

8410

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

8410

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-8410</u>
<u>Horiz. Acc'y Test</u>	
LOCALITY	
State <u>Florida</u>	
General locality <u>Tampa Bay Area</u>	
Locality <u>Sarasota County</u>	
<u>* Venice Quad</u>	
<u>1944</u>	
CHIEF OF PARTY	
<u>Comdr. Ray L. Schoppe</u>	
LIBRARY & ARCHIVES	
DATE <u>February 6, 1948</u>	

DATA RECORD

T^o 8410

Quadrangle (II): VENICE

Project No. (II): 290

Field Office: Tampa, Fla.

Chief of Party: Ray L. Schoppe

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

Instructions dated (IX III): 11/16/42

Copy filed in ~~Descriptive~~
Report No. T- (VI)
Div. Photogram Office Files

Completed survey received in office: 17 May 1944

Reported to Nautical Chart Section:

Reviewed: 16 June 1944 Applied to chart No. Date:

Redrafting Completed: 24 June 1944

Registered: ~~27 Dec. 1944~~ ^{Jan. 1948} Published: 1944

Compilation Scale: 1:20,000 Published Scale: 1:31,680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L. 1929

Reference Station (III): VENICE, 1934

Lat^o: 27°06'05.203" (160.0M) Long^o: 82°27'35.375" (974.5M) Adjusted

State Plane Coordinates (VI): Florida West Zone

X = 350,402.37

Y = 1,006,278.08

Military Grid Zone (VI) B

PHOTOGRAMS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Range of Tide</u>
11498	11/9/42	11:43	1:20,000	+1.4 ft.
11499	"	11:44	"	+1.4 ft.
11500	"	11:46	"	+1.4 ft.
11501	"	11:48	"	+1.4 ft.
11502	"	11:50	"	+1.4 ft.
11701	12/12/42	2:08	"2	+0.5 ft.

Tide from (III): Predicted Tides, Sarasota Points

Mean Range: 1.3 ft. Spring Range: 1.7 ft.

Camera: (Kind or source) U. S. C. & G. S. Nine-Lens

Contours and

Field Inspection by: A. W. P. Rogers, Photo.Aid. Date: Mar., 1944

Field Edit by: *George E. Varnadore, Prin Photo Aid* Date:

Date of Mean High-water Line Location (III): --

Projection and Grids ruled by (III) Wash. Office Date:

" " " checked by " " Date:

Control plotted by B. L. Wiggs Date: Mar., 1944

Control checked by: V.F. Simmons Date: Mar., 1944

Radial Plot by: Tampa Office Personnel Date: Apr., 1944

Detailed by: Enola N. Cross Date: Apr-May-'44

viewed in compilation office by: E. H. Elrod Date: May, 1944

Elevations on Field Edits Sheet checked by *M V Parker* Date:

STATISTICS (III)

Land area (sq. Statute Miles): 38.2

**Distance (from base 25 miles to opposite shore):
25.2 Statute Miles**

**Distance (from base 25 miles to opposite shore):
4.0 Statute Miles**

Number of Recoverable Topographic Stations established

Number of Temporary Hydrographic Stations located by radial plots

Leveling (to central contours) - miles 46

How the numbers indicate whether the data is to be entered by (II) Field Party, (III) Compilation Party, or (VI) the Washington Office.

When entering name of personnel on this form give the office and initials (Not initials only).

Remarks:

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

T- 8410

This quadrangle, together with similar adjoining maps produced under Project C.S.290C, 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 on the scale of Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

T-5853
5854
5855

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the *photographs.*

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

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 manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE T-8410
Project CS 290 C
Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. This area lies in Sarasota County, Florida, approximately 18 miles southeast of Sarasota on Highway 41. It is bounded on the north by north latitude $27^{\circ}07\frac{1}{2}'$, on the east by $82^{\circ}22\frac{1}{2}'$ west longitude, on the south by $27^{\circ}00'$ north latitude, and on the west by $82^{\circ}30'$ west longitude. The western half of the quadrangle is composed of the Gulf of Mexico.

The drainage system consists of three small creeks which flow to the west. The area is flat, and drainage ditches have been employed to accelerate the drainage. The area is dotted with many intermittent ponds. The land is devoted to grazing and truck farming. One large truck farm is located in the east central portion of the quadrangle on Highway 41. A number of artesian wells are used on this farm for irrigation. A branch of the Seaboard Airline Railway enters the northwest portion of the quadrangle and ends just east of the Venice airport.

The two towns within the area are located in the northwest corner of the quadrangle just south of Venice Bay. Nokomis, unincorporated, is located on the peninsula into Venice Bay. Venice, one mile to the south, is incorporated. The Venice Army Air Base is located just south of the city, and the landing field is located adjacent to it on the south. The Fred Atkes Municipal Airport is located between the railroad and Highway 41 within the city limits of Venice.

2. Completeness of Field Inspection. Classification and identification of pertinent features has been completed east of Highway 41, and Florida Highway 311, by the contour party. That part of the quadrangle west of these highways was accomplished by a field party under the supervision of Lieut. Comdr. K. G. Crosby, and a report submitted by that party.

3. Interpretation of the Photographs. Along creeks and particularly in small swampy areas locally known as "bay heads" the dark tones are definitely heavy deciduous and occasionally fringed with palm trees. The fuzzy areas in or near centers of some ponds indicate growths of willow or cattails. These are marsh areas.

4. Horizontal Control. Sufficient horizontal control for this quadrangle was recovered by W. Bever and J. A. Webb, Jr. Topo. Engrs. Recovery notes and pricking cards have been completed and forwarded to the compilation office. Additional control was recovered by the party of Lieut. Comdr. K. G. Crosby, for the controlling of 1:10,000 scale photographs. This control may be used to supplement that recovered by this party.

5. Vertical Control. Vertical control for the planetable work was completed by W. H. Warren, Asst. Photo. Aid, and party. A system of supplemental level loops originating from bench marks was established. All loops closed within the limits of accuracy. The average error closure was 0.25 foot. Any loop with an error greater than 0.50 foot were rerun until a satisfactory closure was obtained.

All elevation points were set at identifiable points throughout the quadrangle except for a few which had no means of accurate identification and were checked by the contour party. Most of the points were set on hard surfaces such as paved roads, bridges, etc. Some points were set on hubs driven flush with the ground.

6. Contours and Drainage. Additional elevations were established throughout the area by planetable traverse, and the only elevations found higher than 18 feet were along ditch lines where the dirt was piled high enough to obtain elevations of 21 feet, spots less than two meters in size, and therefore too small to delineate. These elevations were located one-half mile southeast of the airport. The average elevation on both sides of the ditch is 16 feet.

The small streams within the area are perennial in part or otherwise indicated. The upper drainage of two streams have been dredged out, and drainage ditches dug to take care of waters during the rainy season. Alligator Creek, however, is continuous swamp from Highway 41 to the northeast and the stereoscope should be employed to ascertain the stream. Only the probable drainage is shown on photograph 11701, due to the denseness of the jungle.

For items 7, 8, 9, 10, 11, and 12, refer to the report submitted by the party under the direction of Lieut. Comdr. Crosby.

13. Landing Fields and Aeronautical Aids. The Venice Army Air Base has a landing field adjacent to the base. The Fred Albee Municipal Airport is located within the city limits of Venice.

14. Road Classification. All roads have been classified and any change checked with a tick mark. Grade crossings have been indicated by the symbol "Grd Crss" in red ink.

15. Bridges. Bridges have been classified according to instructions by C. C. Fryer, Jr. Topo. Engr.

16. Buildings and Structures. All buildings and structures to be shown have been circled in red. Those not appearing on photographs have been spotted by planetable methods and shown in red. Deletions of buildings are in red.

17. Boundary Monuments and Lines. All boundary monuments and lines have been located according to instructions and are shown on the photographs.

18. Geographic Names. This will be the subject of a special report;

19. All parallel lines located on the large truck farm north of Highway 41 adjacent to Alligator Creek are irrigating ditches fed by artesian wells spotted on the photographs.

Attached to this report is an enlarged drawing of sidings of the Seaboard Airline Railroad north of boulevard adjacent to depot, on 1:20,000 scale, done by planetable. On photograph 11701, shadows of depot, boxcars, and freight depot made delineation impractical on 1:20,000 scale. Field inspection applicable to this report was done on photographs 11502 and 11701.

48. Accuracy Tests. A horizontal accuracy test will be run through a portion of this quadrangle at a later date.

No vertical accuracy test will be made on this quadrangle.

Respectfully submitted:



A. W. P. Rogers
Photogrammetric Aid

Approved:



Ray L. Schoppe,
Chief of Party

Legend

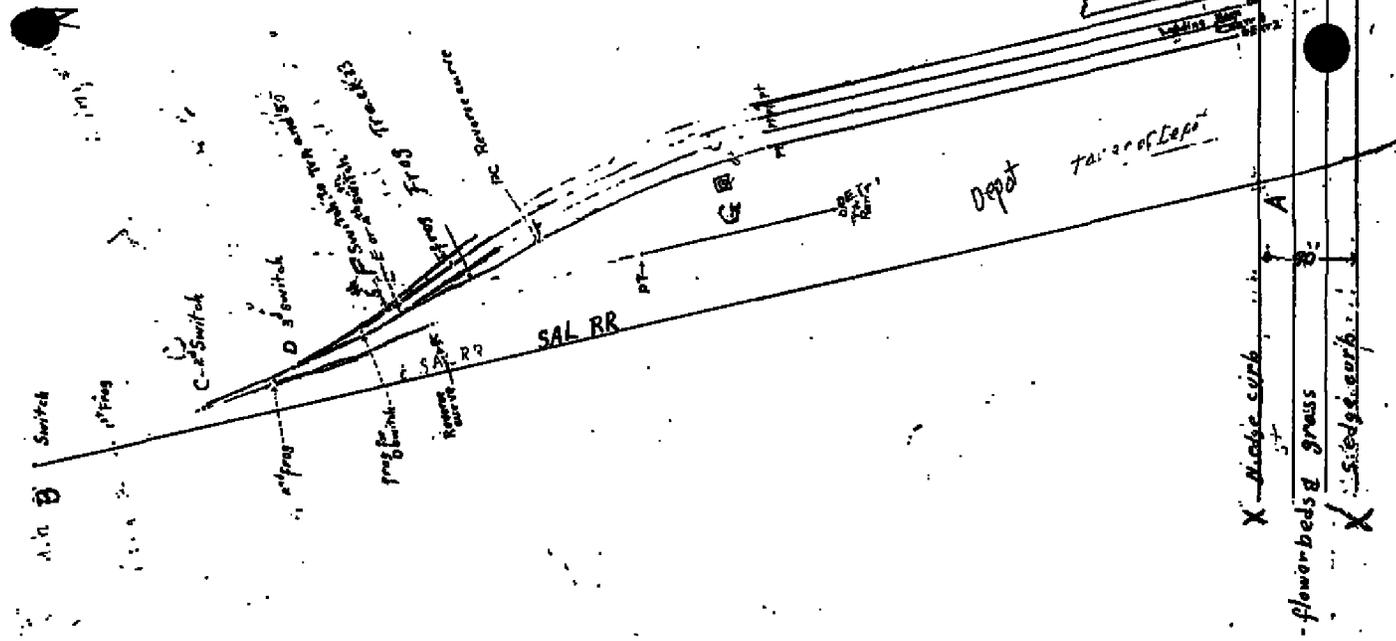
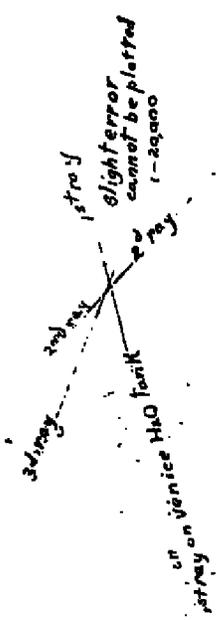
X Y and X' Y' = N and S edges boulevard
 A = 1st Sta. intersection of E of X Y and E. RR track
 B = 2nd Sta. E. of RR at 1st switch
 G = TP and 3rd Sta.

Scale: 1-2000

500'

Switches, grade, Sidings of SAL RR
 Venice Fla. Quadrangle BANO.

See reference in descriptive report
 #21.



Boulevard

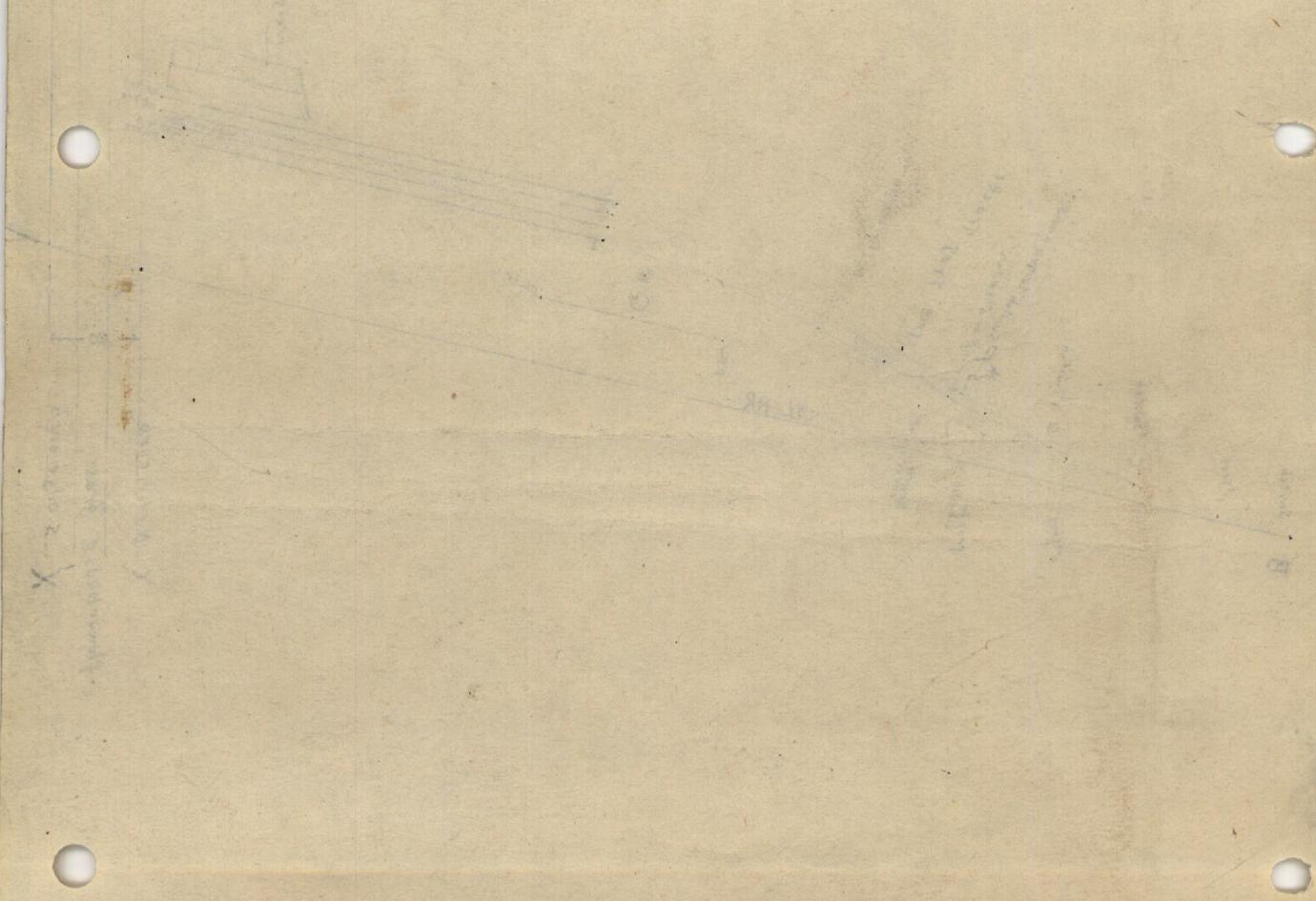
1160

Triangulation

East Base (USE) 1938
 V 187+80.3 " "
 V 100+00 " "
 V 70+45.61 " "
 Bridge " 1935
 Pass " 1935
 Makomis " "
 Dona " "
 Venice 1934
 Venice Mun. Tank " "

BM's

East Base (USE) 1938 5 ft
 V 38 1933 16 ft
 W 38 " 18 ft
 X 38 " 8 ft.



[Faint, mostly illegible handwritten notes in pencil, possibly describing the triangulation process or station details.]

COMPILATION REPORT
To Accompany
SHEET NO. T-8410

26. CONTROL *Ten*

~~Eight~~ ^{Ten} control stations fall within the limits and were held to without difficulty in the main radial plot. This amount of control was quite adequate.

27. RADIAL PLOT

The main radial plot, of which this sheet was a part, is covered in the compilation report for Sheet No. T-8407.

28. DETAILING

As the photographs were clear and of fair scale, and the field inspection quite complete, no difficulty was experienced in the detailing.

The Venice Army Air Field layout was pantographed from plans furnished by the War Department and traced directly onto the sheet, by fitting it to the detail that showed on the photograph.

29. SUPPLEMENTAL DATA

Except for the plans mentioned above, no other work by other organizations was used to supplement the photographs or field inspection.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There are no existing topographic quadrangle maps with which a comparison can be made.

45. COMPARISON WITH NAUTICAL CHARTS

In comparing the sheet with U. S. C. & G. S. Chart No. 1256, (published May 1928 on a scale of 1:80,000), no discrepancies of any importance could be noted due to the large difference in scales.

Respectfully submitted,

Enola N. Cross

Enola N. Cross,
Air Photo. Observer

Forwarded by:

Ray L. Schoppe,
Chief of Party.

FIELD EDIT REPORT
To Accompany
SHEET NO. T-8410

46. METHODS

In editing the map compilation, all roads and streets were traversed by truck, and a visual inspection of all topographic features was made, except inside the reservation of Venice Army Air Field. A layout plan showing the reservation limits, and all topographic features of this air field is being submitted with this report. All buildings, roads, ditches, etc., that were added to the map compilation, were plotted by measurements from topographic features.

All additions, corrections and deletions are to be found on the ozalid print of the map compilation. Black ink was used for additions, classifications and corrections; green ink was used for deletions.

All citrus was classified. Where the trees are large, and overlap the ground, they are classified as "A"; where they are small or scattered, they are classified as "C".

The elevations shown on the map compilation were not checked against those shown on the field photographs as the photographs were not accessible to the field edit party.

47. ADEQUACY OF THE COMPILATION

The compilation was found to be adequate and complete except for the additions, deletions and corrections noted on the field edit sheet.

48. ACCURACY TESTS

A horizontal accuracy test was run, by the writer, across this quadrangle along the road 3 at Lat. 27° 06' to triangulation station "VENICE, 1934". The results of this test are unknown to date.

~~Not reported at 9/12/44~~
No vertical accuracy test was accomplished in this quadrangle. Refer to report for quadrangle T-8409. The contours in this quadrangle were accomplished by the same persons.

44. ROAD CLASSIFICATIONS

All road classifications were checked in the field and corrections made where necessary. All roads not previously classified were classified according to instructions.

15. BRIDGES

All bridges not previously classified were classified according to instructions. The classification given bridges by the field edit party are to supersede all other classifications.

17. BOUNDARY MONUMENTS & LINES

All boundary lines were checked, and a correction was made of a precinct boundary line in the northeastern part of the quadrangle. The boundary line is now in agreement with the line shown on a map furnished by the County Commissioners Office of the Sarasota County. These lines are not monumented.

Respectfully submitted,

George E. Varnadoe,
Prin. Photo. Aid.

Forwarded by:

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

From [unclear]

TESTS FOR HORIZONTAL ACCURACY
 Quadrangles T-8409 & 8410
 Project CS 290 C

This test consists of a third order traverse between triangulation station TRIANGLE and triangulation station VENICE. The accuracy of the traverse is 1:6703. It contains 13 test points, 12 of which were well defined and compiled. Three of the test points are within the limits of Quadrangle T-8409 and the remainder are in Quadrangle T-8410.

In the computations P.P. refers to (photograph point Number) and the points scaled from the map manuscript are referred to as M.M.

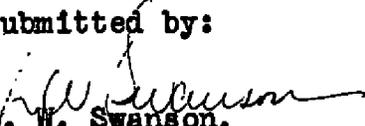
Tabulation of Test Points

Description of point	Test point number	Latitude		Longitude		Difference in mm.
		°	'	°	'	
Inter. of road & road, 90 degrees	P.P. 1	27	05 1725.59	82	21 423.3	.491
	M.M. 1		1718.0		417.0	
Inter. of road & road, 90 degrees	P.P. 2	27	05 1723.75	82	21 613.7	.298
	M.M. 2		1718.0		612.0	
Inter. of road & road, 90 degrees	P.P. 3	27	05 1722.67	82	21 1019.8	.401
	M.M. 3		1717.0		1014.0	
Inter. of road & road, 90 degrees	P.P. 4	27	05 1749.63	82	22 1374.1	.143
	M.M. 4		1749.0		1377.0	
Inter. of road & road, 90 degrees	P.P. 5	27	05 1765.36	82	23 960.1	.225
	M.M. 5		1761.0		959.0	
Inter. of street & street, 90 degrees	P.P. 7	27	05 1788.57	82	26 41.2	.029
	M.M. 7		1789.0		43.0	
Inter. of street & street, 90 degrees	P.P. 8	27	05 1789.49	82	26 362.3	.137
	M.M. 8		1790.0		365.0	
Inter. of street & R.R. 75 degrees	P.P. 9	27	05 1792.78	82	26 686.6	.273
	M.M. 9		1806.0		691.0	
Inter. of street & street, 90 degrees	PP 10	27	05 1794.78	82	26 1104.7	.263
	M.M. 10		1800.0		1104.0	
N.E. Cor. Bldg.	P.P. 11	27	05 1778.4	82	26 1457.9	.107
	M.M. 11		1779.0		1458.0	
Center of inter. of two double lane drives 90°	P.P. 12	27	05 1798.97	82	27 22.9	.055
	M.M. 12		1799.0		24.0	
Inter. of street & double lane drive	P.P. 13	27	05 1804.57	82	27 735.9	.195
	M.M. 13		1811.0		727.0	

T-8410 - T-8409

One hundred percent of the points tested show a difference of less than .5 mm. P.P. 6 was not compiled.

Submitted by:


I. W. Swanson,
Lieut. Comdr.

Approved by:


Ray L. Schoppe,
Chief of Party.

Remarks

	Remarks	Decisions
1		
2		USOB
3		
4		Railway Guide
5		Road Maps
6		"
7		
8		270823-824
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		271824
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8410

VENICE quadrangle

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 of Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
✓ Gulf of Mexico ✓									1
✓ Florida ✓									2
✓ Sarasota County ✓									3
✓ Seaboard Air Line Ry ✓									4
✓ U.S. No. 41/State No. 5 ✓			(Tomball Trail)						5
✓ State No. 311 ✓			(two places)						6
									7
✓ Forked Creek ✓									8
✓ Lemon Bay ✓									9
✓ Manasota ✓									10
✓ Manasota Bridge ✓									11
✓ Englewood Road ✓			(part of 311)						12
✓ Woodmere ✓									13
✓ Alligator Creek ✓									14
✓ Red Lake ✓									15
✓ Horse and Chaise Point ✓									16
✓ Deertown Gully ✓									17
✓ Rock Creek ✓									18
✓ Venice ✓									19
✓ Venice Army Air Base ✓									20
✓ Municipal Airport ✓									21
✓ First Baptist Church ✓									22
✓ St. Marks Church ✓									23
✓ Hatchett Creek ✓									24
✓ Roberts Bay ✓									25
✓ Bird Island ✓									26
✓ Venice Inlet ✓			(Not Casey Pass)						27

T-8410

2

Remarks

Decisions

	Remarks	Decisions
1		271824
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		271823
11		271824
12		"
13		
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16		
17		
18		
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GEOGRAPHIC NAMES

Survey No. T-8410

2	Name on Survey														
		A	B	C	D	E	F	G	H	K					
✓	<u>Cassy Key</u>		(In part)												1
✓	<u>Iyona Bay</u>														2
✓	<u>Turner Key</u>														3
✓	<u>Dona Bay</u>														4
✓	<u>Nokomis</u>														5
✓	<u>Nokomis School</u>														6
✓	<u>Nokomis Methodist Church</u>														7
✓	<u>Kentucky Military Institute</u>														8
✓	<u>Curry Creek</u>														9
✓	<u>Venice Farms</u>														10
✓	<u>Center Road</u>			(part of 311)											11
✓	<u>Laurel</u>			(partly here?)											12
															13
															14
															15
															16
															17
															18
															19
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															24
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															26
															27

Names underlined in 1882 approved
by L. Heck on 6/24/84

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.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. 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 woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

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

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review 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.

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 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.

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- 8410

Venice, Fla. 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

*Horizontal acc test filed as part of this report
No vertical accuracy test on this quadrangle*

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.

None

Comparison with Nautical Charts Nos. 1256, 1:80000, Mar. 1942

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:

Changes were noted in the shoreline at Casey Pass and in Robert Bay. There were also many differences in topographic detail. It is recommended that changes be made when the chart is printed.

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

None of consequence

Reviewed 16 June 1944 By M. V. Parker
under direction of D. H. Benson *per LTS.*

Inspected by B. G. Jones *B.G. Jones 1/48*

Examined and approved:

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

~~Chief, Topography Section~~

[Signature]
Chief, ~~Div. of Charts~~
Nautical Chart Branch

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

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

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

T-9410

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

June 28, 1944

VIA AIR MAIL

Mr. Bennett G. Jones
U. S. Coast & Geodetic Survey
Washington, 25, D. C.

Dear Casey:

I find we left a portion of the canal *arranged*
about the Venice Air Field off the quadrangle.
The second sheet was not reduced. The boundary is
also shown. This was taken from our 1:10,000
planimetric map and will have to be reduced. Hope
it is not too late.

Swanson
L. W. Swanson,
Lieut. Comdr.

P. S. I'll be in Washington the latter part of
July.

Done (Sw) *OK*