5870

Diag'd on diag. ch. No. 1255

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Air Photo Compilation

Field No.  Office No. T-5870

LOCALITY

State  Florida

General locality  Lee County

Locality  Caloosahatchee River
Page Field and vicinity

Measurements photos: 17/10/37; May/1938 supplemented by ground surveys 15 March 1946

CHIEF OF PARTY

Lieut. Comdr. Kenneth G. Crosby

LIBRARY & ARCHIVES

DATE  Aug 7–1947
DATA RECORD

T-5870

Quadrangle (II): Project No. (II): H.T.242 G.

Field Office: Tampa, Fla. Chief of Party: K. G. Crosby

Compilation Office: Chief of Party: K. G. Crosby

Tampa, Fla.

Instructions dated (II III): Copy filed in Descriptive

4/3/40 Report No. T-

(VI)

Completed survey received in office: 1/11/44

Reported to Nautical Chart Section: 1/24/45

Reviewed: 11/30/45 Applied to chart No. Date:

Redrafting Completed: 3/2/47

Registered: 7/47 Published: 5/19/47

Compilation Scale: 1:10,000 Published Scale: 1:10,000

Scale Factor (III): 1.00

Geographic Datum (III): N.A.1927 Datum Plane (III): 88 feet below

sea level (Okeechobee Datum)

Reference Station (III): WIGGAR, 1926,1928,34

Lat.: Long.: Adjusted

26° 33' 53.525" (1647.3m) 81° 54' 45.782" (1267.1m)

State Plane Coordinates (VI):

X = 528,530.09 Y = 810,977.65

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>4251</td>
<td>12/13/39</td>
<td>11:08</td>
<td>1:10,000</td>
<td>-0.3</td>
</tr>
<tr>
<td>4252</td>
<td></td>
<td>11:09</td>
<td></td>
<td>-0.3</td>
</tr>
<tr>
<td>4253</td>
<td></td>
<td>11:10</td>
<td></td>
<td>-0.3</td>
</tr>
<tr>
<td>11570</td>
<td>11/12/42</td>
<td>11:02</td>
<td></td>
<td>+0.2</td>
</tr>
<tr>
<td>11571</td>
<td></td>
<td>11:03</td>
<td></td>
<td>+0.2</td>
</tr>
<tr>
<td>11572</td>
<td></td>
<td>11:04</td>
<td></td>
<td>+0.2</td>
</tr>
<tr>
<td>11573</td>
<td></td>
<td>11:04</td>
<td></td>
<td>+0.2</td>
</tr>
</tbody>
</table>

Tide from (III): Ft. Myers, Caloosahatchee River, Ref: Tampa Bay
Mean Range: 0.7
Spring Range: 0.9
Camera: (Kind or source) U.S.C. & G.S. 9 lens (8\textsuperscript{1/2} ft focal length)

Field Inspection by: H. A. Duffy, Prin. Photo Aid date: Feb-Mch. 1943

Field Edit by: date:

Date of Mean High-Water Line Location (III): Date of photographs

Projection and Grids ruled by (III) J.O.N. Wash. off date: 5/21/43
" " " checked by: date:

Control plotted by: R. Dossett, Prin. Photo Aid date: 7/13/43
Control checked by: O. M. Rivera, Sr. Photo Aid date:

Radial Plot by: Tampa Office Personnel date: July 1943

Detailed by: R. Dossett, Prin. Photo Aid date: Nov-Dec. 1943

Reviewed in compilation office by: F. H. Elrod, Prin. Photo Aid date: Dec. 1943
Feb. 1944

Elevations on Field Edit Sheet
checked by: date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 20

Shoreline (More than 200 meters to opposite shore): 12

Shoreline (Less than 200 meters to opposite shore): 6

Number of Recoverable Topographic Stations established: 21

Number of Temporary Hydrographic Stations located by radial plot: 35

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

●
CONTROL

Five triangulation stations appear within the tracing limits of this sheet. All were held by the draftsmen to establish additional radial points.

These stations were evenly distributed through the center of the sheet and except for the Eastern edge of the tracing limits, where the photographic coverage was limited, they were adequate for control.

Along the Eastern tracing limits it was necessary to use a few "two point" radial intersections in order to bring Page Field, the U. S. Army Air Base, under control. These points were checked against the X & Y G-P's furnished later by the U. S. Corps of Engineers for Page Field, and found to be in excellent agreement.

Page Field was transferred to this map drawing from the plans furnished by the U. S. Corps of Engineers, as it did not appear on the photographs. It was well controlled by the Geographic Positions for the runways and property boundaries that accompanied the plans, and these positions have been plotted on the sheet.

MAIN RADIAL PLOT

Discussion of the Main Radial Plot which includes this sheet has been made a part of the descriptive report for sheet T-5872

DETAILING

The detailing of this sheet has been done according to the current instructions for this project. Field inspection notes were plentiful.

All photographs were generally clear and of reasonably good scale.

Some difficulty was experienced in detailing due to the changes in the character of the detail from 1939 to 1942; the photographs 4251, 4252, 4253, having been made in 1939 while 11570, 11571, 11572 and 11573 were made in 1942. By a careful observance of field notes, however, it is believed that the truest interpretation has been obtained.
2 layout plans, 4 vertical photos, and 8 oblique photos forwarded to this office under transmitting letter dated Jan 17, 44. received and put in airport knot files. Consult these when reviewing sheet. Sig.
SUPPLEMENTAL DATA

Plans for the Ft. Myers Army Air Field (Page Field) were obtained from the U. S. Corps of Engineers. These plans were used for the drafting of Page Field independently of the photographs.

Also the Corps of Engineers furnished a single lens photograph from which taxiways between runways were taken as they did not appear on the advance plans used in detailing Page Field. Since the detailing was completed the Engineers furnished a complete layout plan which has been forwarded to the Washington office.

LANDMARKS AND AIDS TO NAVIGATION

The non-floating aids appearing on this sheet have been listed on form 567 and made a part of this report.

No uncharted landmarks worthy of charting appear in the area. Refer to previous report for new landmark "Airway Bin, 1945".

HYDROGRAPHIC CONTROL

Thirty five unmarked hydrographic stations bearing a short description appear within the tracing limits of this sheet.

The following marked hydrographic stations also appear:

<table>
<thead>
<tr>
<th>Station</th>
<th>Date</th>
<th>Established by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gin</td>
<td>1943</td>
<td>K. G. Crosby</td>
</tr>
<tr>
<td>Pow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Syn.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Man.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ill.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot.</td>
<td>1948</td>
<td></td>
</tr>
<tr>
<td>Beg.</td>
<td>1943</td>
<td></td>
</tr>
</tbody>
</table>

GEOGRAPHIC NAMES

A report on Geographic Names covering the area, Caloosahatchee River, San Carlos Bay, Pine Island and Matlacha Pass, was submitted to the Washington office by Harold A. Duffy, Prin. Photogrammetric Aid, May 31, 1943.
COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There was no topographic sheet available for a comparison of this area.

COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U. S. Coast and Geodetic Survey, Estero Bay to Lemon Bay Chart No. 1255. The scale difference was too great for a thorough comparison, but no large disagreements were noted in the detail.

Respectfully submitted,

Rudolph Dossett,
Prin. Photo. Aid.

Forwarded by:

Kenneth G. Crosby,
Chief of Party...
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>USCG 1</td>
</tr>
<tr>
<td>Caloosahatchee River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Lee County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>U.S. 41/ State 27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>yes</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>State 25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Seaboard Air Line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Atlantic Coast Line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Big Slough</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Redfish Cove</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Harney Point</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Nigger Head</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Wyomi Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Patterson Mound</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Page Field</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14</td>
</tr>
</tbody>
</table>

*Note: The handwritten text in red pen is not legible.*
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
LANDMARKS FOR CHARTS  
Tampa Photogrammetric Office  
Tampa, Florida  
Jan. 10, 1944  

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

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>General Locality</th>
<th>Name and Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
<th>Chart No. of Chart</th>
<th>Charts Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caloosahatchee River</td>
<td>Caloosahatchee Riv. Bn. 30</td>
<td>26 36 129</td>
<td>81 54 53</td>
<td>M. A. Sextant</td>
<td>1927</td>
<td>Fix</td>
<td>1943</td>
<td>1255 175</td>
</tr>
<tr>
<td></td>
<td>* * * 29</td>
<td>26 35 1052</td>
<td>81 54 358</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Light 28, Range Near, Cut F</td>
<td>26 35 955</td>
<td>81 53 1629</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Caloosahatchee R. Bn. 27-A</td>
<td>26 34 1688</td>
<td>81 54 1065</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>* * 27</td>
<td>26 34 1112</td>
<td>81 54 1606</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>* * 26</td>
<td>26 34 82</td>
<td>81 55 664</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Light 25</td>
<td>26 33 1281</td>
<td>81 55 1254</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>* * Bn 23</td>
<td>26 33 902</td>
<td>81 55 1522</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Light 21</td>
<td>26 32 1359</td>
<td>81 56 151</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Light 28, Range Front, Cut F</td>
<td>26 35 542.6</td>
<td>81 54 368.5</td>
<td></td>
<td>Triang. 1928</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Airway B'n, 1945 (see reviewers report)

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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.
Radial Plot. (See Descriptive Report T-5872)

Orientation of the photographs under the acetate indicates good radial intersections.

Field Inspection and Detailing.

These were generally adequate. Few changes in the manuscript were necessary during the review with the exception of Page Field. This airfield was revised during the review in accordance with the latest plans and photographs furnished by the Tampa Photogrammetric Office and as listed on page 2 of the descriptive report.

Comparison with Previous Topographic Surveys.

T-5870 has been compared with and supersedes previous survey T-4281, 1:10,000, 1927, over the common area. There have been many changes in shoreline and along shore features since the previous survey.

Comparison with Nautical Charts.

Absence of a record in the descriptive report indicates that this manuscript has not been applied to the chart as of the date of this review. The manuscript shows many details for addition to the chart.

The airway beacon at Page Field was not reported as a landmark for charts, but is recommended by the reviewer, since it is approximately 75 feet high, for inclusion on the chart.

The elevation of the beacon is 76 feet (approx.) above Okeechobee Datum (.88' below Mean Sea Level) and is believed to be easily visible from seaward.

Reviewed by: Reviewed under direction of:

Lena T. Stevens S. V. Griffith
Photogrammetrist
Nov. 26, 1945
APPROVED BY:

B.A. Jones 7/47
Technical Assistant to the Chief, Div. of Photogrammetry

E. R. Werblin
Chief, Nautical Chart Br. Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. J. Slatin
Chief, Div. of Coastal Surveys
### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/7/47</td>
<td>473</td>
<td>Nichols</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Examined - no changes made now</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

---

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under “Comparison with Charts” in the Review.