<table>
<thead>
<tr>
<th><strong>5879</strong></th>
</tr>
</thead>
</table>

**Diag'd. on diag. ch. No. 1255**

**U. S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

**Type of Survey** Air Photo Compilation

**Field No.** ____________ **Office No.** T-5879

**LOCALITY**

**State** Florida

**General locality** Charlotte County

**Locality** Charlotte Harbor

**Date of Photos** 1/10/39

194 1/4

**CHIEF OF PARTY**

Lieut. Comdr. Kenneth G. Crosby

**LIBRARY & ARCHIVES**

**DATE** Sept. 19, 1947
DATA RECORD

T-  5879

Quadrangle (II): Tampa, Fla.  Project No. (II): 242-G

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

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

Tampa, Fla.

Instructions dated (II III): Copy filed in Descriptive Report No. T- (VI)

Apr. 3, 1940

Completed survey received in office:  3/29/44

Reported to Nautical Chart Section:  4/26/44

Reviewed:  6/45  Applied to chart No.  Date:

Redrafting Completed:  12/3/46

Registered:  9/47  Published:  5/2/47

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

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927  Datum Plane (III): M.S.L.

Reference Station (III): GRASSY POINT, 1909  Locust Point 2, 1934 (dm)

Lat.:  Long.:  Adjusted

26° 57’ 12.780” (393.33m)  <82° 05’ 43.818” (1208.61m)  Unadjusted

26° 55’ 49.594” (1111.6m)  82° 28’ 06.248” (1412.2m)

State Plane Coordinates (VI):

X = 553,943.846  Y = 943,870.235

Florida West Zone

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>
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<tbody>
<tr>
<td>4373</td>
<td>12-19-39</td>
<td>11:23</td>
<td>1:10,000</td>
<td>+1.7</td>
</tr>
<tr>
<td>4374</td>
<td></td>
<td>11:24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4375</td>
<td></td>
<td>11:25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4376</td>
<td></td>
<td>11:26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4377</td>
<td></td>
<td>11:28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4578</td>
<td></td>
<td>11:29</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tide from (III): Punta Gorda
Mean Range: 1.4 ft.  
Spring Range: 1.9 ft.
Camera: (Kind or source) U.S.C. & G.S., 9 lens (8 1/2 "focal length)
Field Inspection by: H. A. Duffy, Prin. Photo. Aid date: July, 1943
Field Edit by: date:
Date of Mean High-Water Line Location (III): Date of Photographs

Projection and Grids ruled by (III)Washington Off. date: Dec. 6, 1943
" " " checked by: " " date: Dec, 6, 1943
Control plotted by: B. O. Bryant, Sr. Photo. Aid date: Dec, 22, 1943
Control checked by: J. Collins, Sr. Photo. Aid date: 1943
Radial Plot by: Tampa Office Personnel date: Dec-Jan, 1944
Detailed by: R. Dossett, Prin. Photo. Aid date: Feb. 1944
Reviewed in compilation office by: F.H. Elrod, Prin. Photo. Aid date: Feb. 1944
Elevations on Field Edit Sheet checked by: date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 20.8

Shoreline (More than 200 meters to opposite shore): 20.0

Shoreline (Less than 200 meters to opposite shore): 32.8

Number of Recoverable Topographic Stations established: 4

Number of Temporary Hydrographic Stations located by radial plot: 58

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

Four triangulation stations as follows appear within the tracing limits of this sheet:

GRASSY POINT, 1909 (Reference Sta.)
LOCUST POINT-2, 1934,
MQ-1938, U.S.E.
MO-1938, U.S.E.

All of these stations were used to control the Main Radial Plot and subsequent additional radial points.

MAIN RADIAL PLOT

This plot consisted of 12 sheets, T-5874 to T-5881 inclusive and sheets T-5857 to T-5860 inclusive.

The following photographs were used: 4355 to 4385 inclusive, 4392 to 4401 inclusive, 4302 to 4314 inclusive, 4342 to 4348 inclusive and 4267 to 4273 inclusive.

Due to the size of this plot and to the relative position of the sheets, it was found to be impractical to make the template assembly as a single unit. Therefore, three assemblies were made, each of which could have been independent, but which were overlapped one upon the other to a degree sufficient to achieve a result equivalent to one continuous radial plot.

The three parts of this plot were made up of the following combinations of sheets: (1) T-5874 to T-5878 inclusive, (2) T-5857 to T-5860 inclusive, (3) T-5879 to 5881 inclusive.

The photographs used in this plot were unmounted acetate impregnated; therefore it was necessary to use the master metal template for the elimination of the effect of paper distortion. The regular procedure was followed in the laying of the templates, that is, templates with strongest fix first, then progressively laying through ones with weaker fixes.

In the process of effecting a junction between sheets T-5873 and T-5874, photographs 11615, 11616, 11617 and 11597 were re-laid in order to utilize control which was not available when the original plot for T-5873 was laid. This was anticipated in the report for the previous plot.
The following discrepancies were noted with respect to control stations throughout the plot; Intersections were obtained at given distances from the plotted positions. This is believed to be due to extreme difficulty in identification at these points.

T-5876 - triangulation station, Sap, formed intersection 8½ meters west of plotted position.

T-5857 - triangulation station, A.F. 42, formed intersection 7 meters N.W. of plotted position.

T-5860 - triangulation station, DREW, formed intersection 3 meters north west of plotted position.

T-5859 - triangulation station, HUM, formed intersection 6 meters south east of plotted position.

Excellent intersections were obtained and also the azimuths were found to be good. With the exception of the control discrepancies which were noted, it is believed that this plot falls well within the limits of prescribed accuracy.

DETAILING

The detailing of this sheet has been done according to the current instructions for this project.

The field inspection of the West one-half of this Sheet was confined principally to the shoreline, the inshore areas being inaccessible to the field inspector. These areas, however, have the detail characteristics common to this part of Florida with which the draftsman is familiar, and it is believed that a true interpretation has been obtained. Field inspection of the eastern one-half was plentiful.

All photographs were clear and of good scale.

SUPPLEMENTAL DATA

No supplemental data was available.

GEOGRAPHIC NAMES

Geographic names for this compilation have been

LANDMARKS AND AIDS TO NAVIGATION:

The aids to navigation have been listed on form 567 and made a part of this report.

HYDROGRAPHIC CONTROL

Fifty eight unmarked hydrographic stations, bearing a short description, appear within the tracing limits of the sheet.

The following marked hydrographic stations also appear:

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
<th>Established by</th>
</tr>
</thead>
<tbody>
<tr>
<td>SKY</td>
<td>1943</td>
<td>K.G. Crosby</td>
</tr>
<tr>
<td>OCT.</td>
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<td>u</td>
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<tr>
<td>COP</td>
<td></td>
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<tr>
<td>FUN</td>
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<td>u</td>
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</tbody>
</table>

COMPARISON WITH TOPOGRAPHIC QUADRANGLES.

No topographic quadrangle was available for a comparison.

COMPARISON WITH NAUTICAL CHARTS

A comparison was made with nautical Chart No. 1255 "Estero Bay to Lemon Bay, including Charlotte Harbor".

The difference in scale prohibited a thorough comparison, however, no large discrepancies in detail were noted.

Respectfully submitted,

[Signature]

Rudolph Dosselt, Prin. Photo. Aid.

Forwarded by:

Kenneth G. Crosby, Chief of Party...
LANDMARKS FOR CHARTS

Tampa Photogrammetric Office
1101 E. Broadway, Tampa, Fla. Feb. 22, 1944

Kenneth G. Crosby
Chief of Party

I recommend that the following objects which have been inspected 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>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peace River</td>
<td>Punta Gorda</td>
<td></td>
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<tr>
<td></td>
<td>Peace River Light</td>
<td>26 55 1615 82 06 418 N.A.</td>
<td>Radial Plot 1927 1944</td>
<td>1255</td>
</tr>
<tr>
<td></td>
<td>Peace River Bn.#1</td>
<td>26 56 659 82 05 548 Sextant Fix</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name on Survey</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>----------------------------</td>
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<tr>
<td><strong>Florida</strong></td>
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<td></td>
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<tr>
<td><em>Myakka River</em></td>
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<tr>
<td><em>Peace River</em></td>
<td></td>
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<td></td>
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<tr>
<td><em>U.S. 41/ Fla. 5</em></td>
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<td></td>
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<tr>
<td><em>Charlotte Harbor</em></td>
<td></td>
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</tr>
<tr>
<td><em>Grassy Point</em></td>
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<tr>
<td><em>Alligator Bay</em></td>
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<tr>
<td><em>Little Alligator Creek</em></td>
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<tr>
<td><em>Lewis Creek</em></td>
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<tr>
<td><em>Muddy Bay</em></td>
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<tr>
<td><em>Rocky Creek</em></td>
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<tr>
<td><em>Locust Point</em></td>
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<tr>
<td><em>Hog Island</em></td>
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<tr>
<td><em>Big Shoal</em></td>
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<tr>
<td><em>Myakka Cutoff</em></td>
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<tr>
<td><em>Triple Lakes</em></td>
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<tr>
<td><em>Deerfly Bay</em></td>
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<td><em>Chadwicka Choice</em></td>
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<td><em>Muddy Cove</em></td>
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<tr>
<td><em>Knight Creek</em></td>
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<tr>
<td><em>Jones Creek</em></td>
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<tr>
<td><em>Mangrove Pt</em></td>
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<tr>
<td><em>Shoal Pt</em></td>
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</tr>
<tr>
<td><em>Charlotte Harbor</em></td>
<td></td>
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</tr>
</tbody>
</table>

Names underlined in red approved by L. W. Beck on 10/11/46.
# NAUTICAL CHARTS BRANCH

**SURVEY NO. 7-5879**

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>6/22/45</td>
<td>1255</td>
<td>Draft Hull.</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.
Division of Photogrammetry

Review of Planimetric Map T-5879

Radial Plot and Detailing.

Inspection of radial lines to detail points indicates a plot of required accuracy.

Detailing was good. Only a few additions were made by the reviewer. These were along the shoreline and are indicated in red.

The few roads were reclassified to conform to the standard.

Locust Pt. 2, 1934, was taken as a reference station in place of Grassy Point, 1909, since this is a NA 1967 datum station.

Comparison with Topographic Surveys.

T-855  1:20,000  1860

A general agreement, but the present map is so much more detailed that there is little basis for comparison.

Shoal areas differ. A neck of land on west end of Miskka Cutoff has now been cut across to form an island. T-5879 supersedes T-855.

Comparison with Contemporary Surveys.

None

Comparison with Nautical Charts.

T-5879 was applied to chart 1255 after this review.

Reviewed under the direction of R. M. Berry, June 1945.

Review report prepared by B. G. Jones from reviewer's notes, September 1947.

Approved by:

[Signatures]

Technical Assistant to the Chief, Div. of Photogrammetry

Chief Nautical Chart Br. Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys