

8387

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

8387

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Topographic
Field No. T-8387	Office No.
LOCALITY	
State	Florida
General locality	Tampa Bay
Locality	St. Petersburg
194 3	
CHIEF OF PARTY	
Ray L. Schoppe	- Survey
K. G. Crosby	- Compilation
LIBRARY & ARCHIVES	
DATE	February 16, 1943

DATA RECORD

T-8387

Quadrangle (II): St. Petersburg

Project No. (II): CS 290 A

Field Office: 1101 E. Broadway
Tampa, Florida

Chief of Party: Ray L. Schoppe

Compilation Office: "

Chief of Party: K. G. Crosby

Instructions dated (II III):
November 16, 1942Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 11/18/42

Reported to Nautical Chart Section: 1/26/45

Reviewed: 6/4/43

Applied to chart No.

Date:

Redrafting Completed: 10/19/43

Registered:

Published: 1944

Compilation Scale: 1:20000

Published Scale: 1:31,680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L.

Reference Station (III): St. Petersburg, Southeast base, 1933.

Lat.: $27^{\circ}47'50''.980$ (1569.2 m) Long.: $82^{\circ}40'01''.820$ (49.8 m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

Florida State coordinates - west zone

X = 284,302.27

Y = 1,259,614.77

Military Grid Zone (VI) "B"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
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Highwater line taken from photographs on a scale of 1:10000 used in previous compilations. See Project 242.

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

Mean Range: 1.5 feet Spring Range: 2.0 feet

Camera: (Kind or source) U.S.C.&G.S. Nine-lens ($8\frac{1}{4}$ focal length)

Field Inspection by: Lieut. J. D. Thurmond date: May-June 1941
H.A. Duffy, Photogrammetric Aid

Field Edit by: Milton Applefield, Engr. Aid date: Jan.-Feb. 1943

Date of Mean High-Water Line Location (III):
December, 1939 (Photographs - Project 242)

Projection and Grids ruled by (III) Washington Office Red-line celluloid
date: print. March, 1943

" " " checked by: " " date: " "

Control plotted by: Project H.T.242 date:

Control checked by: " date:

Radial Plot by: " date:

Corrected
~~Detected~~ by: William E. Snyder, Photogrammetric Aid Red-line celluloid pri
date: Feb.-Mar. 1943

Reviewed in compilation office by: Red-line celluloid pri
James H. S. Billmyer, Asst. Photo. Engr. date: Apr. 1943

Elevations on Field Edit Sheet
checked by: J. H. Stewart

date: 5/7/43

STATISTICS (III)

Land Area (Sq. Statute Miles): Reported previously

Shoreline (More than 200 meters to opposite shore): Reported previously:

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

Number of Recoverable Topographic Stations established: " "

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles: 160.0 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:

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 290-A, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1939 and were published in 1945 on the scale of 1:10,000. Lithographic prints of the base sheets on cloth-mounted paper were furnished to the field parties.

FIELD SURVEYS

No new photography was used in the preparation of this map.

Contouring and revision of the planimetric base map were by planetable methods. The completed field sheets were transmitted directly to the Washington Office as no photogrammetric work was involved in the completing of the base map.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the base map. Contours, additions, and corrections were transferred directly from the field sheets to the appropriate color separation drawing by projector and inked. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680

FIELD INSPECTION AND FIELD EDIT REPORT FOR QUADRANGLE T-8387

Field work on this quadrangle was accomplished on a base sheet compiled in the Washington office from existing planimetric maps, numbers T-5828, T-5827, T-5829, and T-5830.

1. The area included within this quadrangle is distinctly flat and predominantly covered with scattered pine, grass, and palmetto. Cultivated fields are few in number and small in area. Roads of the 4 U classification are in evidence throughout this entire quadrangle.

5. As the larger part of this quadrangle was in an urban area, the level lines were run in the centerlines of the streets, with elevations being set in the center of the street intersections at about one-quarter mile intervals.

The other portion of this quadrangle was covered with pine, palmettos, and grass, although there were numerous roads and trails in which the level lines were run. These level lines were run between U. S. C. & G. S. bench marks and marks set by other agencies recognized by the U. S. C. & G. S. There was an error of less than 0.7 of a foot in the level lines and the lines were adjusted.

When the level book was checked, it was found that lines RM and RV contained errors, and portions of these lines were

re-run by Charles Hanavich.

In the larger portion of this quadrangle, the levels were run by C. O. Rector, although a small portion was completed by Walter Robohn.

A list of U. S. C. & G. S., U. S. E. D., and Pinellas County traverse stations were supplied the level party for use in this work. All of these stations were searched for and recovery cards were submitted for all stations recovered. However, all of these were not used in running the levels in this quadrangle.

As stated in the instructions, the level lines run by the party were not of third order accuracy, but were of such accuracy that the points will not be in error greater than 1.0 foot.

The total length of the level lines was 160 miles.

6. The contouring on this sheet was done on a lithograph of an air photo compilation, by plane table methods, from elevations given by the level party of C. O. Rector. The contouring was three-quarters completed when supplemental levels were checked and found in error. This necessitated several changes in the contours already run, and correction of plane table elevations run from these lines.

Ditches and streams were located for the most part by right angle measurements from known identifiable points. Some ditches were located by plane table methods. It was found that approximately 92% of the ditches are intermittent.

9. Several piers were plotted in on the southeastern and southwestern corners of the quadrangle.

A blueprint map of the Naval Section Base^{*} at the southeastern corner of the quadrangle has been submitted to the office for inclusion on the quadrangle map. The blueprint is the proposed plan of layout for the area. All of the buildings are completed as shown on the blueprint, except for some small munitions buildings. The eastern bulkhead is not quite completed, and the southeastern part of the naval base is not yet completely filled in with soil. Construction, however, is in constant progress. The entire base was checked three times in two months, and each time it was noted that more had been completed in accordance with the blueprint plan. The base is now completed, with the exceptions specified above.

13. The Albert Whitted Airport is correct as shown on the quadrangle map between latitudes $27^{\circ}45'$ and $27^{\circ}46'$, and east of longitude $82^{\circ}38'$. This airport is in good condition and is in use at present.

The Piper Fuller Airport, occupying the north central area between latitudes $27^{\circ}47'$ and $27^{\circ}48'$, and between longitudes $82^{\circ}44'$ and $82^{\circ}45'$, is completely covered with high grass and is unused at present except as an emergency field.

14. All roads on the quadrangle map have been classified according to the list of instructions. Streets within the city were named

** Refers to the projection of land at south side of entrance to Port of St. Petersburg. The Naval Section Base is not named on the map.*

and roads over 40 feet in width were noted on the map. It is noted that there are extremely few private roads, excluding short private drives leading to homes just off the main road. The quadrangle is well traversed by roads throughout its entire area, except for roads running east and west on the northwestern quarter of the quadrangle. It is noted that the roads in general are in good condition and that they are predominantly 4 U roads, according to the existing road classification specifications. This area is flat and sandy and, except for marshy areas along the shores and streams, motor vehicles can be driven across country almost anywhere in the area. Many streets in the outlying subdivisions of St. Petersburg are merely laid out and have not been completed. These streets were deleted from the map.

In many cases the compilation on the quadrangle map indicated ditches as roads, and vice versa. These discrepancies were corrected on the quadrangle map in the field. All existing roads had to be reclassified in accordance with present specifications. Highways have been named, numbered, and checked; alleys within the city street systems were omitted as instructed.

15. All bridges were classified in accordance with the instructions and these will appear on the contour sheet. Bridges were checked and it was found necessary to map in a large number of these features. It was noted that many culverts were given a bridge symbol; this error was corrected on the quadrangle map in the field.

16. The southeast quarter of the quadrangle map is in the urban area, which is separated from the rural area by a solid green inked line. Within the urban area all public buildings were named and added to the map when not already shown. All railroad buildings and permanent military areas and buildings were shown and labeled; no private homes or other buildings were shown.

On the rural portion of the map, all dwellings, large barns, stores, and industrial buildings in good condition were mapped in. In addition, all public buildings were named.

All dwellings are indicated in black ink (showing the shape of the building wherever possible), but are unlabeled. All stores are labeled "sto." in black ink; barns are labeled "b", and industrial plants are given their full names.

Delapidated dwellings and barns were omitted or deleted if already on the map. Chicken coops, sheds, and private garages were omitted from the map or deleted when already shown.

19. The political boundaries were submitted on separate maps secured from the Board of Elections at St. Petersburg; these covered the whole of Pinellas County (not only the area embraced within Quadrangle T-8387).

20. High power lines and radio stations were indicated by the symbol "- - . - - ." in black ink. Power lines of low voltage, such as R E A lines, were not shown. There were no telephone lines cutting across country; one power line, however, does cut

across country and is shown paralleling the Atlantic Coast Line railroad tracks. This line extends diagonally southeastward from the northwestern corner of the quadrangle map.

Radio station WTSP is the only one on the quadrangle map and is located in the southwestern quarter of the area, within latitudes $27^{\circ}48'$ and $27^{\circ}49'$ and longitudes $82^{\circ}38'$ and $82^{\circ}39'$.

A map of the Florida Power Corporation was submitted, showing all power lines according to their voltage in the area of this quadrangle map and surrounding area, and extending into Georgia.

21. It was discovered that there was an error on the map in the naming of streets and building in St. Petersburg and vicinity, apparently due to the fact that the overlay sheet slipped when being reproduced. This error in names is bounded as follows:

Between latitudes $27^{\circ}45'$ and $27^{\circ}49.5'$

Between longitudes $82^{\circ}37.5'$ and $82^{\circ}42.7'$

Necessary corrections of the above error were made on the map in the field.

22. There were very few areas where the woods classification could be made, due to the density of the vegetation. Likewise, most of the brush on the area was scattered and non-impeding. Wherever possible, the area between streets was also given its appropriate woods or brush classification. Citrus groves were also given a woods classification, and for the most part required the symbol for scattered deciduous trees.

23. Trolley tracks were handled in the same manner as alleys, and were not shown within city street systems.

46. In most cases, features such as buildings, ditches, and roads were located by measurements in meters from known points. In the location of buildings, two such measurements were taken at right angles to get an intersection. Right angle measurements from nearby roads were used for mapping in roads and ditches. Plane table methods were used for locating buildings at a distance greater than 100 meters from a known point; this method was also used for locating winding ditches and roads.

All streams, ditches, and ponds were checked and noted as perennial or intermittent. It was noted that about 92% of the ditches on this quadrangle are intermittent.

It was understood at first that the field edit data would be transferred onto the metal-backed contour map by the field edit chief of party, and, as a consequence, almost all features are depicted on the quadrangle map in black ink. Where standard symbols and colors were not used, the features are in all cases given their correct labels.

Often the names of churches, schools, industrial buildings, etc. could not be shown on the map without affecting the clarity and legibility of the map. In cases such as this, a letter of the alphabet was used instead. Across the southern border of the map there is a list of corresponding letters and the names to be associated with them. There is also a legend on the northern under side of the map.

All deletions were made in black ink with the standard

cross symbol (X), except for power lines, in which case green ink was used.

As specified under item 16, the urban area is segregated from the rural area by a solid green inked line.

A truck was used in working the entire quadrangle, and the field party consisted of three men. All of the work done on this quadrangle was on the field edit sheet submitted.

48. The vertical accuracy test for this sheet (latitude $27^{\circ}49'$, longitude $82^{\circ}42'$) was run by Charles Hanavich, Principal Photogrammetric Aid. The section of the 40-foot contour tested on this sheet is within the required limits of accuracy as set forth in the instructions, and 5-foot contours can be added at a later date.

This test contour is shown on the sheet by orange lines connected to black dots; the black dots indicate the elevations on the contour ascertained in the field.

The test contour was run independent of this topographic sheet on a copy of the map assembly and then transferred to this sheet and checked.

The levels and the report pertaining thereto were accomplished by Mr. C. O. Rector, Photogrammetric Aid.

The contouring and that part of this report were done by Mr. John C. Lajoie, Senior Photogrammetric Aid.

The field edit of this quadrangle was done by Mr. Milton Applefield, Engineers Aid. Mr. Applefield wrote the main body of this report and incorporated the reports of Mr. Rector and Mr. Lajoie.

Respectfully submitted,

Approved 4/19/43



Ray L. Schoppe
Chief of Party
W.M.F.P.#2

Milton Applefield



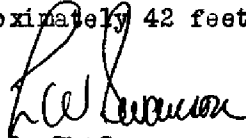
The following listed elevations will probably be questioned when T-8387 is being reviewed.

Between latitudes $27^{\circ}47'.2$ and $27^{\circ}47'.4$, longitude $82^{\circ}44'.8$, two elevations of 19.8 and 19.6 feet are shown inside the 20 foot contour. These are in the center of a road, which is approximately one foot below the general elevation of the surrounding ground.

At approximate latitude $27^{\circ}45'.6$, longitude $82^{\circ}43'.1$, an elevation of 19.2 feet is within the 20 foot contour. This is at the center of the street intersection and is also approximately one foot below the general ground elevation.

A spot elevation of 19.3 at approximate latitude $27^{\circ}47'.7$, longitude $82^{\circ}44'.5$ is at water level in a very small pond. This is too small to show as a depression contour.

Bench mark Y 61 has an elevation of 38.5 feet in approximate latitude $27^{\circ}46'.8$ and longitude $82^{\circ}38'.4$. This is within a 40 foot contour. It should be noted that this bench mark is set at the bottom of a storm sewer several feet below the surface of the ground. The ground elevation is approximately 42 feet.


L. W. Swanson
H. & G. Engr.

COMPILATION REPORT
QUADRANGLE NO. T-8387
PROJECT NO. C.S.--290

This sheet is made up on a reduced scale of 1:20,000 from several sheets compiled previously, on Project H.T. 242, from aerial photographs on a scale of 1:10,000.

The information used in the additional detailing of Quadrangle T-8387 was all taken from a base sheet which was used in the field.

The field inspection was good, and no trouble was encountered in using their data for the new corrections.

The contouring on this quadrangle was done from a red line print of an air photo compilation which was used in the field. Twenty and forty foot contours were all that were shown, this being an extremely flat country. Other elevations are shown at most all road intersections in the rural district, and along roads, railroads and bridges. In the urban district there are elevations on most of the street intersections.

All lights and beacons in this quadrangle are still in their original positions. A list of these was previously submitted on form 567 in the description report for the original 1:10,000 drawing.

An overlay was made which shows the voting precinct boundaries and the division line of the urban and rural districts. These boundaries were taken from information submitted by the field party as explained in Field Edit report for Quadrangle T-8387.

Numerous triangulation and traverse stations appear on this quadrangle which are not named, or the name is indistinct. These names should be taken from the original 1:10,000 compilation which is in Washington.

Respectively submitted,

William E. Snyder
William E. Snyder,
Photogrammetric Aid

Forwarded by:

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

T-8387

No. 1

Remarks

Decisions

1		277826
2	part of	"
3	western portion - St Petersburg, Eastern portion ^ according to Heck- 10-15-43	"
4	"Service" omitted from black plate	"
5		"
6		"
7		"
8		"
9		"
10		277827
11		277827
12		"
13		"
14	Apply this name pending decision of U.S.G.B.	"
15	Shown as "Abandoned Air port" on black plate	"
16		278827
17		"
18		"
19		278826
20		"
21		"
22		"
23		
24		Road Maps
25		"
26		"
27		

GEOGRAPHIC NAMES

Survey No. T-8387

ST. PETERSBURG quadrangle

No.1 Name on Survey

	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	
A	B	C	D	E	F	G	H	K	
✓ St. Petersburg	✓								1
✓ Salt Creek	✓								2
✓ Bayboro Harbor + Port of St Petersburg	✓								3
✓ U.S. Maritime Service Training Station	✓			✓					4
✓ South Yacht Basin	✓								5
✓ Central Yacht Basin	✓								6
✓ North Yacht Basin	✓								7
✓ Albert Whitted Airport	✓								8
✓ Mirror Lake	✓								9
✓ Crescent Lake	✓								10
✓ Bear Creek	✓								11
✓ Pasadena Subdivision	✓								12
✓ Little Basin	✓								13
✓ The Jungle	✓								14
✓ Piper Fuller Airport	✓								15
✓ Joes Creek	✓								16
✓ Cross Bayou Canal	✓								17
✓ Pinellas Park	✓								18
✓ Lellman	✓								19
✓ Sawgrass Lake	✓								20
✓ Rio Vista	✓								21
✓ Tinney Creek	✓								22
✓ Pinellas County	✓								23
✓ U.S. Highway No. 19									24
✓ State Highway No. 230									25
✓ " No. 73									26
									27
									M 234

North-south through Rio Vista and junction of Gandy and Roosevelt Boulevards

Haines Road, E-W through Pinellas Park and to north a little west of Pinellas Park

T-8387

No. 2
Decisions

Remarks

1		Road Maps
2		Railway Guide
3		"
4		On compilation
5		"
6		
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GEOGRAPHIC NAMES

Survey No. T-8387

No. 2

Name on Survey

	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	
A	B	C	D	E	F	G	H	K	
✓ <u>State Highway No. 64</u>	✓	Roosevelt Boulevard							1
<u>Seaboard Air Line Ry.</u>	✓								2
<u>Atlantic Coast Line R.R.</u>	✓								3
<u>County Highway No. 64</u>		(southwest corner of sheet)							4
Road									
<u>County Highway No. 15</u>		(west of Rio Vista)							5
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Names underlined in red approved
by L. Heck on 7/8/43

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8387

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.

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20,000 scale.

Black and white cloth-mounted copy of the ~~map~~ ~~manuscript~~. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries~~, woodland, ~~marsh~~, and ~~swamp limits~~, refer to the published quadrangle for the finally adopted ~~positions~~. outlines.

Descriptive Report.

Division.

Filed in the Photogrammetric Section - Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8387

ST. PETERSBURG QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

A horizontal accuracy test was run in this quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See Item 48 in the combined Field Inspection and Field Edit Report enclosed in this Descriptive Report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-1316a	1:20,000	1873
T-1408a	"	1875
T-4199	"	1926

Comparison with Nautical Charts Nos. 587 & 1257.

~~The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:~~

The details of T-8387 are complete and adequate for chart correction.

T-8387 has been applied to chart 587 since review.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

(Some minor changes have been made since review.)

Reviewed May 26/43 By W. W. Bellings
under direction of D. H. Benson *(per D.M.)*

Inspected by B. G. Jones *B. G. Jones 8/46*

Examined and approved:

K. T. Adams
Chief, ~~Surveys Branch~~
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Knox
Chief, Div. of Charts
Nautical Chart Branch
Raymond P. Egan
Chief, Div. of Coastal
Surveys