED BY:

B. Jones # 9/47
Technical Assistant to the
Chief, Div. of Photogrammetry

W. H. H. H. H.
Chief, Nautical Chart Br.
Division of Charts

B. S. Jones 13 Oct 47
Acting Chief, Div. of Photogrammetry

C. K. Green
Chief, Division of Coastal
Surveys