

1256  
1257

# 5846

Diag'd. on diag. ch. No 1256 & 1257

5846

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Air Photo Compilation</u>	
Field No. ....	Office No. <u>T-5846</u>
LOCALITY	
State <u>Florida</u>	
General locality <u>Manatee River</u>	
Locality <u>Gamble Creek and Vicinity</u>	
<u>Nine-lens photos. Dec 8, 1939</u> <u>Nov 12, 1942</u>	
<u>1944</u>	
CHIEF OF PARTY	
<u>Comdr. Ray L. Schoppe</u>	
LIBRARY & ARCHIVES	
DATE <u>Oct 14 1947</u>	

## DATA RECORD

Form T-1

T-5846

Quadrangle (II):

Project No. (II): CS 242-F

Field Office: Tampa, Fla.

Chief of Party: Ray L. Schoppe

Compilation Office: Tampa, Fla.

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: 6/3/42. Returned to Tampa office 3/44  
for revision. New manuscript received in office 11/44

Reported to Nautical Chart Section: 6/42 and 2/3/45 see note below

Reviewed: 1/46

Applied to chart No. 586

Date: 10/9/42

1257

10/12/42

Redrafting Completed: 9/18/46

1256

10/16/42

Registered: 9/47

Published: 12/31/46

Compilation Scale: 1:10,000

Published Scale: 1:10 000

Scale Factor (III): .995

Geographic Datum (III): N. A. 1927

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

Reference Station (III): Ellenton Black Muni., W.T., 1934

Lat.: 27° 31' 13.604"  
(418.7 M)

Long.: 82° 31' 40.439"

Adjusted

(1109.8 M) ~~Unadjusted~~

State Plane Coordinates (VI):

X = 328,899.29

Y = 1,158,678.75

Military Grid Zone (VI)

Note This sheet (manuscript) supersedes original manuscript T 5846 which was applied to charts 586 on Oct. 9 1942, to chart 1257 on Oct 12 1942, and to chart 1256 Oct 16 1942 prior to revision. Differences between original and new manuscript reported to nautical chart branch Jan 3 1945. B.G. Jones

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
4016	12/8/39	11:09 A.M.	1:10,000	+ 0.9
4017	"	11:10 A.M.	"	+ 0.9
4018	"	11:10 A.M.	"	+ 0.9
4019	"	11:11 A.M.	"	+ 0.9
4020	"	11:12 A.M.	"	+ 0.9
			1:20,000 enlarged to 1:10,000	
11631	11/12/42	12:17 P.M.	"	" - 0.18
11646	"	12:32 P.M.	"	" - 0.1
11693	"	1:44 P.M.	"	" - 0.1

Tide from (III): Bradenton, Manatee River Ref.Sta: Tampa Bay

Mean Range: 1.4 Spring Range: 1.9

Camera: (Kind or source) U.S.C. & G.S. 9 Lens 8 $\frac{1}{2}$ " focal length

Field Inspection by: J. D. Thurmond date:

Field Edit by: date:

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

Projection and Grids ruled by (III) B.R.C. & J.T.B. date: 7/8/44

" " " checked by: B.R.C. & J.T.B. date: 7/8/44

Control plotted by: M. M. Slavney date: 8/15/44

Control checked by: D. G. Singleton date: 8/15/44

Radial Plot by: Tampa Office Personnel date: 9/25/44

Detailed by: R. Dossett date: 10/24/44

Reviewed in compilation office by: J. A. Giles date: 10/26/44

Elevations on Field Edit Sheet  
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles); 32.4.

Shoreline (More than 200 meters to opposite shore); 4.6

Shoreline (Less than 200 meters to opposite shore); 32.8

Number of Recoverable Topographic Stations established; 20

Number of Temporary Hydrographic Stations located by radial plot; 52

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:

26. & 27. MAIN RADIAL PLOT

T-5846

Project 242-F

This sheet was part of the plot laid previously on February 19, 1942 by the Tampa Office. At the time the same area was laid on 1:20,000 War Mapping Project CS 290, it was discovered that discrepancies up to 2.0 millimeters were existant near the eastern limits of this sheet. Since the control condition was much better on the 1:20,000 plot than on the 1:10,000, it was decided to re-run the 1:10,000 plot for sheets T-5846 and T-5845 to the extent necessary to effect a junction with the 1:20,000 work. Check traverses had been run which proved the 1:20,000 work to be within the required accuracy.

The secondary control was transferred from the 1:20,000 photographs and survey sheets to a new set of 1:10,000 photographs, and a new projection for Sheet T-5846. When it was discovered that no triangulation or traverse stations appeared within the limits of the sheet, it was decided to run two short traverses into the sheet from existing stations near the limits.

When the poor quality of the photograph coverage for this sheet became fully apparent, it was evident that the traverses for additional control was completely justified.

The regular discussion for the main radial plot follows:

(A) CONTROL DENSITY

Ten control points were established with third order accuracy in such positions as to afford fixes for the greatest number of photographs with a minimum of field work. Since these stations are unmarked in the field, they are shown as Field Inspection points on the survey sheet. These are as follows:

F. I. P.	A-5'	F. I. P.	X-9'
F. I. P.	PP1'	F. I. P.	X3+600'
F. I. P.	PP2'	F. I. P.	X5+1570'
F. I. P.	PP3'	F. I. P.	X6'
F. I. P.	A-9 = A-7?		

The azimuth of the road which runs north from F. I. P. X6 was observed in the field, as was the road which runs northeast from F. I. P. X9; thus affording supplemental control for the sheet without actually traversing these roads.

Identification of the points listed is positive.

(B) PHOTOGRAPHS

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

4016	4019
4017	4020
4018	

Those photographs were all marked "NEGATIVE BADLY DISTORTED, USE WITH CAUTION". The center lens of the following 1:20,000 prints were enlarged and used in the plot:

11631	11646	11693
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It was impossible to determine the amount of paper distortion which had occurred in these enlargements, therefore, they were treated as though no distortion was present. The nine lens photographs were acetate impregnated, therefore, the metal template for the elimination of the effect of paper distortion was used in making templates.

(C) CLOSURES AND ADJUSTMENTS

Regular procedure was followed in laying the templates with strongest fixes first, then progressively laying through photographs with weaker fixes. While the poor quality of the photographs prevented perfect cuts from being obtained, it is believed the near perfect distribution of control eliminated any progressive error from entering into the plot. It is believed that this sheet falls within the required limits of accuracy.

An excellent junction was made with the eastern limit of sheet No. T-5845, therefore, it was not considered necessary to carry the plot further west than the limits of sheet No. T-5846.

(D) AREAS OF QUESTIONABLE ACCURACY

In the vicinity of the river near the eastern limit of the sheet, it was not possible to get more than two point cuts except by the use of 1:20,000 photographs. This was done and the resultant intersections were fair but could not be considered as strong as elsewhere on the sheet. It is <sup>not</sup> believed, however, that this area is outside the required accuracy limits.

(E) GENERAL

Secondary control was shown on the projection with double blue circles of 2.8 mm. and 1.5 mm. radii. Centers were shown with double blue circles of 4.0 mm., and 2.8 mm. radii. Approximately 90% of the additional or detailing points were selected and 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 instructions that any further additional control would be cut in by the draftsman and shown on the survey sheet with a 2.0 mm. radius circle of purple ink.

Respectfully submitted,

*Bennie H. Lyon*

Bennie H. Lyon,  
Chief Aero. Draftsman.

DESCRIPTIVE REPORT

To Accompany  
SHEET NO. T-5846  
(Revised)

26. & 27. CONTROL & RADIAL PLOT

See report submitted by Mr. B. H. Lyon, Chief Aeronautical Draftsman, which has been incorporated in this report.

28. DETAILING

The detailing of this sheet has been done according to the current instructions for this sheet and project.

The interpretation of vegetation, in many cases, is according to more recent field inspection. This is particularly so with regard to marsh and swamp.

The center chambers of three nine lens photographs made in 1942 on a 1:20,000 scale were enlarged to 1:10,000 scale. These were used to compare detail. No change in detail was noted on these photographs except for variations of size and shape in some ponds. Insofar as was possible, the changes have been made to agree with the 1:20,000 photographs made in 1942. Insufficient photographic coverage by these late pictures made it impossible to compare the entire area of the sheet.

29. SUPPLEMENTAL DATA

No supplemental data was used in the detailing of this sheet.

34. LANDMARKS AND AIDS TO NAVIGATION

There are no prominent landmarks within the limits of this sheet. There is, however, a small tank at approximate latitude 27° 30', longitude 82° 26'. Since it affects no nautical chart, it cannot be recommended for charting.

The beacons shown on the map drawing along the river from the center of the sheet eastward, were located, but were found to be of a temporary nature and it is recommended that they not be charted. These

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beacons are 4 X 4 timbers (not piling) having small, wooden targets. They are likely to be destroyed at any time, in which event, there is no assurance of their being restored to their original positions.

### 35. HYDROGRAPHIC CONTROL

Fifty two unmarked hydrographic stations bearing short descriptive titles appear along the Manatee River within the limits of this sheet.

Twenty H. & T. stations with their true positions are listed below. These positions are to supercede all previous ones:

B.M. #4, U.S.E.	Year	Lat.	Long.	Station Number
Z	1940	27° 30'	82° 22'	318
T	1940	27 31	82 22	731
U	1940	27 31	82 22	637
ABE	1941	27 31	82 22	1252
BUS	1941	27 31	82 24	1439
CAD	1941	27 30	82 25	980
FRO	1941	27 31	82 25	1363
JAR	1941	27 31	82 26	1119
ADZ	1941	27 31	82 27	299
JOG	1941	27 31	82 27	888
HED	1941	27 31	82 27	1222
SAG	1941	27 31	82 28	1109
JOT	1941	27 31	82 28	783
DEM	1941	27 31	82 28	142
FAD	1941	27 31	82 28	1441
B.M. W-66	1934	27 33	82 27	1243
B.M. E-77	1934	27 29	82 28	916
ABA	1941	27 31	82 22	1038
N U.S.E.	1940	27 31	82 22	871

*Handwritten note on right margin: "See page 10 for station 1000"*

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

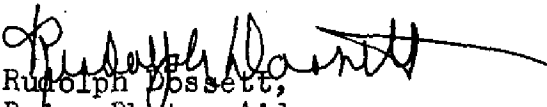
### 44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

A comparison was made with the ozalid from Sheet T-5395, scale 1:20,000. No major cultural changes were noted. Some differences in vegetation interpretation were found.

45. COMPARISON WITH NAUTICAL CHARTS

There is no nautical chart covering this sheet in its entirety. Nautical Chart No. 586 shows the extreme western limits, between longitudes  $82^{\circ}28'$  and  $82^{\circ}29'$ . Except for a small wooden bulkhead at the tip of Redfish Point, no change was noted in a comparison of this sheet and the foregoing nautical chart.

Respectfully submitted,

  
Rudolph Bossett,  
Prin. Photo. Aid.

Approved & Forwarded:



Ray L. Schoppe,  
Chief of Party.

70 KTA

POST-OFFICE ADDRESS: 1101 E. Broadway  
Tampa 5, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

FEB -8 1946

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

5 February 1946

To: The Director  
U.S. Coast & Geodetic Survey  
Washington 25, D.C.

Subject: Beacons on T-5846 (Project CS-242)

Reference: Your Letter Dated 24 January, 1946, 70-RCR

The following information has been furnished me by Lieutenant Commander Swanson:

The positions of the beacons and other information pertaining to them were found to be in error during survey operations on War Mapping Project CS-290. Because of time element, the locating of these beacons was deferred until war mapping field work (June 30, 1944) was completed.

Commander R. L. Schoppe assigned the task of checking and re-locating beacons in the upper Manatee River to one of the field edit parties prior to their transfer to the East coast of Florida. This work was done by sextometer traverse and the notes were plotted in the Tampa Office. It was found that the locations, as determined by the traverse, could not be adjusted satisfactory to the map manuscript.

Upon Commander Swanson's return from temporary duty in the Washington Office, Commander Schoppe requested him to assist Mr. Rasure in locating these beacons.

The beacons were located by a combination of planetable and photogrammetric methods by Commander Swanson. The back of an old, previously used, metal mounted, topographic sheet was used. A planetable traverse was run between several points that could be identified on the photographs, picked direct, and, at the same time, be occupied on the ground with the planetable.



*Mrs. Stevens - Please attach this  
letter to the Descriptive Report  
of T-5846 — sn*

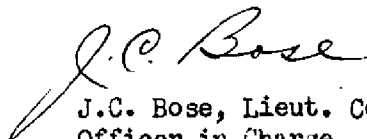
Several such points were identified and picked along the upper reaches of the Manatee River. While traversing between these stations, the beacons were located by intersections and direct rod readings. These identified planetable stations were then located radially on the map manuscript in the office and the beacons were then transferred to it directly by superimposing the map manuscript locations over the planetable locations of these stations. Eleven beacons, 37A to the head waters of the river (inclusive), were located in this manner.

The information was transferred from this topographic sheet by Mr. Dossett and checked by Mr. Giles; however, its disposition cannot be determined. In the Descriptive Report that accompanied (Revised) sheet No. T-5846, the second paragraph under item No. 34 states:

"The beacons shown on the map drawing along the river from the center of the sheet eastward, were located, but were found to be of a temporary nature and it is recommended that they not be charted. These beacons are 4X4" timbers (not piling) having small wooden targets. They are likely to be destroyed at any time, in which event, there is no assurance of their being restored to their original positions".

No explanation of the method of location was made, apparently because it was believed that the beacons would not be charted, as recommended. Mr. Swanson again states that these 4X4" timbers were in a bad state of rot along the water line at the date (October, 1944) of locations and it is believed that several had been destroyed.

It is again recommended that these not be charted.



J.C. Bose, Lieut. Comdr.  
Officer in Charge  
Tampa Photogrammetric Office

24 January 1946

To: Lieut. Comdr. J. C. Bose  
U. S. Coast and Geodetic Survey  
1101 E. Broadway  
Tampa 5, Florida

Subject: Beacons on T-5846 (project CS-242)

In reviewing T-5846, it has been noted that the positions of ten beacons along the Manatee River do not agree with the positions on the 1:10,000 scale field inspection photographs. There are no geographic positions of the beacons in this office, neither is there any statement now in the descriptive report to explain the facts.

Sheet T-5846 and adjacent planimetric maps along the Manatee River were compiled prior to War Mapping Project CS-290. During work on project CS-290, your office discovered errors in planimetric maps along the east side of Tampa Bay and in the planimetric maps along the Manatee River. Correspondence in this office indicates that these maps were returned to your office for revision.

It is assumed here that the beacons are shown in their correct positions on T-5846 and that the differences discussed in paragraph 1 above resulted from the revision that was done on T-5846 and adjacent planimetric maps after the completion of War Mapping Project CS-290. This was about the middle of 1944.

The Washington Office is aware that you yourself were not at Tampa at the time this work was done. However, please consult with Lieut. Comdr. Swanson who was there, with employees now in the Tampa Photogrammetric Office who may be familiar with the situation, and, if necessary, by mail with employees now on field duty, and have a statement prepared which can be included in the descriptive report for T-5846 of the means used to locate the ten beacons and the date of this location, and the fact that this is later and more accurate data than that shown on the 1:10,000 scale field inspection photographs.

**(Signed) J. E. HAWLEY**

Acting Director.

# GEOGRAPHIC NAMES

Survey No. T-5846  
(revised list)

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	
<u>Manatee River</u>										1
<u>Cypress Strand</u>		(partly here)								2
<u>Redfish Point</u>										3
<u>Marsh Island</u>										4
<u>Fort Hamer</u>										5
<u>Gates Creek</u>										6
<u>Gemble Creek</u>										7
<u>Mill Creek</u>										8
<u>Devils Elbow</u>										9
<u>Flying Eagle Camp (Boy Scouts)</u>										10
<u>Goddard Creek</u>										11
<u>Foxleigh</u>										12
<u>Rye Bridge</u>		(this is only a locality name; could be applied at extreme east edge of sheet, as on "Rye" quad. No. 8394)								13
<u>U.S. No. 41/Fla. No. 5</u>		(TAMiami TRAIL)								14
<u>Fla. No. 161</u>										15
<u>Shell Road</u>										16
<u>Rye Grade</u>										17
<u>Rye Road</u>										18
<u>Erie (locality name)</u>		This list replaces the one in the original Descriptive Report for T-5846.								19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved

by K. Heck on 9/25/46

(see "Parish" "Rye" and "Lorraine" 2 1/2' quads made up as name sheets)

M 234

Names underlined in red approved

by K. Heck on 9/25/46

(See "Parish" "Rye" and  
"Lorraine" p. 1/2 maps made up  
as name sheets)

## NAUTICAL CHARTS BRANCH

SURVEY NO. 5846

## 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-5846

The manuscript for T-5846 originally was received in the office in June 1942. The manuscript was returned to Tampa for revision and it later became necessary to compile a new manuscript. This new manuscript was received in the office in November 1944 and supersedes the original manuscript received in June 1942. The preceding descriptive report and this review apply to the second manuscript.

Field Inspection and Detailing.

These were generally quite complete and practically no changes were necessary by the reviewer. A few second class roads were added.

Comparison with Previous Topographic Surveys.


None in this area.


Comparison with Nautical Charts.

The original or first manuscript discussed in the first paragraph of this report was applied to charts 1256, 1257, and 586. The new manuscript was applied to chart 586 in May 1947. Apparently the new manuscript has not been applied to charts 1256 and 1257, but since these are 1:80,000 scale charts, it is doubtful that the differences in positioning of details between the first manuscript and the second accepted manuscript are material.

Reviewed by:

Reviewed under direction of:

  
Lena T. Stevens  
Photogrammetric Aid  
January 1946

  
S. V. Griffith  
Chief, Review Section

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



APPROVED BY:

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

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

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

C. H. Green  
Chief, Division of Coastal  
Surveys