

5792

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photograph

Field No. Compiled Office No. T 5792

LOCALITY

State Florida

General locality West Coast of Florida

Locality Cedar Key and Vicinity

1940

CHIEF OF PARTY

Kenneth G. Crosby

LIBRARY & ARCHIVES

DATE

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO. 15792

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 NO.

~~Plate No.~~ T-5792

REGISTER NO.

State Florida

General locality Florida West Coast

Locality ~~Immediately North of Cedar Key~~ and vicinity  
Photos.

Scale 1:20,000 Date of ~~survey~~ December 4, 1939

and Jan 15, 1940.

Party  
~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected Lieut(jg) E.L. Jones, K.W. Shearer, and

~~Surveyed~~ by Harold A. Duffy, Photogrammetric Aid

Inked by William H. Shearouse, Engineering Draftsman

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated April 3, 1940

Remarks:.....

T5792

DATA RECORD T-5792 (1:20,000)

(Prepared in Washington Office 4/28/41)

<u>Number</u>	<u>Scale</u>	<u>Date</u>	<u>Time</u>	<u>Tide From Predicted Tables</u>
3836	1:20,000	12-4-39	11:13	+0.9
3838 to 3839	1:20,000	12-4-39	11:22	+0.8
3844	1:10,000	12-4-39	11:48	+0.6
3846 to 3849	1:10,000	12-4-39	11:53	+0.6
3851 to 3852	1:10,000	12-4-39	11:58	+0.6
4691	1:10,000	1-15-40	1:17	+0.3

Field Inspection: May - September 1940 and March 1941.  
Details on T-5792 are of the date of the photographs, except for the airport at Cedar Keys, the landing field being shown as of the date it was field inspected, March 16, 1941.

Datum Station: Lukens, 1933, NA. 1927 datum  
Latitude 29° 11' 15.030" (462.7m)  
Longitude 83° 00' 41.662" (1125.6m) (adjusted)  
Florida system of plane coordinates (Sec. 2) West Zone)  
X = 177,208.72 ft.  
Y = 1,765,787.66 ft.  
Florida system of plane coordinates (Sec. 1)  
X = 2,475,000.61 ft.  
Y = 71,291.63 ft.

As submitted from the field T-5792 covered only that area north of latitude 29° 11', the details south of latitude 29° 11' having been compiled on T-5803 and T-5804 scale 1:10,000. While the 1:10,000 scale surveys were necessary for hydrographic surveys there appears to be little need for published maps on that scale. Therefore, the details on T-5803 and T-5804 will be shown on T-5792 (1:20,000) and T-5793 (1:20,000), and T-5803 and T-5804 will not be published.

Pertinent facts from descriptive reports T-5803 and T-5804 have been entered in the descriptive report T-5792 to make the latter report complete for the area covered.

## SUPPLEMENTARY SURVEYS

	Map	1940;41 Date	Hours
Control Surveys.....			
Planetable Surveys.....			
Total			

## FIELD EXPEDITION

Preparation of Photographs.....	W.H.S. - E.L.J.	July & Dec.	2
Field Work.....	H.A.D.	May	14
Indexing Notes.....			
Coast Pilot Notes.....	ELJ-KGC-HAD	Dec. 19-26	2
Geographic Name Report.....	E.L.J. - H.A.D.	Dec. 2 -30	12
Landmarks for Charts.....			
Description Cards.....	E.L.J. - H.A.D.	June &	19
Recovery Notes.....	K.W.S.	September	
Total			49

## MAIN NAVAL PLOT

Scale Plot.....	E.L.J. - R.H.Y.	July 2-3	3
Projection on Base Sheet.....			
Projection on Survey Sheet.....			
Control Plotted.....	E.L.J.	Aug. 8	2
Control Checked.....	K.G.C.	Aug. 8	1
Control Trans. to Base Sheet.....	E.L.J. - K.G.C.	Aug. 8 & Dec. 4	2
Transfer Checked.....	E.L.J.	Aug. 9	1
Control picked on Photographs.....	E.L.J. - R.D.	June 29 & Nov. 22	4
Control checked on Photographs.....	D.R.S. - K.W.S.	July 18 & Nov. 22	8
Hydro. & Tidal Stations picked.....	X	July & Nov.	52
Tidal points picked.....	E.L.J. - K.W.S.	July 12 & Nov. 26	6
Adjusted contours picked.....	WHS - KWS - RD	July 1 & Nov. 8	20
Templates.....	W.H.S. - D.R.S.	7/19 & 26 & Dec. 25	10
Final Plot.....	X	July 10 - 19	10
Tidal Points transferred.....	K.G.C.	Aug. 22	1
Transfer checked.....	K.G.C. - J.H.S.B.	Aug. 22 & Dec. 7	2
A & T Stations scaled & checked.....	K.G.C. - W.H.S.	Feb. 8 & 13, 1941	2
Additional Tidal points.....			
I-Various Office Personnel			Total 124

## INSTALLING

Rough Draft.....	W.H.S.	Dec. 30 to Feb. 4	116
Smooth Draft.....			
Total			116

## CONSULTATION

Name Overlay.....	W.H.S.	Feb. 4, 1941	16
Descriptive Report.....	W.H.S. - K.G.C.	Feb. 8 - 14	7
Field Review.....	K.G.C.	Feb. 13 - 15	12
Total			55

Total Time spent on Sheets..... 524 hours.



SHEET NO. 3- 5792

## PROTOCOLS

Number	Time	Stage of Tide
3836	December 4, 1939 11:13 AM	+ 0.9
3838	December 4, 1939 11:21	+ 0.8
3839	December 4, 1939 11:23	+ 0.8

Tide from predicted tables for: Cedar Keys,  
Reference Station: Tampa Bay, Florida.

Camera: U.S. Coast and Geodetic Survey Wide-Lens (focal length 8 1/2 inches.)  
Negatives on file at Washington Office.

## SCALE

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

## STATISTICS

Area (land).....	33	Square statute miles
Shoreline (more than 200 m. from opposite shore).....	22.0	Statute miles
Shoreline (Creeks).....	33	Statute miles
Roads, streets, trails, and railroads.....	22.1	Statute miles

## REFERENCE STATION

Station: LUKENS, 1933

Datum: N.A. 1927

Latitude: 29° 11' 15.030"  
(462.7 m.)

Longitude: 83° 00' 41.662"  
(1125.6 m.)

x - coordinate = 2,475,000.61 ft. } Sec. 1, North Zone  
y - " = 71,291.63 ft.

x - coordinate = 177,208.72 ft. } Sec. 2, West Zone  
y - " = 1,765,787.66 ft.



DESCRIPTIVE REPORT  
To Accompany  
SHEET NO. T--5792

T5792

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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 ~~of Suwannee Sound which is just north~~ of Cedar Keys.

The terrain along the shore is mostly marshy. However, there are several small areas of vegetation consisting of pine, deciduous and palm trees which are conspicuous from the water. The higher ground back of the coast consists of the several types of common vegetation found along the Florida West Coast with "jack" or "scrub" oak and pine being the most conspicuous. The 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 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 LUKENS, 1933, established by H. C. Warwick.~~

~~The following traverse and triangulation stations are on the sheet but outside the detailing limits:~~

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
AK 2	1934	Florida Mapping Project
AK 3	1934	Florida Mapping Project
✓ AK 27	1934	Florida Mapping Project
✓ AK 28	1934	Florida Mapping Project
✓ AK 29	1934	Florida Mapping Project
✓ AK 30	1934	Florida Mapping Project
✓ KEY NORTH	1910	G.H. R.
✓ LIME PT. 2	1874	A.T. M.
✓ CEDAR KEYS L.H.	1874	
✓ TANK	1933	H.C. Warwick
✓ CEDAR KEYS FLAT TOP	1933	H.C. Warwick
RED WATER TANK		
✓ SNAKE KEY 2	1874	A.T. M.
Harbor Key 3	1910	G.H.R.
✓ Daughtry Island Sw. Base	1877	Florida Mapping Project.

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#### CONTROL

No errors were found in the location of the control stations by the photographic plot nor in the plotting of the stations on the field prints with the exception of traverse station A.K. 28, 1934. A discrepancy of approximately 10 meters exists between plotted position on survey sheet and position on photographs. A thorough investigation of the computations, plotting and picking of the point failed to reveal the reason for this incongruence. It is recommended that this field station not be used when checking and reviewing survey sheet.

Triangulation station DAUGHTRY ISLAND S.W. BASE, 1877, was not used for control as this station was not recovered until after the compilation was in the process of being detailed.

The azimuth mark for triangulation station TANK, 1933 was located by the main radial plot. Its location is in agreement with the geodetic azimuth as determined by triangulation.



The stations established by the Florida Mapping Project have been plotted by coordinates computed by personnel of the Tampa Field Office. The data furnished by the Florida Mapping Project consisted of observed angles and taped distances with the statement that these measurements are just under second order accuracy. The computations will be submitted as a separate report. *Filed in Division of Geodesy*

The triangulation stations in the vicinity of Cedar Key which were established prior to 1933 had not been previously connected to the N.A. 1927 datum. Observations were made in October, 1940 and a connection was made at triangulation station TANK, 1933, which resulted in a datum difference of -2.49 meters in latitude and +4.26 meters in longitude. This correction has been applied to the geographic positions of the stations established prior to 1933, and are plotted on this sheet on the 1927 datum. These observations and computations will be submitted as a separate report.

*Report received and filed in Geodesy*

MAIN RADIAL PLOT (1:20000)

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-5792, inclusive, and the northern part of Sheet No. T-5793. This plot involved all photographs except as noted below, which extended southward from a northern limit comprising photographs Nos. 3757, 3798 and 3720, for the three lines of flight to the southern limit formed by photographs Nos. 3832, 3833, 3866, and 3838, in general vicinity of Cedar Keys, Florida. Office prints for photographs Nos. 3741, 3799, 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 meagre, 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.

*See also page opposite*

*See also page opposite*



# T5792

## RADIAL PLOT

Referring to the data record at the front of this report, the radial plot for T-5792 consisted of two parts; a 1:20,000 plot covering the area above latitude  $29^{\circ} 11'$  and a 1:10,000 plot covering the area below latitude  $29^{\circ} 11'$ . The 1:20,000 plot is discussed on the opposite page. The 1:10,000 plot was made as follows:

A radial plot consisting of 12 templates was run for survey sheet No. T-5803 and T-5804 on October 18, 1940. Templates for all the photographs flown on an approximate scale of 1:10,000 were used although several of the pictures were very badly tilted.

To make full use of the triangulation in the area, a datum difference was applied to all stations on the United States Standard Datum. This correction was determined from a connection made at triangulation station TANK, 1933. By using these old stations which had been recovered by the field inspection party the plot was adequately controlled and it was possible to fix a majority of the 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.

The location of the numerous bench marks in the town of Cedar Keys were determined by using the templates of three rigidly controlled photographs which gave strong intersections. The templates used for these locations consisted of 3846, 3847 and 4691. Since a majority of the pictures were tilted, it was felt that the radial lines on these three photographs would give an adequate location without a multiplicity of lines which would cause confusion and a chance of error. The location of the bench marks was fixed by the common intersection of three radial lines at a point.

The base grids were securely taped to the plotting table and the templates laid and securely taped to the base grids. Excellent results were obtained and it was not necessary to relay the plot although several templates were subsequently relaid to obtain closer agreement at several radial points. Many points were selected which will be subsequently located by the 1:20,000 main plot for purposes of making a direct comparison between the two plots.

Upon completion of laying all the templates, the points determined by the radial plot were transferred to the survey sheet. The survey sheet was adjusted over the grid sheets by adjusting each individual grid square. There was only a very slight amount of adjusting necessary.

It is believed that most of the radial plot points are within .25 millimeter of their true location. Radial points which were not strongly determined or had a small triangle of error were shown by green circles. In instances where the radial point could not be used as a control point due to lack of a common intersection or small triangle of error, the actual radial lines were transferred to the survey sheet for further investigation by the compiler.

No large or unusual adjustments were necessary in any part of the plot. It was, however, found that traverse station A.K. 28 consistently missed the radial line to its plotted position.



Main RADIAL PLOT 1:20,000 Contd. See also the opposite page

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  $4\frac{1}{2}$  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 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 sheet 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 pricked 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:



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DETAILING, VICINITY OF CEDAR KEYS

The celluloid was prepared for inking by being thoroughly cleaned with soap and water and then rubbed with magnesium carbonate.

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

Due to excessive tilt in the extreme northeastern and northwestern portions of this sheet, use of the projector was necessary in order to draft the area accurately. No other unusual conditions were encountered.

Areas too small or too complex to be labeled have been smooth drafted.

The landing field at the municipal airport at Cedar Key is now under construction. The runway is being lengthened, widened and regraded. The limits of the field on the map drawings are shown correctly as of March 16, 1941 field inspection.

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

No difficulty was experienced in interpreting the photographs on this sheet as they were all clear. *Photographs in the vicinity of Cedar Keys were too dark.*

FIELD INSPECTION

Field inspection was made by *Lieut. (jg) E.L. Jones, K.W. Sherer and* Harold A. Duffy, Photogrammetric Aid, during the month of May, <sup>to Sept.</sup> 1940. Notes were sufficient for accurate interpretation of vegetation. *A special report on field inspection in this area is filed in the Air Photo Unit.*

DETAILING

The scale of Photograph 3839 was found to be very good and was used for most of the inshore detailing. Most of the shoreline was taken from Photograph 3836 which was clear and in good scale, while a small section in the vicinity of Goose Creek was taken from Photograph 3838.

The sheet was detailed in accordance with the current instructions for the project.

There are no unusual conditions or adjustments.

The legend used by the field inspection party and by the draftsman is shown on a separate sheet and made a part of this report.

JUNCTIONS

This sheet joins T-5791 on the north, T-5793 on the east, ~~T-5803 and T-5804 on the south.~~ The junctions are in agreement with Sheets T-5791 and T-5793. ~~The detailing has not been completed on Sheets T-5803 and T-5804, therefore a statement regarding the junction with these sheets will be covered in the descriptive report for these sheets when the detailing on them has been accomplished.~~

*The Northern part of*

*Applies to section  
North of Cedar Keys  
See also the  
opposite page*



T5792

#### LANDMARKS AND AIDS TO NAVIGATION

There are three prominent landmarks appearing on this survey sheet. Names and geographic positions are submitted with this report on Form No. 567.

The charted landmark on SEASHORE KEY which was formerly CEDAR KEY LIGHTHOUSE is shown on the charts as "OLD TOWER" and "CEDAR KEYS OLD TOWER". The light structure is about 12 feet in height and rises out of the center of a one story building. The building and structures are in good repair. Only the top of the light structure shows above the trees.

NORTH BANK LIGHT NO. 1 was located by the main radial plot with the intersection of only two radial lines. This position being unchecked, no list of non-floating aids has been submitted.

It was not possible to locate all of the non-floating aids within the area covered by the limits of this sheet. Only the larger size aids could be identified on the photographs and where such identifications were positive the aids have been located by the main radial plot. The list of non-floating aids is therefore not complete for all aids in the locality.

It was not possible to locate the light situated at approximately latitude  $29^{\circ} 07.3'$ , longitude  $82^{\circ} 58.75'$  by air photographic methods. This light could not be identified on the 1:20,000 photographs and it appeared on only one photograph on the 1:10,000 photographs.

COMPARISON WITH OTHER SURVEYS

Comparison was made with bromide print of Topographic Sheet No. 1426b made in 1876-77. 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 more important discrepancies which were found on the bromide print of Topographic Sheet No. 1426b are as follows:

In the vicinity of Suwannee Reef and Lone Cabbage Reef there are a great many areas of reef which are indicated as being bare at low water. At present many of these areas are covered at low water.

In the vicinity of latitude  $29^{\circ} 14'$  and longitude  $83^{\circ} 04.5'$  there is at present an area of marsh which is not shown on the bromide print.

The present positions of the streams in vicinity of Clarks Creek and Dennis Creek do not coincide with those shown on the bromide print.

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.

LANDMARKS

*See page opposite.*  
~~There are no prominent landmarks within the detailing limits of this sheet.~~

FIELD INSPECTION REPORT

Reference should be made to a special report covering field inspection in this area submitted by Lieut. E.L. Jones and entitled, "Field Inspection Report - Horseshoe Point to Anclote Keys - December 27, 1940".

Respectfully submitted,

*William H. Shearouse*  
William H. Shearouse  
Engineering Draftsman

Forwarded,

*Kenneth G. Crosby*  
Lieut. Kenneth G. Crosby  
Chief of Party







DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
~~TO BE DELETED~~

Tampa, Florida

March 21, 1934

I recommend that the following objects which have ~~(been inspected)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing.

*Kenneth G. Crosby*  
Kenneth G. Crosby  
Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE									
		O	I	D. M. METERS	O	I	D. P. METERS						
	TANK, elevated, black, steel (Municipal, 140 ft. high).	29	08	604.7	83	02	524.7	N. A. 1927	Triang.	1933	X X X	X	490 179;1114
	FLAGTOWER, steel, day & night storm warnings (Weather Bureau, 15 ft. high), <i>Total Elev 94 ft</i> <i>on top of bldg.</i>	29	08	178.5	83	02	113.5	N. A. 1927	Air Photo.	1940	X X	X	490;179
	TANK, elevated, red, wood ( Cedar Keys, Flat top red water tank, 67 ft. high).	29	08	547.7	83	01	1062.9	N. A. 1927	Triang.	1933	X	X	490
	These objects have been selected during field inspection and should be verified by the hydrographic party to determine their usefulness as landmarks. No charted landmarks to be deleted.												
	Same as												
	Chart Letter 160 (1941)												
													T5792

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.



LEGEND USED ON FIELD INSPECTION  
HORSeshoe POINT TO TAMPA STRINGS, FLORIDA  
APRIL - DECEMBER, 1940 - LIEUT. W.L. JONES AND H.A. NEFF

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TREES

Pi - Pine  
Cy - Cypress  
Palc - Palmetto  
Palm - Palm  
D T - Deciduous trees (broad leaf)  
Cit - Citrus (orchard)  
Mix - Pine, cypress & Dec. trees  
(Density)  
Scd. - Scattered  
t.w. - Thinly wooded  
h.w. - Heavily wooded  
Scr - Scrub trees; brush

VEGETATION

C - Cultivation  
Gr - Grass  
TGW - Tall Tropical Grass  
H - Marsh (dashed blue line on  
inshore limits)  
H V - Marsh grass in water (dashed blue  
line on offshore limits)  
Sw - Swamp  
Mg - Mangrove  
Edg - Edge

STREAMS

Cn - Canal (width)  
Cr - Creek  
D - Ditch (width)  
I S - Intermittent Stream  
EDU - Evident drainage unsurveyed  
Brg - Bridge or symbol  
Cv - Culvert  
Lw - Levee

F.C.S. - Florida Cootie Survey  
U.S.E. - U.S. Engineers  
U.S.B. - U.S. Biological Survey

ROADS & RAILROADS

Rd 1 - 1st class road (paved)  
Rd 2 - 2nd class road  
Tr - Trail  
R R - Rail Road  
O P - Overpass (state the kind)  
U P - Underpass (state the kind)  
X - Abandoned trail, road, etc.  
RR ab. - R.R. abandoned (grade only)

PONDS

P - Pond  
Cy P - Cypress Pond  
I P - Intermittent Pond

SHORE LINE

H.W.L. - mean high water line (solid  
red line - fast land)  
L.W.L. - low water line (dashed red line)  
L.L. - Light line (solid blue line for  
mean high water line on marsh)  
Ik - Dock  
Pw - Pier  
Se W - Seawall  
Bld - Bulkhead  
Cmn - Concrete  
Wo - Wooden  
Jet - Jetty  
dal - Dolphin  
pile - pile (give type)  
S - Sand  
Mud - Mud  
Rk - Rock or Rocky  
Sty - Stony  
W - Water  
Blf - Bluff (height)

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 - Swamp  
Fb - Fine break (maintained)  
Fbk - Fine break (abandoned)  
Cmn - Cemetery  
Park - Park (give name)  
F.F. - Fire Tower  
T.T. - Transmission towers (tall steel)  
P.L. - Power Line  
Shed - Approx. limits by long dashed  
line for use by hydrographer

REVIEW OF AIR PHOTO COMPILATION NO. T- 5792

Chief of Party: Kenneth G. Crosby      Compiled by: William H. Shearouse

Project: H.T. - 842      Instructions dated: April 3      19 40

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. 18a,b,c,d,e,g and i; 25; and 64)

Yes

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (par. 24; and 66 g, h)

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. 64; and 66 d, e)

Yes, see paragraph "Control".

4. Base prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 24)

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 photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 18b; 44; and 65 c,h,i)

Yes

7. High water line of marshy and mangrove coast is clear and adequate for chart compilation. (Par. 18a, 43, and 66)

Yes, see also No. 17

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. Shoals have been outlined as an aid to the hydrographer and should be considered only as such.
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 37)

Yes

10. A list of landmarks was furnished on Form 557 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 15d, e; and 60)

No landmarks within limits of sheet.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

No bridges of navigational importance. All bridges are small fixed span highway bridges crossing small unnavigable streams.

12. Geographic names are shown on the overlay tracing. The accepted 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 differing from the charts and from the U.S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlays. See paragraph entitled "Geographic Names" regarding special report for investigation of geographic names.

13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.

Yes

14. Junctions with adjoining compilations have been examined and are in agreement. (Para 64j)

Yes, see also paragraph entitled "Junctions".

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

1. Standard symbols authorized by the Board of Surveys 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 sharp and clear for printing. Yes
5. Topographic symbols for similar features are of uniform weight. Yes, legend used on rough draft.
6. All drawing has been retouched where partially rubbed off. Not necessary to retouch.
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, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

No additional topographic survey required.

17. Remarks: The light line around marsh areas defines the outer limit 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:

  
Kenneth G. Green  
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography



DIVISION OF CHARTSSection of Field Surveys

## REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5792

Contemporary Surveys

None.

Previous Topographic Surveys

T-1426b (1:20,000) 1876-1877.

Refer to Page 10 of the Descriptive Report for a comparison made with T-1426b by the Field Party. The most important difference is in Suwannee Reef, much of which is shown with a high water line on T-1426b. The reef was carefully field inspected on T-5792 and is correctly shown thereon. T-5792 supersedes the section of T-1426b which it covers.

Low Water and Shoal Lines

The low water line was carefully field inspected on this survey. However, this line is subject to correction by the hydrography. Because of the flat bottom, and the effect of wind on the predicted tides, the low water line shown on T-5792 may vary considerably from that determined by soundings reduced to exact low water from local tide observations. Shoal lines and all low water lines on the open coast will be omitted on the published map T-5792. These details remain on the celluloid drawing for use in making up the hydrographic sheets of this area. The low water line within the shallow bay back of Cedar Keys will be retained on the published map T-5792.

Field Inspection

The field inspection of this area is excellent. The actual ground work was carefully and completely done and the notes have been neatly made and can be readily interpreted by the office draftsman.

Radial Plot

The main radial plot consisted of two sections, a 1:10,000 plot, and a 1:20,000 plot as described on Page 7 to 9 of the Descriptive Report.

T5792

The 1:20,000 plot is accepted without checking in this office. The 1:10,000 plot was well controlled, but has been checked in the office largely for the purpose of training new men. No appreciable differences were found between the field and office plots.

Comparison with Charts 179 (printed 9/6/40), 180 (printed 4/15/40) and 480 (printed 1/27/41).

Refer to Page 10 of the descriptive report for a discussion of the landmarks and non-floating aids.

T-5792 has not been applied to the charts at the date of this review. (5/21/41).

Map Details

The detailing of T-5792 is complete and the rough drawing is adequate for redrafting in this office.

~~Reviewed in this office by R. E. Elkins 5/15/41, inspected by B. G. Jones, 5/21/41.~~

Reviewed by: **R.E. Elkins**  
~~L. V. Evans~~ 5/15/41

Inspected by: B. G. Jones 5/21/41

*Robert W. [Signature]*  
Chief, Section of Field Records.

**K.T. Adams**  
Chief, Topography Section.

Examined and Approved:

*[Signature]* *copy of revision sent to field 6/17/41*  
Chief, Division of Charts.

*[Signature]*  
Chief, Division of Coastal Surveys.

*Hydrographic stations located on celluloid manuscript but not shown on published copies, added to file copy in red 12-4-43.*



T5792

T-5792----No. 1

## Remarks

## Decisions

1		292831
2		"
3		"
4		"
5		"
6		"
7	Submitted to USGB: OK to apply pending action	292830
8	Not Geiger as on sheet	"
9		"
10	Submitted to USGB: OK to apply pending action	"
11		"
12	Submitted to USGB: OK to apply pending action	"
13		"
14		"
15		"
16		291830
17		"
18		"
19	Submitted to USGB: OK to apply pending action	291831
20	" " " "	291830
21		"
22		
23		
24	Sheet 6, Florida Transp. Map: Texaco & Shell Road Maps.	
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No.

T-5792---No. 1

Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
✓ <u>Suwannee Sound</u>										1
✓ <u>Suwannee Reef</u>										2
✓ <u>Shell Bar Channel</u>										3
✓ <u>Ranch Bar Gap</u>										4
✓ <u>Steamboat Gap</u>										5
✓ <u>Lone Cabbage Reef</u>										6
✓ <u>Ericson Creek</u>										7
✓ <u>Gigor Creek</u>										8
✓ <u>Deer Island</u>										9
✓ <u>Clark Creek</u>										10
✓ <u>Clark Islands</u>										11
✓ <u>Lone Cabbage Island</u>										12
✓ <u>Long Cabbage Islands</u>										13
✓ <u>Shell Mound</u>										14
✓ <u>Spanish Bayonet Island</u>										15
✓ <u>Dennis Creek</u>										16
✓ <u>Derrick Key</u>										17
✓ <u>Derrick Key Gap</u>										18
✓ <u>McClamery Key</u>										19
✓ <u>Goose Creek</u>										20
✓ <u>Lukens</u>										21
										22
										23
✓ <u>State Highway No. 13</u>										24
										25
										26
										27

Names underlined in red approved by L Heck on 8/27/41

T5792

T-5803 (part of T-5792)

	Remarks	Decisions
1	Submitted to USGB: OK to apply pending action	291830
2	" " "	"
3	" " "	"
4		"
5	" " "	"
6	" " "2	"
7		291831
8		"
9		"
10		291830
11	" " "	"
12	" " "	"
13		"
14	" " "	290830
15	" " "	291830
16		290830 U.S.G.B.
17	" " "	291830
18		290830
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# GEOGRAPHIC NAMES

Survey No.

T-5803 (part of T-5792)

GEOGRAPHIC NAMES										
Survey No.										
T-5803 (part of T-5792)										
Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
✓ ✓ Black Point										1
✓ ✓ Pelican Reef										2
✓ ✓ Rattlesnake Island										3
✓ ✓ Hardluck Island										4
✓ ✓ Number Four Channel										5
✓ ✓ Gomez Keys										6
✓ Northwest Channel										7
North Bank										8
South Bank										9
✓ North Key										10
✓ McCrary Cove										11
✓ Channel Islands										12
✓ Rum Key										13
✓ Deadmans Channel										14
✓ Deadmans Key										15
✓ Seahorse Key										16
✓ Northwest Cove										17
✓ Boat Cove										18
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Names and soundings checked and approved  
by L. Heck on 8/27/41

T5792

T-5804---No. 1.

	Remarks	Decisions
1	Submitted to USGB: OK to apply pending action	291830
2	" " "	"
3	" " "	"
4	" " "	"
5	" <del>CEDAR KEY (NO 5)</del> "	" U.S.G.B.
6	" " "	
7		291830
8	" " "	"
9	See Name Sheet 14 for location	"
10	" "	"
11	Submitted to USGB: OK to apply pending action	291831
12	Apply as on chart 480	291830
13		"
14	Submitted to USGB: OK to apply pending action	"
15		"
16		290830
17		"
18		291830
19	<del>Submitted</del>	"
20	<i>Falls off sheet</i> Submitted to USGB: OK to apply pending action	291829
21	<i>Falls off sheet</i>	"
22		291830
23	Submitted to USGB: ok to apply pending action	291830 See Name Sheet No. 14
24		" "
25	Submitted to USGB: OK to apply pending action	" "
26	" " "	" "
27		



# GEOGRAPHIC NAMES

Survey No.

sheet No.

T 5804 (part of  
T-5792)

Name on Survey

On Chan-  
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

✓ Goose Creek										1
✓ Number Four Channel										2
✓ Bishops Point										3
✓ Sunset Point										4
✓ Cedar Keys (Town)										5
Cedar Keys (group of islands)										6
✓ Goose Cove										7
✓ Piney Point										8
✓ Way Key (add to sheet)										9
✓ Lime Key (add to sheet)										10
✓ Deadmans Channel										11
✓ Palmetto Island (add to sheet)										12
✓ Grassy Key										13
✓ Atsena Otie Key										14
✓ Hurricane Harbor										15
✓ Snake Key										16
✓ Snake Key Cove										17
✓ Dog Island										18
✓ Scale Key										19
Corrigan Reef										20
Thompson Gap										21
✓ Parrota Creek										22
✓ Daughtry Bayou (add to sheet)										23
✓ Hodson Hill (add to sheet)										24
✓ Havens Island (add to sheet)										25
✓ Cedar Point (add to sheet)										26
										27



T5792

T-5804-----No. 2.

Remarks

Decisions

1	Submitted to USGB: OK to apply pending action	291830
2	See name Sheet No. 14 for location <i>Falls off sheet</i>	291829
3	" " " <i>Falls off sheet</i>	"
4	<i>Falls off sheet</i>	290829
5		
6	Sheet 6, Fla. Transp. Map: Texaco & Shell Road Maps	
7		292827
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# GEOGRAPHIC NAMES

Survey No.

T-5604--No. 2 (part of  
T-5792)

Name on Survey

	A	B	C	D	E	F	G	H	K	
✓ Live Oak Key	(add to sheet)									1
<u>Dorset Creek</u>	(add to sheet)									2
<u>Wilder Creek</u>	(add to sheet)									3
<u>South Bar</u>	(covered)									4
										5
✓ <u>State Highway No. 13</u>										6
✓ <u>To Otter Creek (rown)--direction note</u>										7
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Names underlined in previous  
by L. Heck on 8/27/41



T5792

Applied to chart 1259 - March 1943 - J.R.S.-G.

Applied to Chart 1259 May 1943 J.F.D.

Applied to Chart 1259 (Cedar Keys Inset) 5-10-73 WBW