DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

State: FLORIDA
Locality: Cedar Key
Gulf West Coast, Florida

Photographs taken: 12-4-39 & 1-15-40

1941
CHIEF OF PARTY
Lieut. Kenneth G. Crosby
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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.

Field No. 

REGISTER NO. T-5804

State...Florida .........................................................

General locality...West Coast ........................................

Locality...Cedar Key ..................................................

Photos.

Scale...1:10,000. Date of survey...December 4, 1939

Party

Waded, Air Photographic Party No. 1

Chief of party...Lieut. Kenneth C. Crosby

Field Inspected

Surveyed by...Lieut. [i.e.] E.L. Jones; H.A. Duffy; K.W. Sherer

Inked by...Jesse A. Giles ..........................................

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

Contour, Approximate contour, Form line interval...

Instructions dated...April 5, 1940

Remarks: 

..........................................................................

..........................................................................
### SUPPLEMENTARY SURVEYS

<table>
<thead>
<tr>
<th>Description</th>
<th>Initials</th>
<th>Date</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control Surveys</td>
<td>E.H.Y.-K.W.S.</td>
<td>July</td>
<td>8</td>
</tr>
<tr>
<td>Planetary Surveys</td>
<td></td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
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### FIELD INSPECTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Initials</th>
<th>Date</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of Photographs</td>
<td>E.L.J.-W.H.S.</td>
<td>July &amp; Dec.</td>
<td>8</td>
</tr>
<tr>
<td>Field Work</td>
<td>ELJ-HAD-KWS</td>
<td>May, June &amp; Sept.</td>
<td>52</td>
</tr>
<tr>
<td>Lining Notes</td>
<td>ELJ-HAD</td>
<td>September</td>
<td>4</td>
</tr>
<tr>
<td>Coast Pilot Notes</td>
<td>ELJ-HAD-KGC</td>
<td>Sept. &amp; Dec.</td>
<td>4</td>
</tr>
<tr>
<td>Geographic Name Report</td>
<td>ELJ-HAD</td>
<td>Sept. &amp; Dec.</td>
<td>21</td>
</tr>
<tr>
<td>Landmarks for Charts</td>
<td>ELJ-HAD</td>
<td>Sept. &amp; Dec.</td>
<td>2</td>
</tr>
<tr>
<td>Description Cards</td>
<td>ELJ-HAD-KWS</td>
<td>June, Nov. &amp; Dec.</td>
<td>58</td>
</tr>
<tr>
<td>Recovery Notes</td>
<td></td>
<td>December</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
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</table>

### MAIN BIRADIAL PLOT

<table>
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<th>Hours</th>
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<tr>
<td>Scale Plot</td>
<td>K.G.C.</td>
<td>September</td>
<td>12</td>
</tr>
<tr>
<td>Projection on Base Sheet</td>
<td></td>
<td>Washington Office</td>
<td>-</td>
</tr>
<tr>
<td>Projection on Survey Sheet</td>
<td>J.P. Danich</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Control Plotted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control Checked</td>
<td>K.G.C.</td>
<td>October 10</td>
<td>5</td>
</tr>
<tr>
<td>Control Traces to Base Sheet</td>
<td>J.H.S.B.</td>
<td>October 10</td>
<td>1</td>
</tr>
<tr>
<td>Transfer Checked</td>
<td>K.G.C.</td>
<td>October 17</td>
<td>1</td>
</tr>
<tr>
<td>Control picked on Photographs</td>
<td>K.G.C.</td>
<td>September</td>
<td>16</td>
</tr>
<tr>
<td>Control checked on Photographs</td>
<td>K.G.C.</td>
<td>September</td>
<td>6</td>
</tr>
<tr>
<td>Hydro &amp; Topo Stations picked</td>
<td>K.G.C.-J.H.S.B</td>
<td>Sept. &amp; Nov.</td>
<td>25</td>
</tr>
<tr>
<td>Adjacent centers picked</td>
<td>K.G.C.</td>
<td>September</td>
<td>28</td>
</tr>
<tr>
<td>Templates</td>
<td>X</td>
<td>October</td>
<td>16</td>
</tr>
<tr>
<td>Radial Plot</td>
<td>K.G.C.</td>
<td>October 18</td>
<td>5</td>
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<tr>
<td>Radial Points transferred</td>
<td>K.G.C.-J.A.G</td>
<td>October</td>
<td>7</td>
</tr>
<tr>
<td>Transfer checked</td>
<td>J.A.G.</td>
<td>October</td>
<td>3</td>
</tr>
<tr>
<td>II &amp; T Stations scaled &amp; checked</td>
<td>J.A.G.-J.H.S.B</td>
<td>Feb. &amp; March</td>
<td>8</td>
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<tr>
<td>Additional Radial Points</td>
<td>J.A.G.</td>
<td>December</td>
<td>9</td>
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<tr>
<td><strong>Total</strong></td>
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<td></td>
<td>156</td>
</tr>
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</table>

**X** various office personnel.

### DETAILING

<table>
<thead>
<tr>
<th>Description</th>
<th>Initials</th>
<th>Date</th>
<th>Hours</th>
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<tbody>
<tr>
<td>Rough Draft</td>
<td>J.A.G.</td>
<td>Nov. 1940</td>
<td>346</td>
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<tr>
<td>Smooth Draft</td>
<td></td>
<td>March 1941</td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>346</td>
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</table>

### COMPILATION

<table>
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<th>Initials</th>
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<th>Hours</th>
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<tr>
<td>Name Overlay</td>
<td>J.A.G.</td>
<td>February</td>
<td>28</td>
</tr>
<tr>
<td>Field Review</td>
<td>J.H.S.B.-K.G.C</td>
<td>March</td>
<td>28</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
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<td>81</td>
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</table>

**Total time spent on sheets:** 720 hours.
PHOTOGRAPHS

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>5844</td>
<td>December 4, 1939</td>
<td>11:48</td>
<td>0.6</td>
</tr>
<tr>
<td>5846</td>
<td>December 4, 1939</td>
<td>11:52</td>
<td>0.6</td>
</tr>
<tr>
<td>5847</td>
<td>December 4, 1939</td>
<td>11:53</td>
<td>0.6</td>
</tr>
<tr>
<td>5848</td>
<td>December 4, 1939</td>
<td>11:54</td>
<td>0.6</td>
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<tr>
<td>5849</td>
<td>December 4, 1939</td>
<td>11:55</td>
<td>0.6</td>
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<tr>
<td>5855</td>
<td>December 4, 1939</td>
<td>12:03</td>
<td>0.6</td>
</tr>
<tr>
<td>4691</td>
<td>January 16, 1940</td>
<td>1:17</td>
<td>0.5</td>
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</tbody>
</table>

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

Camera: U.S. Coast and Geodetic Survey Nine-Lens (focal length 6½ inches.)
Negatives on file at Washington Office.

SCALE

Mean scale of Photographs: 1:10,000
Scale of Survey Sheet: 1:10,000

STATISTICS

Area (land): 5.36 Square statute miles
Shoreline (more than 200 ft. from opposite shore): 90.39 Statute miles
Shoreline (Creeks): 47.00 Statute miles
Roads, streets, trails, and railroads: 19.78 Statute miles

REFERENCE STATION

Station: TANK, 1935
Datum: N.A. 1927

Latitude: 29° 08' 19.640" (604.7 m.)(Adjusted)
Longitude: 85° 02' 19.410" (524.7 m.)

Florida Plane Coordinates

x = 

y =

Details on T-5804 are of the date of the photographs Dec. 4, 1939 and Jan. 15, 1940 except for triangulation, topographic stations, and bench marks. Topographic stations were identified and marked by field inspection May to Sept 1940.
DESCRIPTIVE REPORT
To Accompany
SHEET NO. T-5804

GENERAL

This sheet was compiled in accordance with "Instructions for Drafting
Air Photographic Surveys, Project H.T. 242", dated April 5, 1940.

The general locality of the area covered by this survey sheet is Florida,
West Coast, in the vicinity of Cedar Key. The major portion of it is com-
posed of small islands and oyster bars, the latter being covered at mean
high water. The shoreline of the mainland is marsh, the inshore limits of
which are met by firm, sandy soil covered with grass, pine, oak and the like.
Portions of the larger islands are of firm ground having cedar, pine, palms,
and oak growing there while the remainder is of marsh and mangrove. The
major portion of the shoreline is marsh with numerous small areas of grass-
in-water. There are no large areas of grass-in-water, therefore the spacing
(north and south) of the broken marsh lines of the symbol itself for these
small areas detailed are slightly less than the standard spacing in order to
better depict the exact shape.

CONTROL

There are ten control stations on this survey sheet. Six are triangulation
stations and four are traverse stations as follows:

<table>
<thead>
<tr>
<th>Name of Station</th>
<th>Year</th>
<th>Established by</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>1923</td>
<td>H.C. Warwick</td>
</tr>
<tr>
<td>HARBOR KEY 3</td>
<td>1910</td>
<td>C.H. R.</td>
</tr>
<tr>
<td>LIME POINT 2</td>
<td>1874</td>
<td>A.T. M.</td>
</tr>
<tr>
<td>SNAKE KEY 2</td>
<td>1874</td>
<td>A.T. M.</td>
</tr>
<tr>
<td>CEDAR KEYS FLAT TOP WATER TANK</td>
<td>1933</td>
<td>H.C. Warwick</td>
</tr>
<tr>
<td>A.K. 27</td>
<td>1934</td>
<td>Florida Mapping Project</td>
</tr>
<tr>
<td>A.K. 28</td>
<td>1934</td>
<td>Florida Mapping Project</td>
</tr>
<tr>
<td>A.K. 29</td>
<td>1934</td>
<td>Florida Mapping Project</td>
</tr>
<tr>
<td>A.K. 30</td>
<td>1954</td>
<td>Florida Mapping Project</td>
</tr>
<tr>
<td>DAUGHTERY ISLAND S.W. BASE</td>
<td>1877</td>
<td>F.W. P.</td>
</tr>
</tbody>
</table>

Triangulation stations HARBOR KEY 3, SNAKE KEY 2 and KEY NORTH 1910 (the
latter on Sheet T-5803) were occupied to determine the datum difference
between the old datum and that of N.A. 1927. The top of the municipal water
tank at Cedar Key was located and connected to triangulation station TANK 1923.
The resulting datum difference was computed to be latitude -2.49 m., Longitude
44.26 m. The correction was applied to all triangulation stations not on the
1927 datum in order that they might be used for control in making the radial
plot. The computations for this datum difference will be submitted as a
separate report.

Traverse stations A.K. 27, 28, 29 and 30 were plotted from computations made
by the personnel in the Tampa field office of the U.S. C&G.S. from data furnished
by the Gainesville office of the Florida Mapping Project. This data consisted of angles and taped distances for the traverse line extending from triangulation station TANK, 1935 to triangulation station WILKENS, 1935. The data was accompanied by a statement that the closures on this line were just under second order accuracy. The position computations for the traverse stations will be submitted in a separate report.

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. 25, 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 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, 1935 was located by the main radial plot. Its location is in agreement with the geodetic azimuth as determined by triangulation.

**MAIN RADIAL PLOT**

A radial plot consisting of 12 templates was run for survey sheet No. T-5603 and T-5604 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, 1935. 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 Key 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 control in the area covered by this plot was plotted on the survey sheet and each position checked. These stations were then transferred to the grid sheets by matching grid lines and adjusting individual grid squares. Very little, if any, adjusting was necessary, however, as the base grids were made on similar material as the survey sheets and approximately at the same time.

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 plotted 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.

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

In general, the photographs were dark. Photograph No. 4691 was nearest to scale, but found to be almost black. Considerable tilt was noted in many of the prints. No unusual conditions were found and the prints, although dark, were of sufficient clarity to permit accurate delineation on survey sheet.

FIELD INSPECTION

Field inspection was done by Lieut. (j.g.) E. L. Jones, assisted by H. A. Duffy and K. W. Sherer, Photogrammetric Aids. This was accomplished during the months of May, June, August and September, 1940.

Bench marks were field inspected and recovered. Recovery notes and conditions of Bench Mark [Form #685] are submitted with this report.

A special report entitled "Field Inspection Report - Horseshoe Point to Anclote Keys" December 27, 1940" has been submitted by Lieut. (j.g.) E. L. Jones which covers the field inspection for this area.

DETAILING

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 drawing are shown correctly as of March 16, 1941 field inspection.

NON-FLOATING AIDS

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° 07.3', longitude 82° 56.75' 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.
JUNCTIONS

This sheet joins T-5793 (1:20,000) on the east and north, east of longitude 83° 00', T-5792 (1:20,000) on the north, west of longitude 83° 00', and T-5803 on the west. All junctions are in agreement and no adjustments were found necessary. Comparisons were made by pantographing the detail of this sheet to a scale of 1:20,000 along the junction line.

COMPARISON WITH OTHER SURVEYS

Due to scale differences, no detailed comparison could be made with maps and charts available in this office.

GEOGRAPHIC NAMES

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

LANDMARKS

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

Respectfully submitted,

Jesse A. Giles
Draftsman

Forwarded,

Lieut. Kenneth C. Crosby
Chief of Party
### TRACTORS

- P - Pin
- Cy P - Cypress Pin
- I P - Intermittent Land

### SIGNS LINE

- R.X.L. - Mean high water line (solid red line = fast land)
- LW.L. - Low water line (dashed red line)
- L.L. - Light line (solid blue line for mean high water line on marsh)
- Hk - Dock
- Ft - Pier
- Se W - Seawall
- Blk - Bulkhead
- Con - Concrete
- Po - Wooden
- Jet - Jetty
- Dol - Dolphin
- Pile - Pile (give type)
- S - Sand
- Mud - Mud
- Rock or Rocky
- Stony
- Wet
- Bluff (height)

### BUILDINGS

- H - House, barn or building
- Ch - Church (give name)
- Ct H - Court House (give name)
- Res H - Rest House
- P.O. - Post Office (give name)
- R.R. Sta - Railroad station (give name)
- Hsp - Hospital (give name)
- Sch - School (give name)

### MISCELLANEOUS

- F - Fence
- PB - Fire Break (maintained)
- PX - Fire Break (abandoned)
- Cem - Cemetery
- Park - Park (give name)
- Ft - Fire Tower
- T.T. - Transmission tower (tall steel)
- P.L. - Power Line
- Sheal - Approx. limits by long dashed line for use by hydrographer
**Legends**

<table>
<thead>
<tr>
<th>Code</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>Pond</td>
</tr>
<tr>
<td>Cy P</td>
<td>Cypress Pond</td>
</tr>
<tr>
<td>I P</td>
<td>Intermittent Land</td>
</tr>
</tbody>
</table>

**Shore Line**

- H.L. = mean high water line (solid red line = fast land)
- L.L. = low water line (dashed red line)
- M.L. = light line (solid blue line for mean high water line on marsh)
- R = Dock
- F = Pier
- Le = Levee
- B = Bulkhead
- C = Camera
- U = Wooden
- Jet = Jetty
- Dol = Dolphin
- Pile = Pile (give type)
- Sand
- Mud
- Rock or Rocky
- Sandy
- Bluff (height)

**Buildings**

- S = House, barn or building
- C = Church (give name)
- Ct = Court House (give name)
- Residence
- P.O. = Post Office (give name)
- R.S. Sta = Railroad station (give name)
- Hos = Hospital (give name)
- Sch = School (give name)

**Roadas & Railroads**

- Rd 1 = 1st class road (paved)
- Rd 2 = 2nd class road
- B = Bridge
- R = Rail Road
- O P = Overpass (state the kind)
- U P = Underpass (state the kind)
- X = Abandoned trail, road, etc.
- Ab = Abandoned (grade only)

**Florida Geodetic Survey**

- U.S.E. = U.S. Engineers
- U.S.B. = U.S. Biological Survey

**Notes**

- F = Four
- F.R. = Fire Break (maintained)
- F.B. = Fire Break (abandoned)
- Cam = Camber
- Park = Park (give name)
- P.T. = Power Tower
- T.L. = Transmission towers (tall steel)
- E. = Power Line
- Sheet = 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; 25; and 54)

Yes

2. Change in position, or non-existence of marks, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 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 66 d, e)

Yes

4. Blue prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 26)

Maps 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. 12b; 46; and 66 c, h, i)

Yes

7. High-water line of marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 46, and 66)

Yes. The high-water line around marsh and mangrove areas defines the outer limits of vegetation visible at mean high water. The mean high water line is shown on the chart and is represented by a heavy solid line.
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 35, 37, 38, 39, 40, 41)

Yes. Outline of shoal areas are approximate and are shown for use by the hydrographer.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 50, 1952, circular letter of March 3, 1953, and circular 51, 1954. (Par. 29, 30, and 57)

Yes

10. A list of landmarks was furnished on Form 557 and instructions in the Director's letter of July 16, 1954, Landmarks for Charts, complied with. (Par. 164, 91, and 60)

Yes

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. 166)

Yes. Bridges over small streams or inlets which are unimportant to navigation are shown without their respective clearances.

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. 54, and 55k)

No overlay. See paragraph entitled "Geographic Names".

15. The geographic datum of the compilation is M.A. 1927 and the reference station is correctly noted.

Yes

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 56)

Yes

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 also used on rough draft.
6. All drawing has been retouched where partially rubbed off. Not required.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes

(Pars. 26, 27, 28, 29, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.
   No additional topographic survey required.

17. Remarks:

18. Examined and approved:

   [Signature]

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Robert Wilson
Chief, Section of Field Records

J. B. Brown
Chief, Division of Charts

K. T. Adams
Chief, Section of Field Work Topography

M. E. Lives
Chief, Division of Hydrography
REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5804

The area covered by T-5804 is also covered by T-5792 (1:20,000) and T-5793 (1:20,000) of approximately the same date.

T-5792 is to be published. Since there appears to be little need for duplicating the publications of this area on the larger scale, T-5804 will not be redrafted and will not be published.

The file copy of T-5804 is a reproduction of the original rough drawing made for the use of the subsequent hydrography or other needs of the Bureau. Persons outside of the Bureau requesting map information in this area should be referred to T-5792 and T-5793.

The regular office review is incorporated in the review of T-5792. T-5792 and the descriptive report T-5792 contain all information for chart correction to be obtained from the air photographic surveys in this area.

Descriptions of recoverable topographic stations are filed under T-5792.

B. G. Jones, June 9, 1941