

TP-00975

TP-00975

NOAA FORM 76-35 (3-76) U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SURVEY	
DESCRIPTIVE REPORT	
Map No. TP-00975	Edition No. 1
Job No. CM-7715	
Map Classification Final Field Edited	
Type of Survey Shoreline	
LOCALITY	
State Florida	
General Locality Tampa Bay	
Locality Ybor City to Pendola Point	
1977 TO 1978	
REGISTRY IN ARCHIVES	
DATE	

NOAA FORM 76-36A (3-72)		U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.		TYPE OF SURVEY ☒ ORIGINAL ☐ RESURVEY ☐ REVISED		SURVEY TP. 00975 MAP EDITION NO. (1) MAP CLASS Final Field edited JOB PH-CM-7715	
DESCRIPTIVE REPORT - DATA RECORD							
PHOTOGRAMMETRIC OFFICE Rockville, Md.				LAST PRECEDING MAP EDITION			
OFFICER-IN-CHARGE Cmdr. James Collins				TYPE OF SURVEY ☐ ORIGINAL ☐ RESURVEY ☐ REVISED		JOB PH- MAP CLASS SURVEY DATES: 19__ TO 19__	
I. INSTRUCTIONS DATED							
1. OFFICE General Instructions-Office-NOS Cooperative Coastal Mapping-Job PH-7000 9 Dec 1975 Office 18 August 1977 Amendment I 3 January 1978 Amendment II 7 March 1978				2. FIELD Field Instructions 27 December 1976 Field Instructions 11 August 1977 Amendment - Field Edit Procedures 30 January 1978			
II. DATUMS							
1. HORIZONTAL: ☒ 1927 NORTH AMERICAN				OTHER (Specify)			
2. VERTICAL: ☒ MEAN HIGH-WATER ☐ MEAN LOW-WATER ☐ MEAN LOWER LOW-WATER ☐ MEAN SEA LEVEL				OTHER (Specify)			
3. MAP PROJECTION Lambert Conformal Conic				4. GRID(S)			
5. SCALE 1:10,000				STATE Florida		ZONE West	
III. HISTORY OF OFFICE OPERATIONS							
OPERATIONS				NAME		DATE	
1. AEROTRIANGULATION METHOD: Analytic				BY S. Solbeck		April 1978	
LANDMARKS AND AIDS BY				N/A			
2. CONTROL AND BRIDGE POINTS METHOD: Coradomat				PLOTTED BY J. Taylor		May 1978	
CHECKED BY				N/A			
3. STEREOSCOPIC INSTRUMENT COMPILATION				PLANIMETRY BY J. Schad		July 1978	
INSTRUMENT: Wild B-8				CHECKED BY P. Dempsey		July 1978	
SCALE: 1:10,000				CONTOURS BY N/A			
CHECKED BY							
4. MANUSCRIPT DELINEATION				PLANIMETRY BY J. Schad		Sept 1978	
METHOD: Graphic				CHECKED BY P. Dempsey		Sept 1978	
SCALE: 1:10,000				CONTOURS BY N/A			
HYDRO SUPPORT DATA BY				N/A			
CHECKED BY							
5. OFFICE INSPECTION PRIOR TO FIELD EDIT				BY J. Battley		Sept 1978	
6. APPLICATION OF FIELD EDIT DATA				BY J. Battley		Dec 1978	
CHECKED BY				P. Dempsey		Dec 1978	
7. COMPILATION SECTION REVIEW				BY F. Wright		April 1979	
8. FINAL REVIEW				BY P. Dempsey		Feb 1984	
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH				BY			
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH				BY P. Dempsey		Feb 1984	
11. MAP REGISTERED - COASTAL SURVEY SECTION				BY E. DAUGHERTY		Nov 1984	

NOAA FORM 76-36B
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

COMPILATION SOURCES

TP-00975

1. COMPILATION PHOTOGRAPHY

CAMERA(S) RC-8-E, RC-10-B & K		TYPES OF PHOTOGRAPHY LEGEND		TIME REFERENCE	
TIDE STAGE REFERENCE ☐ PREDICTED TIDES ☐ REFERENCE STATION RECORDS ☒ TIDE CONTROLLED PHOTOGRAPHY		(C) COLOR (P) PANCHROMATIC RR INFRARED		ZONE Eastern	☒ STANDARD
				MERIDIAN 75th	☐ DAYLIGHT
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
77E 4181-4183	10/13/77	1051	1:30,000	The stage of tide is in-applicable for the color photography	
77E 4201-4203	10/13/77	1110	1:30,000		
77E 4211-4213	10/13/77	1120	1:30,000		
77BR 0220-0224	11/8/77	1113	1:30,000	Refer to 76-36B(1) for tide information	
77KR 0999-1002	10/14/77	1505	1:30,000		

REMARKS

The rectified photography is B&W from the color photography listed above.

2. SOURCE OF MEAN HIGH-WATER LINE:

The source of the MHW line was the tide-coordinated black and white infrared photography listed in item 1. Where the MHW line was obscured by vegetation, such as mangrove, the apparent shoreline was delineated.

3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

GCLW photography was not available at the time of compilation within accuracy standards. The low-water line was not compiled.

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED
Inapplicable					

5. FINAL JUNCTIONS

NORTH N/A	EAST N/A	SOUTH TP-00978	WEST TP-00974
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REMARKS

Final junctions will be made in the Coastal Mapping Section.

HISTORY OF FIELD OPERATIONS TP-00975

I. ☐ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATIONUnder ltr. dtd. 1/30/78 fr.
Chief, Coastal Mapping

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R.R. Wagner	
2. HORIZONTAL CONTROL	RECOVERED BY J.D. Di Mare ESTABLISHED BY PRE-MARKED OR IDENTIFIED BY	11/78
3. VERTICAL CONTROL	RECOVERED BY N/A ESTABLISHED BY PRE-MARKED OR IDENTIFIED BY	
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY J.D. Di Mare LOCATED (Field Methods) BY IDENTIFIED BY J.D. Di Mare	11/78 11/78
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION ☐ COMPLETE ☒ SPECIFIC NAMES ONLY BY ☐ NO INVESTIGATION	J.D. Di Mare 11/78
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY R.R. Wagner	11/78
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY N/A	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

2. VERTICAL CONTROL IDENTIFIED

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

77EL181, 4182 & 4183; 77EL202, 4203 & 4211

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME
77EL182	Aero Beacon		
77EL183	W. Stack		
77EL183	E. Stack		

5. GEOGRAPHIC NAMES: ☐ REPORT ☒ NONE6. BOUNDARY AND LIMITS: ☐ REPORT ☒ NONE

7. SUPPLEMENTAL MAPS AND PLANS

Port Sutton Inc., Master Development Plan

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

Quadrangle Tampa, Fla., 1956

NOAA FORM 76-36D
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

RECORD OF SURVEY USE

TP-00975

I. MANUSCRIPT COPIES

COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
Class III	9/18/78			
Final	12/18/78			

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

NUMBER PAGES	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS
6		6/26/79	Digitized forms (76-40) submitted

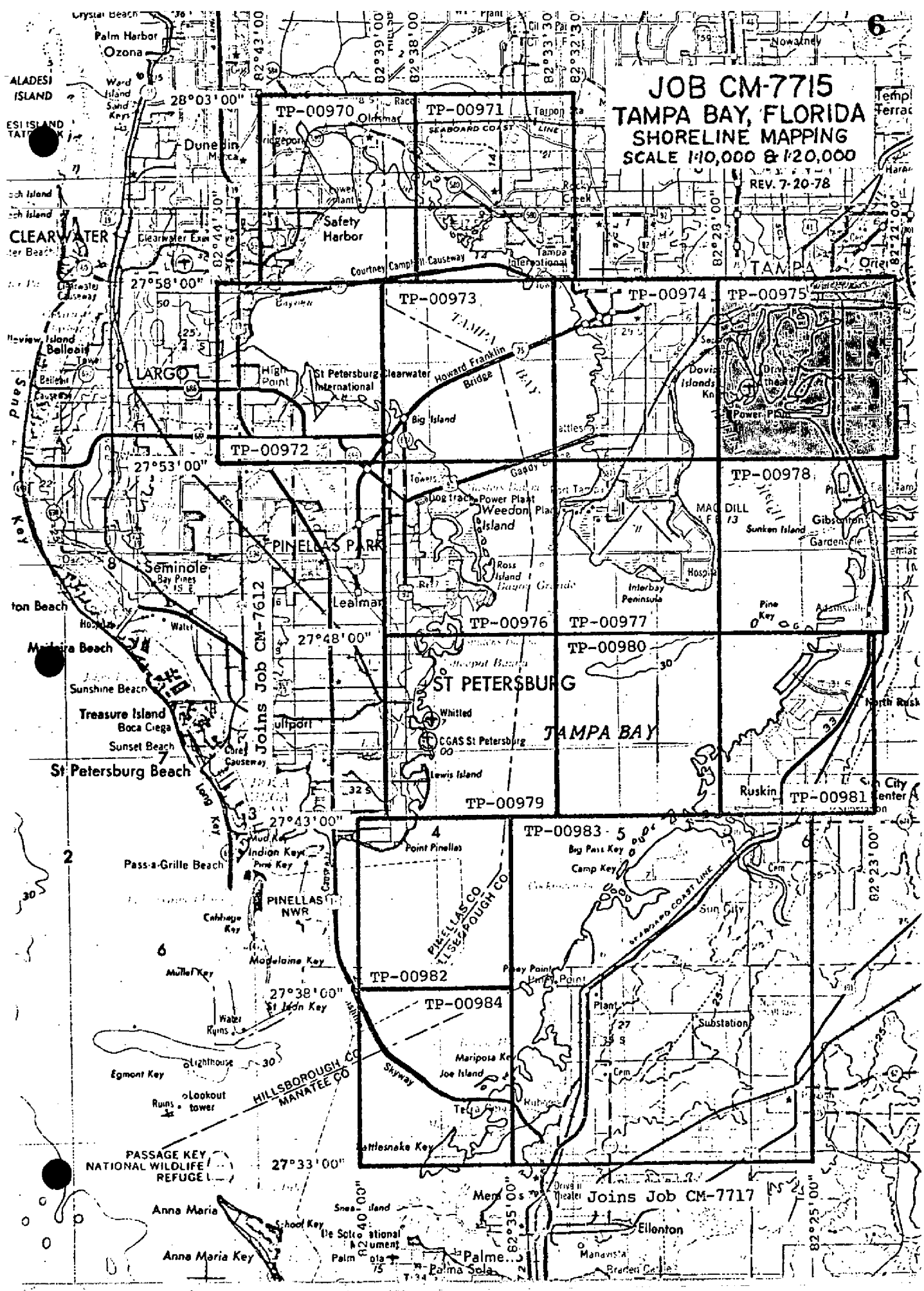
2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: _____
3. ☐ REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

III. FEDERAL RECORDS CENTER DATA

1. ☒ BRIDGING PHOTOGRAPHS; ☒ DUPLICATE BRIDGING REPORT; ☒ COMPUTER READOUTS.
2. ☒ CONTROL STATION IDENTIFICATION CARDS; ☐ FORM NOS 567 SUBMITTED BY FIELD PARTIES.
3. ☒ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.
ACCOUNT FOR EXCEPTIONS:
4. ☒ DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: _____

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)

SECOND EDITION	SURVEY NUMBER TP - _____ (2)	JOB NUMBER PH - _____	TYPE OF SURVEY ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	



SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

Coastal Zone Map TP-00975 is one of fourteen 1:10,000 scale and one 1:20,000 scale shoreline maps in Project CM-7715. These maps are intended for planning purposes for the state of Florida and for the construction and maintenance of NOS Nautical Charts.

The layout for CM-7715 will show the location of the individual maps from Rattlesnake Key to Oldsmar, Florida. A copy of the layout is included in this Descriptive Report.

Field operations consisted of premarking horizontal control and photographing the area, establishing tidal datums and performing the field edit.

Color compilation photography was taken with the RC-8-E camera at 1:30,000 scale in October, 1977 and used in clarifying detail and compiling landmarks and aids to navigation. The shoreline was compiled using 1:30,000 scale infrared MHW photography taken with the RC-10-B & K cameras in November, 1977.

The Aerotriangulation Unit in Rockville, Maryland bridged five strips of 1:60,000 scale black and white photography using analytic aerotriangulation methods.

Compilation was completed in the Coastal Mapping Unit, Rockville, Maryland, using graphic methods.

Field edit was completed in December, 1978. Recovery and location of landmarks, fixed aids to navigation, piling, etc., were omitted from the field edit procedures as per memo dated January 30, 1978, from chief, Coastal Mapping Branch. These items were compiled, to the extent possible, by office photogrammetric methods. The editor was required to only visually verify their existence at the time of edit. Their locations were not field checked. Field edit requirements in the foreshore and adjacent areas remain unchanged.

Application of field edit was performed in the Coastal Mapping Unit, Rockville, Maryland.

Final Review was performed in the Quality Control Unit, Rockville, Maryland, in February 1984. This map meets the requirements for National Standards of Map Accuracy.

The context of this Descriptive Report contains all pertinent reports and listings of data used to compile this final map.

FIELD REPORT FOR CM-7715 & CM-7717

1. GENERAL

This report covers pre-marking, photo identification of control points, high and low water photographs. The project instructions were changed by Chief, Planning Branch in the range of tide for tidal photographs due to weather conditions.

Due to the size of pre-mark targets and the congestion of the area and targets being destroyed it was necessary to photo identify control points. This part of the field work was delayed due to receiving of the necessary photographs.

There were a number of tide gages in operation at the time of photography that could be used to supplement tidal data.

2. HORIZONTAL CONTROL

The following control stations were pre-marked or identified.

Control Point No. 1 DUNEDIN MUN N TANK 1972, Sub-point marked with array No. 1 with one wing. The data for this station was submitted with CM-7612 target No. 8. This station was not marked again because the grass on the golf course is still dead from when it was paneled a year ago. This panel should be transferred from CM-7612 photos.

Control Point No. 2 BOOTH 1926, Marked direct with array No. 1 and two wings.

Control Point No. 3 CYPRESS 2 1960 1975, Sub-point marked with array No. 1 and no wings. No room for wings.

Control Point No. 4 PETER 1946, Station marked direct with array No. 1 and no wings.

Control Point No. 5 TAMPA PENINSULAR TELEPHONE CO. MOBILE MAST 1955, Station marked direct on old base for tower without wings at request of owner.

Control Point No. 6 COL 1957. No target used. Station is a good point in center of bay in sea wall.

Control Point No. 7 PORT TAMPA, BLACK MUN TANK 1945, Station marked with array No. 1 on remains of standpipe. The tank has been removed. The four tank footings should be used as wings.

Control Point No. 8 GADSDEN 2 1908, Station marked direct with two wings.

Control Point No. 9 Y6 (FGS) 1934, Station marked direct with two wings.

Control Point No. 10 GANDY 1973, Station marked direct with one wing.

Control Point No. 11 BRIGHTWATER B 1973, Sub-point is center of approx. 12X12 foot dock. No target used, see photo 77C7488.

Control Point No. 12 FEDERAL 1973, Station marked direct on top of building. No wings used.

Control Point No. 13 TAMP 1954, Sub-point marked with array No. 1 and one wing.

Control Point No. 14 DESOTO 1973, Sub-point with no target used.

Control Point No. 15 STUMP 1957, Sub-point. Panel destroyed and not replaced. Rockville office stated not needed because other target appears on this line.

Control Point No. 16 SUN CITY POWER CO SILVER WATER TANK 1934, Marked direct in center of four footings with array No. 1 without wings. Tank has been removed.

Control Point No. 17 GILLETTE 1934, Sub-point is the center of three concrete slabs in cemetery. No target used.

Control Point No. 18 MCNIEL 2 1958, Sub-point panel was marked with array No. 1 without wings. This panel was not in place at time of photography. Other sub-points A & B were identified on photo 77C7504.

Control Point No. 19 PALM 3 1924, Sub-point marked with array No. 1 without wings. Wings were not used at request of owner.

Control Point No. 20 MANATEE SILVER MUN WATER TANK 1925 (Cor of 10th St. and 9th Ave), Sub-point marked with array No. 1 and no wings.

Control Point No. 21 CONNER 1954, Station marked direct with array No. 1 without wings. No room for wings.

Control Point No. 22 SCHROEDER 1934, Station marked direct with array No. 1 and two wings.

Control Point No. 23 AMBER TR 27 (USE) 1953, Sub-point marked with array No. 1 and two wings.

Control Point No. 24 WHITFIELD ESTATES TANK 1934, Marked direct with array No. 1 and no wings. Tank is destroyed and target placed in center of tank footings.

Control Point No. 25 SARASOTA, RADIO STATION WSPR MAST 1953, Concrete base identified direct on 77C7516. The mast has been removed and a new mast was built west of old base in the last part of 1970.

Control Point No. 26 NORTHWEST 1878, Two sub-points were identified on photo 77C7518

Control Point No. 27 TT 41 JA 1952, Two sub-points were identified on photo 77C7523

3. PHOTOGRAPHS

Bridging - All bridging photography was flown on October 5, 1977.

Low Water - Flown on October 13 and 14, 1977

High Water - Flown on October 14 and November 8, 1977

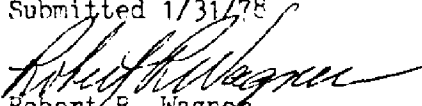
4. TIDAL DATA

Leveling for tide station 872 6621, Port Tampa was done by this party and is submitted in one NOAA Form 76-77 for prior and after photography. All other tide stations used were leveled by Photo Party 65 when gages were removed. This data is in Tides Branch, Rockville, Maryland.

The following twelve tidal stations were used:

872-6520 (St Petersburg) in two volumes, 872-5943 (Blackburn Point) and 872-5889 (Venice, Roberts Bay) in one volume, 872-6621 (Port Tampa), 872-6247 (Bradenton), 872-6348 (Two Brothers Island), 872-6243 (Anna Maria), 872-6278 (Redfish Point), 872-6537 (Apollo Beach), 872-6159 (Whitfield Estates), 872-6738 (Safety Harbor) and 972-6639 (Ballast Point)

Submitted 1/31/78


Robert R. Wagner

Chief, Photo Party 66

PHOTOGRAMMETRIC PLOT REPORT
CM-7715
Tampa Bay, Florida
April 1978

21. Area Covered

The area covered by this report is the immediate shoreline surrounding Tampa Bay, Florida.

Fourteen 1:10,000 scale manuscripts (TP-00970 thru TP-00982 and TP-00984) and one 1:20,000 scale manuscript (TP-00983) are submitted.

22. Method

Five strips of 1:60,000 scale black-and-white photography were bridged by analytic aerotriangulation methods. Control was field identified. Office identified control was used as a check.

Tie points were used to insure adequate junctioning during the strip adjustments. Tie points were also used to ensure adequate junctioning between project CM-7612 and this project. These latter tie points provided the initial control for strip 77-C 7393 to 7401.

Common points were located on the bridging photography and the tide-coordinated infrared being used for ratio purposes. Additional common points were located between the bridging photography and the 1:30,000 scale color photography for compilation purposes. These latter points were located by the compilation section.

The manuscripts will be plotted by the compilation section.

23. Adequacy of Control

The majority of control proved adequate according to National Map Accuracy standards.

The position for Tampa Peninsular Telephone Company Mobile Mast, 1955 (401 100) would not fit into the adjustment by 310 feet in X and 998 feet in Y. The panel was apparently not located correctly by the field party. The correct image was located and measured accurately. The paneled location was measured on two separate strips and used to tie the strips together.

24. Supplemental Data

USGS quads were used to provide vertical control for the strip adjustments. Nautical charts 11413 and 11414 were used to locate aids and landmarks.

25. Photography

The coverage, overlap, and quality of the photography were adequate for the job.

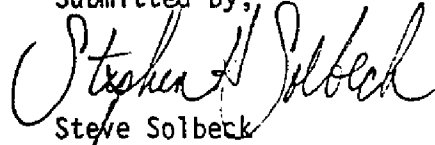
26. Comments on Strip Adjustment

Preliminary strip adjustments of strips 2 and 4 indicate that discrepancies exist that are not normally expected. In strip 2 three points were used to form the second degree adjustment curve, and two control points were "floated" - to be used as check points. One fit within 2 feet and the other was off about 10 feet. These same two points were also "floated" in strip 3, both fit within less than 3 feet.

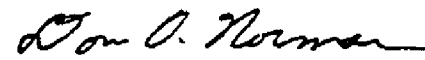
A similar phenomenon exists on strip 4 where again three points are used for the adjustment and a seemingly good check point is off about 12 feet.

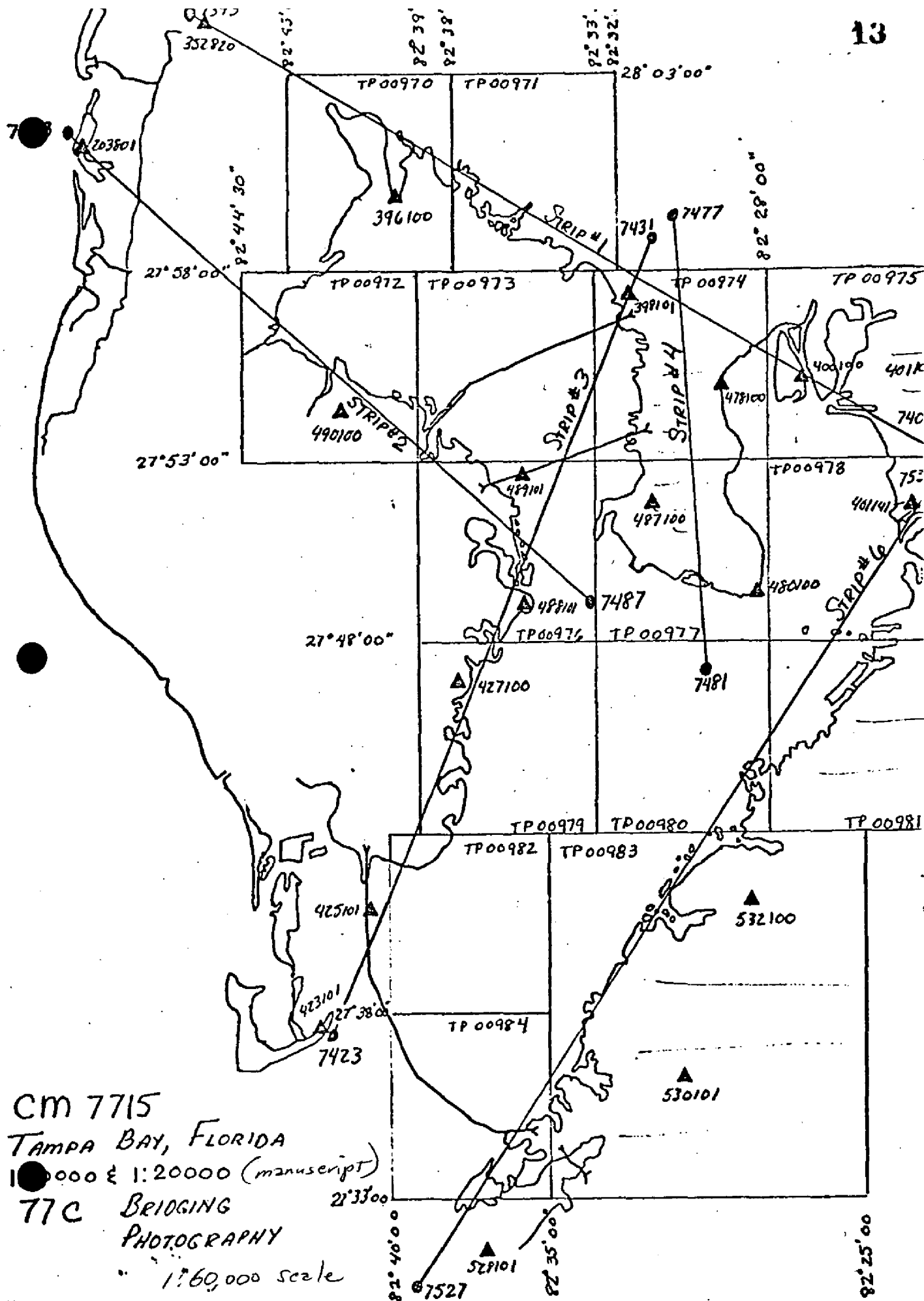
The cause of this "lack of fit" can not be satisfactorily explained, however, the discrepancies in the vicinity of these control points can be reduced by using them in the adjustment. By doing this, they fit to within 5 feet.

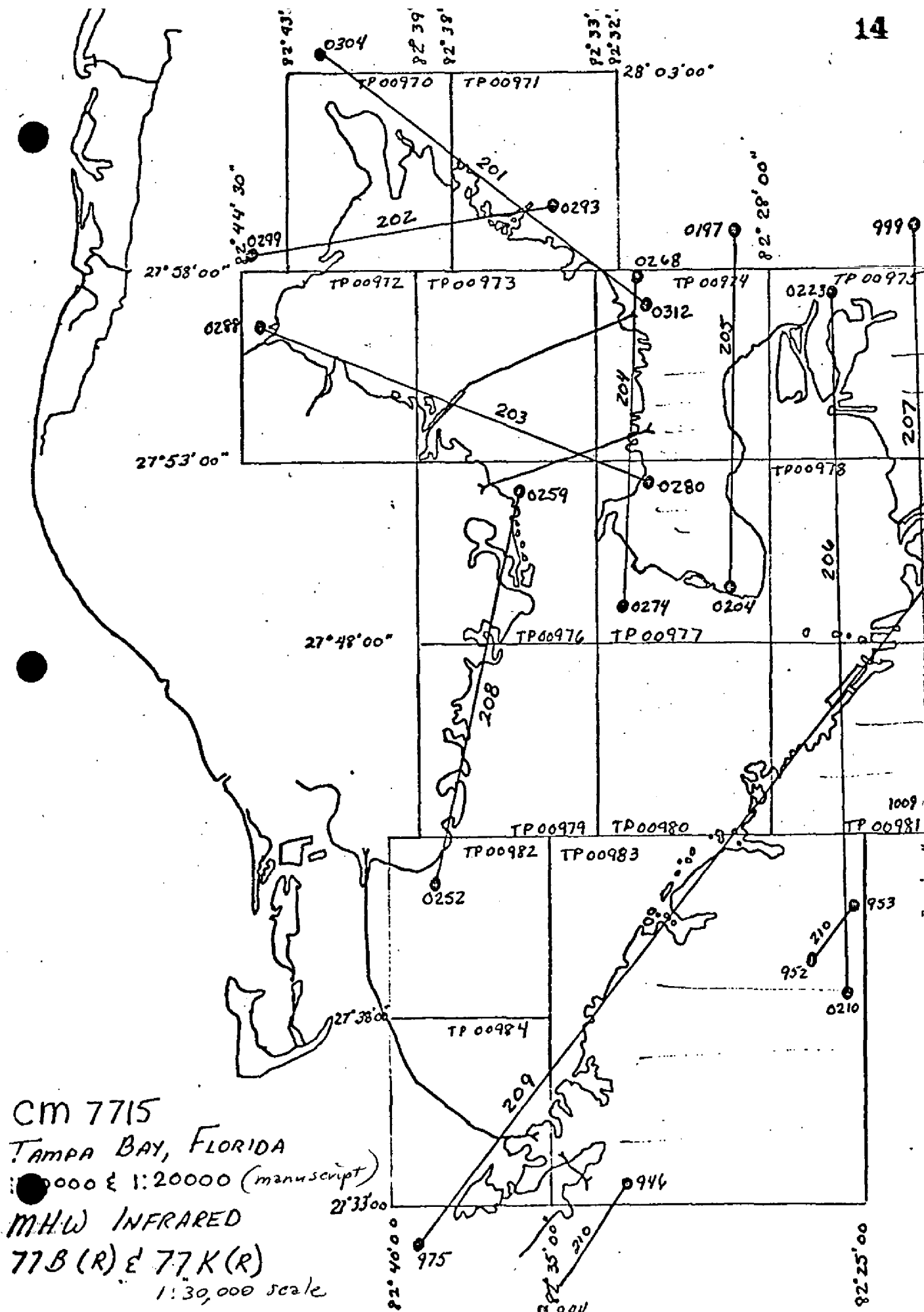
Submitted by,


Steve Solbeck

Approved and forwarded:


Acting Chief, Aerotriangulation Section





TAMPA BAY, FLORIDA CM-7715

Accuracy of Control

		X	Y
STRIP #1	258830	- .075	+ .558
	352820	+ .407	- .915
	396100	+ .728	+ .686
	398101	+ .318	+ .045
	400100	+ .064	- .938
	401141	+ .020	+ .559
STRIP #2	487100	-1.574	+ 2.163
	488101	- .563	- 5.231
	489101	-1.510	+ 2.273
	490100	+4.496	+ .554
	203801	- .851	+ .243
	262830	+ .222	+ 1.876
STRIP #3	423101	+1.262	+ 1.806
	425101	-1.726	- 2.149
	427100	-1.276	- 1.487
	488101	+1.998	- .753
	487100	+2.260	+ 1.868
	489101	+2.764	- 2.448
	478100	-3.540	+ 2.008
	398101	+3.021	- 2.046
STRIP #4	398101	-1.366	- 3.579
	400100	+5.121	- 1.143
	478100	-3.185	+ 3.309
	487100	-2.260	+ 1.533
	480100	+1.085	+ .731
	478801	+ .605	- .851
STRIP #6	528101	-4.052	+ 1.220
	528102	-4.149	- .277
	530101	-1.116	- 2.404
	532100	-1.592	+ 4.189
	480100	+4.226	- 2.684
	401141	+4.864	- 2.402
	401100	- .248	+ .134
	401111	-1.335	+ 1.275

DESCRIPTIVE REPORT CONTROL RECORD

MAP NO.	JOB NO.	GEODETIC DATUM	ORIGINATING ACTIVITY		
TP-00975	CM-7715	N A 1927	Rockville, Md.		
STATION NAME	SOURCE OF INFORMATION (Index)	AEROTRI-ANGULATION POINT NUMBER	COORDINATES IN FEET STATE Florida ZONE West	GEOGRAPHIC POSITION φ LATITUDE λ LONGITUDE	REMARKS
Tampa First Baptist Church Dome, 1934	Geod. List 1	236	X= 350,470.475 Y= 1,313,073.319	φ λ	
Tampa City Hospital Brick Stack, 1934	"	232	X= 352,088.377 Y= 1,310,255.199	φ λ	
Tampa Hooker Point Florida Cement Co. E. Stack, 1957	Vol II Pg 65	400143	X= 356,878.86 Y= 1,309,012.93	φ λ	
Peter, 1946	P C Zone 3 Pg 71	400100	X= 355,151.98 Y= 1,304,086.26	φ λ	
Tampa Bay, Hillsborough Bay, Cut C Channel N RGE LT, 1957	Vol II Pg 68	249	X= 358,950.3 Y= 1,304,386.44	φ λ	
Ybor City Brewery, 1908	P C Pg 42	216	X= 356,019.32 Y= 1,317,877.58	φ λ	
Tampa Si ver Municipal Gas Tank (pipe 1926), 1934	P C Pg 15	399141	X= 355,787.64 Y= 1,317,201.11	φ λ	
Tampa American Can Co. Tank, 1957	Vol II Pg 64	400141	X= 360,826.16 Y= 1,316,213.80	φ λ	
Tampa Continental Can Co. Tank, 1957	Vol II Pg 63	400145	X= 366,626.38 Y= 1,317,482.25	φ λ	
Tampa Bay Hotel North Tower, 1908	P C Pg 42	240	X= 350,093.92 Y= 1,313,521.96	φ λ	
COMPUTED BY	DATE	COMPUTATION CHECKED BY	DATE		
LISTED BY V. McNeel	DATE 1/30/78	LISTING CHECKED BY K. Baker	DATE 2/15/78		
HAND PLOTTING BY	DATE	HAND PLOTTING CHECKED BY	DATE		

Compilation Report
TP-00975
September 1978

31. Delineation

A combination of instrument and graphic compilation methods was used to compile this map. Due to varied relief displacement on the compilation photography, an exact rectification could not be realized for all prints. A work sheet was compiled on the B-8 stereoplotter. This sheet was placed under the manuscript and adjusted to the control points. Details compiled on the B-8 were inked on the manuscript and compared with the rectified prints. Any omissions or questionable areas were interpreted from stereo pairs of the rectified prints and compiled graphically.

The MHW line was compiled from the office interpretation of the ratio and semi-rectified, tide-coordinated, infrared photography which was controlled by common detail compiled from the B-8 work sheet and rectified photos as mentioned above.

A field edit will be made to validate interpretation and symbolization of features.

32. Control

- A. Horizontal - Horizontal control was adequate. (See Photogrammetric Plot Report)
- B. Vertical - Vertical control was adequate as dropped on the B-8.

33. Supplemental Data - None

34. Drainage

Drainage was compiled from the office interpretation of the ratio, tide-coordinated, black and white infrared photography.

35. Shoreline and Alongshore Details

Offshore interpretation of the ratio, tide-coordinated, black and white, infrared photography was adequate for delineating the MHW line and alongshore detail. GCLW photography available at time of compilation did not meet the vertical accuracy standards required.

36. Offshore Details

No problems were encountered.

37. Landmarks and Aids

Refer to Form 76-40

38. Control for Future Surveys - None39. Junction

Refer to Form 76-36B

40. Horizontal and Vertical Accuracy

This map complies with the accuracy requirement for the Florida Coastal Zone Mapping Program as outlined by project instruction, PH-7000.

41. thru 45. Inapplicable

46. Comparison with Existing Maps

Comparison was made with the following USGS 7.5 minute topographic quadrangles:

Tampa - Florida - 1956 Photo revised 1969
No significant differences were noted.

47. Comparison with Existing Charts

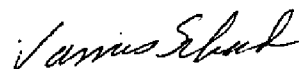
Comparison was made with the following Nautical Charts:

11413-April 16, 1977, 1:40,000
11412-May 6, 1978, 1:80,000.

Items to be applied to Nautical Charts - None

Items to be carried forward - None

Submitted by,



James Schad
Cartographer

Approved and Forwarded:



J.P. Battley, Jr.
Chief, Coastal Mapping Section

FIELD EDIT REPORT TP-00975, JOB CM-771551. METHODS

Field edit was performed under instructions dated 1/30/78 from Chief, Coastal Mapping Division, Rockville, Maryland.

The shoreline was inspected from a small boat while cruising just off shore and by truck.

Field edit notes will be found on the photographs and discrepancy print.

52. ADEQUACY OF COMPILATION

Adequate after application of field edit.

53. MAP ACCURACY

No test required.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Geographic names in question on Quad. Tampa, Fla., 1956, Photo rev. 1969 and on discrepancy print were investigated with the following people for their correct application and chart positioning.

Mr. Robert W. Crain who has lived in the area for ten years and is a commercial fisherman.

Mr. Michael Juncal who has lived in the area for twenty-three years and is an electrician.

Mr. Curtis Stanbaugh who has lived in the area for forty-four years and is a merchant.

The question of Six Mile Creek on the discrepancy print was investigated and the Palm River from its intersection with U.S. 41 eastward has been dredged to the dam and is now known as the Tampa By-Pass Canal. This is also indicated on a new bridge crossing the waterway where the Palm River Tide Station was located. The old bridge which crosses the waterway on SR 60 indicates Six Mile Creek and the old bridge which crosses the waterway on U.S. 41 indicates Palm River. The three people interviewed indicate that Six Mile Creek has lost its identity when the Palm River was dredged and is now known as the TAMPA BY-PASS CANAL.

The chart positioning of PORT SUTTON and PENDOLA POINT are indicated on Quad. Tampa, Fla., 1956 and the three people interviewed. Road signs also indicate PORT SUTTON and the Port Sutton Inc. Master Development Plan is submitted.

The chart positioning of PRNDOLA POINT was verified by these people and the road going to the point indicates the same.

Submitted: 12/1/78

Joseph D. Di Mare
Joseph D. Di Mare
Surveying Technician

REVIEW REPORT
TP-00975
February 1984

61. General Statement

Refer to the summary bound with this Descriptive Report.

62. Comparison With Registered Topographic Surveys - None

63. Comparison With Maps of Other Agencies

Refer to the Compilation Report, paragraph 46, bound with this Descriptive Report.

64. Comparison With Contemporary Hydrographic Surveys - None

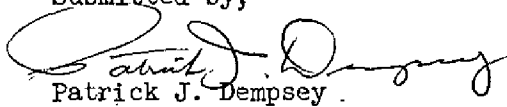
65. Comparison With Nautical Charts

Refer to the Compilation Report, paragraph 47, bound with this Descriptive Report.

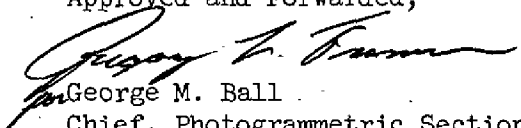
66. Adequacy of Results and Future Surveys

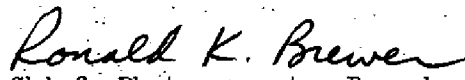
This map complies with the Project Instructions and meets the requirements for National Standards of Map Accuracy.

Submitted by,


Patrick J. Dempsey
Cartographer

Approved and Forwarded,


George M. Ball
Chief, Photogrammetric Section


Ronald K. Brewer
Chief, Photogrammetry Branch

April 10, 1979

GEOGRAPHIC NAMES

FINAL NAME SHEET

CM-7715 (Tampa Bay, Florida)

TP-00975

Black Point

Davis Islands

Delaney Creek

East Bay

Garrison Channel

Hillsborough Bay

Hillsborough River

Hookers Point

McKay Bay

Palm

Palm River

Pendola Point

Peter O Knight Airport

Port Sutton

Seaboard Coast Line (RR)

Seddon Channel

Sparkman Channel

Tampa By-Pass Canal

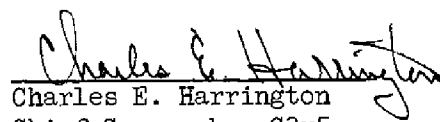
Uceta

Ybor City

Ybor Channel

Seddon Island

Approved by:


Charles E. Harrington
Chief Geographer C3x5

DISSEMINATION OF PROJECT MATERIAL.
CM-7715

National Archives/Federal Records Center

Red Jacket:

Field Notebooks - NOAA Forms 77-53
NOAA Form 76-77

Bridging photographs
Tidal bench mark descriptions
Sketches and computations
Field edit discrepancy print
Field photographs
CSI cards

Bureau Archives

Registered copy of each map
Descriptive Report of each map

Reproduction Division

8x Reduction negative of each map

Office of Staff Geographer

Geographic Names Standard

76-40
LISTING

PHOTOGRAMMETRIC BRANCH
COASTAL MAPPING DIVISION

NATIONAL OCEAN SURVEY
DEPARTMENT OF COMMERCE USA

NOAA
782707

SVY TP00975
J08 CM7715
PRJ 833205
DTM NA1927

RPT UNIT
STATE FLORIDA
LOCALITY HOOKERS POINT
DATE 09/13/78

CMD, ROCKVILLE, MD.
PAGE 1 OF 6
*ORIGINATING ACTIVITY
*COMPILATION

OBJECTS INSPECTED FROM SEAWARD
POSITIONS DETERMINED
AND/OR VERIFIED BY
FIELD AND OFFICE
ACTIVITIES

JOSEPH DI MARE
JOSEPH DI MARE
PATRICK J. DEMPSEY
ALFRED BETHEA
JAMES H. TAYLOR

PHOTO FIELD PARTY
FIELD REPRESENTATIVE
OFFICE COMPILER
DIGITIZER
DATA PROCESSER

OFFICE
1.OFFICE IDENTIFIED AND LOCATED OBJECTS.
THE NUMBER AND DATE (INCLUDING MONTH, DAY
AND YEAR) OF THE PHOTOGRAPH USED TO
IDENTIFY AND LOCATE THE OBJECT ARE SHOWN.
EXAMPLE 75E(C)6042
8-12-77

KEY FOR ENTRIES UNDER METHOD AND DATE OF LOCATION
* FIELD(CONT,D)
* B.PHOTOGRAMMETRIC FIELD POSITIONS** SHOW
THE METHOD OF LOCATION OR VERIFICATION,
DATE OF FIELD WORK AND NUMBER OF PHOTO-
GRAPH USED TO LOCATE AND IDENTIFY THE
OBJECT.
EXAMPLE P-8-V
8-12-77
74L(C)2982

FIELD
1.NEW POSITION DETERMINED OR VERIFIED
KEY TO SYMBOLS
F-FIELD
L-LOCATED
V-VERIFIED
1-TRIANGULATION
2-TRAVERSE
3-INTERSECTION
4-RESECTION

P-PHOTOGRAMMETRIC
VIS-VISUALLY
5-FIELD IDENTIFIED
6-THEODOLITE
7-PLANETABLE
8-SEXTANT

A.FIELD POSITIONS* SHOW THE METHOD OF
LOCATION AND DATE OF FIELD WORK.
EXAMPLE F-2-6-L
8-12-76

FIELD POSITIONS ARE DETERMINED BY FIELD
OBSERVATIONS BASED ENTIRELY UPON GROUND
SURVEY METHODS

**PHOTOGRAMMETRIC FIELD POSITIONS ARE
DEPENDENT ENTIRELY,OR IN PART,UPON CONTROL
ESTABLISHED BY PHOTOGRAMMETRIC METHODS.

NOTE: WHERE THE NAME OF AN AID INCLUDES THE IMMEDIATE GEOGRAPHIC HEADING UNDER WHICH IT IS LISTED.
A DASH (-) IS USED TO INDICATE THE GEOGRAPHIC HEADING WHICH IS PART OF THE OFFICIAL NAME.

76-40,1
LISTING

PHOTOGRAMMETRIC BRANCH
COASTAL MAPPING DIVISION

NATIONAL OCEAN SURVEY NOAA
DEPARTMENT OF COMMERCE USA

DATA
VERSION
782707

LISTING

* SVY	TP00975	* NONFLOATING AIDS FOR CHARTS	* RPT UNIT	CMD, ROCKVILLE, MD.	* PAGE 3 OF 6	* *
* JOR	CM7715	* TO BE CHARTED	* STATE	FLORIDA	* ORIGINATING ACTIVITY*	* *
* PRJ	833205		* LOCALITY	HOOKEERS POINT	* COMPILATION	* *
* DTM	NA1927		* DATE	09/13/78		

* THE FOLLOWING OBJECTS HAVE NOT BEEN INSPECTED FROM SEAWARD TO DETERMINE THEIR VALUE AS LANDMARKS *

[illegible]

* * * * *

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**          **      *      *      *      *      *      *      *
HILLSBOROUGH BAY    HILLSBOROUGH BAY    HILLSBOROUGH BAY
PORT SUTTON        PORT SUTTON        PORT SUTTON

```

	-RGE F	CHANNEL	RANGE	FRONT	LIGHT	
*	*	*	27 53	55.63	1712.4	*
*	*	*	82 26	30.12	823.7	*
*	*	*				*77C7400
*	*	*				* 10/05/77
						11413

* * -RGE R * CHANNEL RANGE REAR LIGHT	* * 27 53 50.52 1555.1	* * 77C7400	* * 11413
* * 82 26 38.29 1047.2	* * 10/05/77		

[illegible]

SPARKMAN CHANNEL

* * *	AMERICAN OIL PIER LIGHT	* 27 55 49.65	1528.3	* 77C7400	* *
* * *	LIGHT	* 82 26 47.33	1294.0	* 10/05/77	* 11413 *

* * *	AMERICAN OIL PIER LIGHT	* * *	27 55 52.23	1607.7	* 77C7400	* *
* * *	LIGHT	* * *	82 26 46.96	1283.9	* 10/05/77	* 11413

* * *	B.P. OIL CORP PIER LIGHT	* * *	* * *
* * *		27 55 56.54	1740.4
* * *		* * *	* 77C7400
* * *		82 26 46.32	1266.4
* * *		* * *	* 10/05/77
* * *			* * *
* * *			11413

[illegible]

