DESCRIPTIVE REPORT

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Topographic Sheet No. T-5790
Hydrographic

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

FEB 11 1941
Acc. No. T5790

State Florida

LOCALITY

Gulf Coast

Just North of Suwannee River

Horseshoe Cove and Vicinity

Photographs taken Dec. 3, 1939

1939

CHIEF OF PARTY

Lieut. Kenneth G. Crosby

U. S. GOVERNMENT PRINTING OFFICE: 1941-53-047
TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

SHEET
Eight No. T-5790

REGISTER NO.

State Florida

Gulf

General locality Florida West Coast

Locality Immediate vicinity north of Savannah River Horseshoe Cove Photos and vicinity

Scale 1:20,000 Date of Survey December 3, 1939

Party

Kentry Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected by: H. A. Duffy, H. A. Duffy (Recorder)

Inked by William H. Shearouse

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated April 5, 1940

Remarks:
### Supplimentary Surveys

<table>
<thead>
<tr>
<th>Description</th>
<th>Name</th>
<th>Date</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control Surveys</td>
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<tr>
<td>Planstable Surveys</td>
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<td><strong>Total</strong></td>
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### Field Inspection

<table>
<thead>
<tr>
<th>Description</th>
<th>Name</th>
<th>Date</th>
<th>Hours</th>
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<tbody>
<tr>
<td>Preparation of Photographs</td>
<td>ELJ - HAD</td>
<td>Dec.</td>
<td>2</td>
</tr>
<tr>
<td>Field Work</td>
<td>HAD</td>
<td>Apr. - May</td>
<td>75</td>
</tr>
<tr>
<td>Taking Notes</td>
<td>HAD</td>
<td>June</td>
<td>12</td>
</tr>
<tr>
<td>Coast Pilot Notes</td>
<td>HAD-ELJ-KGC</td>
<td>Dec. 19-26</td>
<td>2</td>
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<tr>
<td>Geographic Name Report</td>
<td>HAD-ELJ</td>
<td>June27&amp;12/2-50</td>
<td>12</td>
</tr>
<tr>
<td>Landmarks for Charts</td>
<td>HAD</td>
<td>June 40-Jan 41</td>
<td>11</td>
</tr>
<tr>
<td>Description Cards</td>
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<td>Recovery Notes</td>
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<td><strong>Total</strong></td>
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### Main Radial Plot

<table>
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<tr>
<th>Description</th>
<th>Name</th>
<th>Date</th>
<th>Hours</th>
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<tbody>
<tr>
<td>Scale Plot</td>
<td>BLJ-RHY</td>
<td>July 2-3</td>
<td>3</td>
</tr>
<tr>
<td>Projection on Base Sheet</td>
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<tr>
<td>Projection on Survey Sheet</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Control Plotted</td>
<td>BLJ-KGC</td>
<td>Aug. 6</td>
<td>1</td>
</tr>
<tr>
<td>Control Checked</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control Trans. to Base Sheet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer Checked</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control picked on Photographs</td>
<td>BLJ</td>
<td>June 26-28</td>
<td>5</td>
</tr>
<tr>
<td>Control checked on Photographs</td>
<td>DRS</td>
<td>July 10</td>
<td>1</td>
</tr>
<tr>
<td>Hydro. &amp; Topo. Stations picked</td>
<td>RHY</td>
<td>July 5-10</td>
<td>7</td>
</tr>
<tr>
<td>Radial points picked</td>
<td>WHS-KWS</td>
<td>July 15-18</td>
<td>14</td>
</tr>
<tr>
<td>Adjacent centers picked</td>
<td>WHS-RHY-KWS</td>
<td>June28-July12</td>
<td>19</td>
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<tr>
<td>Templates</td>
<td>RHY</td>
<td>July 19-26</td>
<td>21</td>
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<tr>
<td>Radial Plot</td>
<td>E-L-K-L-K-L</td>
<td>Aug. 10-19</td>
<td>15</td>
</tr>
<tr>
<td>Radial Points transferred</td>
<td>ELJ-KGC</td>
<td>Aug. 19-21</td>
<td>8</td>
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<tr>
<td>Transfer checked</td>
<td>JHSB-KGC</td>
<td>Aug. 22-23</td>
<td>5</td>
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<tr>
<td>H &amp; T Stations scaled &amp; checked</td>
<td>XWS-WOG</td>
<td>Dec.10-12</td>
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<tr>
<td>Additional Radial points</td>
<td>WHS</td>
<td>Nov. 1</td>
<td>3</td>
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<tr>
<td><strong>Total</strong></td>
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<td>104</td>
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### Detailing

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<th>Description</th>
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<th>Hours</th>
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<tr>
<td>Rough Draft</td>
<td>WHS</td>
<td>Aug. 6, Oct. 10 and Jan. 22</td>
<td>264</td>
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<tr>
<td>Smooth Draft</td>
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<td></td>
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<tr>
<td><strong>Total</strong></td>
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### Compilation

<table>
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<th>Hours</th>
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<tbody>
<tr>
<td>Name Overlay</td>
<td>WHS</td>
<td>Nov. 26-28</td>
<td>15</td>
</tr>
<tr>
<td>Descriptive Report</td>
<td>WHS-KGC</td>
<td>Nov. 30; Dec. 2</td>
<td>11</td>
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<tr>
<td>Field Review</td>
<td>KGC</td>
<td>Jan. 14-15</td>
<td>10</td>
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<td><strong>Total</strong></td>
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<td>56</td>
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</tbody>
</table>

Total Time spent on Sheets                | 521 hours |
### PHOTOGRAPHS

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>3708</td>
<td>Dec. 3, 1939</td>
<td>11:05 AM</td>
<td>+0.5</td>
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<tr>
<td>3709</td>
<td>&quot;</td>
<td>11:10</td>
<td>+0.5</td>
</tr>
<tr>
<td>3710</td>
<td>&quot;</td>
<td>11:11</td>
<td>+0.5</td>
</tr>
<tr>
<td>3711</td>
<td>&quot;</td>
<td>11:13</td>
<td>+0.4</td>
</tr>
<tr>
<td>3712</td>
<td>&quot;</td>
<td>11:15</td>
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<td>3735</td>
<td>&quot;</td>
<td>12:01 PM</td>
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<td>&quot;</td>
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<tr>
<td>3745</td>
<td>&quot;</td>
<td>12:17</td>
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</table>

Tide from predicted tables for: Suwannee River Entrance, Reference Station: Tampa Bay, Florida.

**General**


### SCALE

Mean scale of Photographs: 1:20,000 & 1.0023  
Scale of Survey Sheet: 1:20,000

### STATISTICS

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Area (land)</td>
<td>88.36</td>
</tr>
<tr>
<td>Shoreline (more than 200 m. from opposite shore)</td>
<td>13.5</td>
</tr>
<tr>
<td>Shoreline ( Creeks)</td>
<td>65.5</td>
</tr>
<tr>
<td>Roads, streets, trails, and railroads</td>
<td>37.7</td>
</tr>
</tbody>
</table>

### REFERENCE STATION

Station: KEEN, 1933  
Datum: N.A. 1927  
Latitude: 29° 25' 38.306" (1179.4m)  
Longitude: 85° 02' 17.174" (462.9m)

No detail later than that of photographs (Dec. 3, 1939) has been added.

x-coordinate = 2,345,416.11 ft \{ Sec. 1, North Zone \}  
y-coordinate = 1,58,379.94 ft

x-coordinate = 169,515.65 ft \{ Sec. 2, West Zone \}  
y-coordinate = 1,853,063.63 ft
GENERAL

This sheet was compiled in accordance with "Instructions for Drafting Air Photographic Surveys, Project H.T. 242," dated April 3, 1940.

The general locality of the area covered by this survey sheet is Florida, West Coast, in the immediate vicinity just north of the Suwannee River.

The terrain along the shore is mostly marshy. The higher ground back of the coast consists of several types of vegetation. About the center of the sheet is a large area of swamp known as California Swamp. This sheet does not have any cultivated area.

Approximate M.L.W. is shown by dotted lines. Shoal limits are approximate and are shown by short dash lines for use by the hydrographer.

The small bars shown are oyster bars and consist of sand and shell.

All roads shown should be shown 0.6 m.m. wide as none of the roads in this area are over 12 meters wide.

CONTROL

The only station in the detailing limits of this sheet is KEEN, 1933, established by H. C. Warwick.

Station DOUGLAS, 1933, established by H. C. Warwick falls on the sheet but outside the detailing limits.

No stations established by other organizations were used for control.

Traverse stations were used for control in the main radial plot in which this sheet was included but no traverse stations are within the limits of this sheet. Reference is made to the paragraph entitled Main Radial Plot.

There is no azimuth mark at triangulation KEEN, 1933.

MAIN RADIAL PLOT

A continuous radial plot was run on August 10th - 19th, for the location of radial points and marked hydrographic and topographic stations for the southern half of Sheet No. T-5786, Sheets Nos. T-5787 to T-5791, inclusive, and the northern part of Sheets No. T-5792 and T-5793. This plot involved all photographs except as noted below, which extended southward from a northern limit comprising photographs Nos. 5757, 5798 and 3720, for the three lines of flight to the southern limit formed by photo-
graphs No. 3832, 3833, 3866 and 3838, in the general vicinity of Cedar Keys, Florida. Office prints for photographs Nos. 5741, 5799, 3800, 3834, 3857-58-59, were not furnished at the time of this plot by the Washington Office as sufficient overlap of photographs adjacent to them permitted their omission.

This plot consisted of 51 templates and extended for a distance of approximately 50 nautical miles along the axis of flight. Although triangulation control in this area is somewhat meager, there was enough to rigidly fix 12 templates. Traverse stations established by the Florida Mapping Project in 1934 were used to rigidly fix 6 additional templates. These fixed templates were so distributed throughout the plot that it facilitated the laying of 11 templates which were controlled by only two triangulation stations, or as in some instances, by three triangulation stations which formed only a weak fix. There were 18 templates on which there was but one triangulation control point and only 4 templates on which there were no control stations whatsoever. The latter, however, was accurately and rigidly controlled by radial points established by previously laid templates.

All templates were prepared in accordance with "Notes on Radial plotting of Nine-Lens Air Photographs" dated April 9, 1940 with the exception that many more radial points were located than recommended and that mask lines were not placed on the survey sheets.

It had been the practice of this party to run the plot on the base grid sheets after having transferred the control from the survey sheet. This plot was laid by this method without satisfactory results after three days of work. Investigation of the causes for such poor intersection of radial lines resulted in finding distortion which was unevenly distributed throughout the base grid sheets and which could not be completely eliminated by adjustment. These errors in several instances amounted to as much as 20 meters in 4 grid squares. These grids had been ruled four months previous to this plot and probably accounts for the present large distortion. This method was therefore discarded and the second running of the plot was made directly on the survey sheets. This was completed in 42 days with excellent results.

The eight survey sheets for which this main plot was to be run were securely taped to the plotting table. All templates rigidly fixed by control were then laid, followed by those which were controlled but not fixed by triangulation or traverse, and finally those which were controlled by previously determined radial points. Excellent results were obtained in securing radial intersections for the numerous points. It has been found that much time can be saved by relieving the draftsmen of the task of putting in additional radial points without a material slowing up of the process of preparing the photographs and templates.

Upon completion of laying all of the templates, the radial points were transferred to "dummy" sheets and the templates removed from the survey sheets. The radial points were then transferred to the survey sheets by matching the intersections of parallels and meridians previously pricked into the "dummy"
sheet. No distortion was apparent in the projections of the survey sheets and the radial points were transferred with little, if any, adjustment.

It is believed that all radial plotted points shown on the survey sheet by 2.5 m.m. diameter blue circles on the back of the sheet or black circles on the front are within 0.25 m.m. of their true position. Points determined by two radial lines are shown by a green circle and also in some cases where there are three or more cuts with slim intersections. In several instances, a radial point could not be determined with sufficient accuracy to be used as such, in which case the actual radial lines have been drawn on the survey sheet for further investigation with the photograph by the draftsmen.

No large or unusual adjustments were necessary in any part of this plot and very good agreement was obtained with radial intersections to the picture centers on adjacent flight lines. Agreement along the flight line was excellent and a majority of the radial points were picked from a common intersection of three or more radial lines. A few of the radial points selected were picked in the center of gravity of the triangle of error which in all cases gave a position of not more than 0.22 m.m. in distance from the sides of the triangle.

Various colored inks were used on the photographs and the survey sheet to designate triangulation stations, topographic and hydrographic stations and radial points. The following key is furnished for future reference.

Photographs

- Triangulation stations.................2.5 mm blue circle
- Hydro. & Topo. stations...............2.5 mm green circle
- Radial points (main plot)..............2.5 mm red circle
- Radial points (additional)............3.5 mm red circle
- Photograph centers....................double red circle

Survey Sheet

- Triangulation stations.................3.5 mm high black triangle
- Hydro. & Topo. stations...............2.5 mm black circle
- Radial points (main plot).............2.5 mm blue circle on back of sheet
- Radial points (additional)............3.5 mm blue circle on back of sheet
- Radial points (questionable).........3.5 mm green circle on back of sheet

**INTERPRETATION OF PHOTOGRAPHS**

The photographs were clear and no unusual conditions were found.

**FIELD INSPECTION**

The field inspection was made by H.A. Duffy, Recorder, by truck and skiff during the month of April, 1940.
Field notes were plentiful along the roads and shoreline and by comparing these areas with those where field notes were lacking, it is believed an accurate interpretation of the vegetation has been obtained.

DETAILING

Before detailing, the surface of this sheet was rubbed down with magnesium carbonate and then washed off.

The detailing of this sheet has been done in accordance with the current instructions for this project.

The scale of photograph No. 3711 was found very good whereas that of Nos. 3708, 3709 and 3710 was good in certain areas and by utilizing these areas to the best advantage the detailing was accomplished with reasonable accuracy and without unusual adjustments.

Photographs 3756 and 3757 were found to have very good scale and the shoreline appearing on this sheet was detailed from them. Photographs 3744 and 3745 have very poor scale and were used only to assist in interpreting shoals, H.W.L., etc.

Symbols were used whenever the vegetation was not of consistent density in order that a truer interpretation could be obtained.

JUNCTIONS

This sheet forms a junction with Sheet No. T-5791 on the south, Sheet No. T-5788 on the west and Sheet No. T-5789 on the north. All junctions are in good agreement.

COMPARISON WITH OTHER SURVEYS

Comparison was made with bromide print of Topographic Sheet No. 1426 a made in 1876. The shoreline is in general agreement but there are a few changes which are probably due to the fact that most of the shoreline is marshy and the changes are due to natural erosion over a period of years. The largest discrepancies appear in the vicinity of Amoson Creek and Shired Island.

Due to large scale differences, accurate comparisons with other maps and charts in this area were not practicable.

LANDMARKS

There are no landmarks within the limits of this sheet. Putnam Look-out Tower has been located by the main radial plot but its value as a landmark could not be verified from the coast.

GEOGRAPHIC NAMES

The geographic names for this area are the subject of a special report entitled "Investigation of Geographic Names, Horseshoe Point to Anclote" submitted by Lieut. (j.g.) E. L. Jones to the Washington Office.
Respectfully submitted,

William H. Shearouse
William H. Shearouse
Draftsman

Forwarded,

Lieut. Kenneth A. Crosby
Chief of Party
**Legend Used on Field Inspection:**

**HORSESHOE POINT TO TARPON SPRINGS, FLORIDA**

**April - February, 1940 - Limit, H.L. Jones and H.A. Duffy**

### TREES
- PI - Pine
- Cy - Cypress
- Pal - Palmetto
- Palm - Palm
- D T - Deciduous trees (broad leaf)
- Cit - Citrus (orchard)
- Lim - Pine, cypress & Dec. trees (Density)
- Sc - Scattered
- T W - Thiny wooded
- H W - Heavily wooded
- Sr - Scrub trees; brush

### VEGETATION
- C - Cultivation
- Gr - Grass
- W - Marsh
- M W - Marsh grass in water (show limits)
- Sw - Swamp
- Nv - Mangrove
- Sg - Hedge

### STREAMS
- Ca - Canal (width)
- Cr - Creek
- D - Ditch (width)
- I S - Intermittent Stream
- P D U - Probably drainage unsurveyed
- Brg - Bridge or symbol
- Cv - Culvert
- I sv - Levee

**USGS - Florida Geodetic Survey**
**U.S.S. - U.S. Engineers**
**USECS - U.S. Biological Survey**

### ROADS & RAILROADS
- R R 1 - 1st class road (paved)
- R R 2 - 2nd class road
- Tr - Trail
- R R - Rail Road
- O P - Overpass (state the kind)
- U P - Underpass (state the kind)
- K - Abandoned trail, road, etc.
- R.R. abo - R.R. abandoned (grade only)

### FLOODS
- P - Pond
- Cy P - Cypress Pond
- I P - Intermittent Pond

**SHORE LINE**
- H.W. v L - mean high water line (solid red line - fast land)
- L.W. v L - low water line (dashed red line)
- L.L. - Light line (solid blue line for mean high water line on marsh; dashed blue line limits of grass in water and also for inshore limits of marsh area)
- Dk - Dock
- Fr - Pier
- Sw - Seawall
- Bkhd - Balk headed
- Conc - Concrete
- Wd - Wooden
- Jetty - Jetty
- Del - Dolphin
- Pile - pile
- S - Land
- Mid - Mid
- Rk or Rky - Rock or Rocky
- St - Story
- W - Water
- Blf - Bluff

### BUILDINGS
- H - House, barn or building
- Ch - Church (give name)
- Ct H - Court House (give name)
- Bo H - Boat House
- P.O. - Post Office (give name)
- R.R. Sta - Railroad station (give name)
- hos - hospital (give name)
- Sch - School (give name)

### MISCELLANEOUS
- F - fence
- FB - Fire Break (maintained)
- FBX - Fire Break (abandoned)
- Cam - Cemetery
- Park - Park (give name)
- F.T. - Fire Tower
- T.T. - Transmission towers (tall steel)
- P.L. - Power Line
- Shoal - Approx. limits by long dashed line for use by hydrographer
1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, f, and i; 26; and 54) 
Yes

2. Change in position, or non-existence of wrecks, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 56 g, n) 
Yes

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 66; and 68 d, e) 
None

4. Blueprints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) None transmitted.

5. Difference between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
Yes

6. The control and adjustment of the chart plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 18h; 48; and 58 a, b, i) 
Yes

7. High water line or muary and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 48, and 44) 
See No. 17

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) Yes. Outline of shoal areas for use by hydrographer only.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 80, 1933, circular letter of March 5, 1933, and circular 61, 1936. (Par. 77, 80, and 87) Yes

10. A list of landmarks was furnishing on Form 547 and instructions in the Director's letter of July 18, 1936, for charts, compiled with. (Par. 144, 91 and 60) No landmarks.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw bridges, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 169) No bridges of navigational importance. All bridges shown are small fixed span highway bridges over small streams.

12. Geographic names are shown on the overlay tracing. The asserted local usage of new names has been determined and they are listed in the report, together with a general statement as to the source of information and a specific statement when advisable. Complete discussion of place names distant from the charts and from the U.S. C. G. charts is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66) No overlays. See special report on "Investigation of Geographic Names, Havre a Shoal Point to Anadie Keys", submitted by Mrs. R. L. Jones.

13. The accuracy check of the compilation is N.A. 1927 and the referenced station is correctly noted. Yes

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 84) Yes

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Survey and Maps have been used throughout except as noted in the report. Yes

2. The degrees and minutes of latitude and longitude are correctly marked. Yes
3. All station points are exactly marked by fine black dots. Yes

4. Closely spaced lines are drawn dark and clear for printing. Yes

5. Topographic symbols for similar features are of uniform weight. Yes, legend also used on rough draft.

6. All drawing has been retouched where partially rubbed off. Yes

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes

(Par. 34, 35, 36, 37, 39, 40, 41, 42, 43, 44, 45, 46, 47)

16. No additional surveying is recommended at this time.

No additional topographic survey required.

17. Remarks:

The light line around the marsh defines the outer limits of vegetation visible at mean high water. The mean high water line is shown only on fast land and is represented by a heavy solid line.

18. Examined and approved:

[Signature]

[Signature]

Chief of Party

19. Remarks after review in office:
DIVISION OF CHARTS

Surveys Branch

Review of Air Photographic Survey T-5790

There are no contemporary graphic control surveys or contemporary hydrographic surveys in this area.

Previous Topographic Surveys

T-1426-a & b (1876) 1:20,000 was compared with T-5790 and large differences in location of streams and points were noted, probably due to sketching of detail on T-1426-a.

T-5790 supersedes T-1426-a & b for the area common to the two surveys

Comparison with Chart 180

T-5790 shows minor changes in shoreline and streams and new details for charting, the most obvious being Jim Lee Creek, which is not shown on the chart.

T-5790 has not been applied to Chart (June 3, 1941)

Radial Plot

The plot is discussed in detail on pages 3 and 4 of the descriptive report. It is accepted as adequate without checking in this office.

Field Inspection and Detailing

The field inspection was made along shoreline and adjacent to highways only, but is considered sufficient for the type of country and vegetation.

The symbolization of vegetation was made in greater detail than necessary for a rough drafted sheet. Otherwise, the detailing is complete and adequate for redrafting.

A number of trails through the forests and swamps have not been shown, especially in areas where they are numerous and criss-cross in all directions. The best of these trails are passable only in dry weather.
This map will be smooth drafted in this office.

Reviewed by D. H. Benson  
June 3, 1941

Inspected by B. G. Jones  
June 7, 1941

Robert Wray  
Chief, Surveys Branch

K. T. Adams  
Chief, Division of Charts  
Section of Topography

K. T. Borden  
Chief, Section of Topography  
Division of Charts

Edward  
Chief, Division of Coastal Surveys

All hydrographic signals located on this sheet are shown on the printed copies.
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