

# 5882

Diag'd. on Diag. Ch. No. 1257-2

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey ~~Topographic~~ Air Photographic

Field No. CS-242-E Office No. T-5882

#### LOCALITY

State Florida

General locality Florida West Coast

Locality North Tampa, Sulphur Springs and  
Suburban Areas

194 2

CHIEF OF PARTY

K.G.Crosby

LIBRARY & ARCHIVES

DATE

April 5 - 1949

# 5882

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. T-5882

## 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. T-5882

~~FIELD NO.~~

## REGISTER NO.

State FloridaGeneral Locality Florida West CoastLocality North Tampa, Sulphur Springs and Suburban AreasScale 1:10,000 Date of <sup>photos.</sup>~~survey~~ December 8, 1939~~Named~~ PARTY: Air Photographic Party No. 1Chief of party Lieut. Comdr. Kenneth G. Crosby.Field Inspected by: Lieut. J. D. Thurmond,~~Surveyed by~~ H. A. Duffy, Sr. Photogrammetric Aid.Inked by Rudolph Dossett

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

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

Instructions dated April 3, 1940

Remarks: .....

gro 268553

Complete survey received: 11 April, 1942  
 Reviewed: 15 March, 1946  
 Redrafted: Sept. 1946  
 Published: Dec. 1946  
 Registered: 26 May, 1948

CHART NO. 2-5882

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
4995	December 8, 1939	12:38	---
4094	" " "	12:37	---
4093	" " "	12:32	---
4092	" " "	12:31	---
4091	" " "	12:30	---
4074	" " "	12:19	---
4075	" " "	12:20	---
4976	" " "	12:21	---
4077	" " "	12:22	---
4078	" " "	12:23	---

Tide from predicted tables for: Inshore sheet - no data for tides required.

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

SCALE

Mean scale of Photographs..... 1:10,000 ÷ .9972  
Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land).....	27.8	Square statute miles
Shoreline (more than 200 m. from opposite shore).....	7.8	Statute miles
Shoreline (Creeks).....	13.1	Statute miles
Roads, streets, trails, and railroads.....	303.3	Statute miles

REFERENCE STATION

Station: ~~TANK~~, SULPHUR SPRINGS, WHITE  
MUNICIPAL WATER ~~TANK~~ 1934  
TOWER,  
Datum: N. A. 1927 (Adjusted)

Latitude: 28° 01' 15.978" (491.8m)

Longitude: 82° 27' 32.659" (892.2m)

PLANE COORDINATES:  
(WEST ZONE)

X 351 827.27  
Y 1,340,571.10

**SUPPLEMENTARY SURVEYS**

	Name	Date	Hours
Control Surveys .....	JED	Sept.	3
Planetable Surveys .....			
	Total		3

**FIELD INSPECTION**

Preparation of Photographs .....			
Field Work .....	JDT RD	Aug. & Mar.	37 1/2
Inking Notes .....			
Coast Pilot Notes .....			
Geographic Name Reports .....	HAD FHE	December	12
Landmarks for Charts .....			
Description Cards .....			
Recovery Notes .....	JDT	August	8
	Total		57 1/2

**MAIN RADIAL PLOT**

Scale Plot .....	JED	August	2
Projection on Base Sheet .....	} Washington Office		
Projection on Survey Sheet .....			
Control Plotted .....	RD JEH	October	2
Control Checked .....	WHS	October	1 1/2
Control Trans. to Base Sheet .....	WHS	October	1/2
Transfer Checked .....	RD JEH	October	3/4
Control picked on Photographs .....	JED	September	9
Control checked on Photographs .....	MMS	September	2 1/2
Hydro. & Topo. Stations Picked .....	JED MMS	September	11
Radial Points picked .....	JEH	September	15
Adjacent Centers Picked .....	JED	August	8
Templates .....	JEH	October	12
Radial Plot .....	X	October	9
Radial Points transferred .....	JEH	October	4 1/4
Transfer checked .....	WHS JEH KGC	October	4 3/4
H & T Stations scaled & checked .....	RD WHS	February	8
Additional Radial Points .....			
	Total		90 1/4

**DETAILING**

Rough Draft .....	RD	Dec. & Jan	258
Smooth Draft .....			
	Total		258

**COMPILATION**

Name Overlay .....	RD	February	6
Descriptive Report .....	RD	February	5
Field Review .....	KGC WHS	March	49 1/2
	Total		60 1/2

Total time spent on Sheet.....469 1/4 hours.

LEGEND USED FOR FIELD INSPECTION AND DRAFTING  
PROJECT 242 - 1941

TREES

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

VEGETATION

C - Cultivation  
Gr. - Grass  
T Gr - Tall Tropical Grass  
M - Marsh (dashed line on  
inshore limits)  
M W - Marsh grass in water (dashed blue  
line on offshore limits)  
Sw - Swamp  
Mg - Mangrove  
Hdg - Hedge

STREAMS

Ca - Canal (width)  
Cr - Creek  
D - Ditch (width)  
I S - Intermittent Stream  
PDU - Probable drainage unsurveyed  
Brg - bridge or symbol  
Cv - Culvert  
Lev - Levee

F.G.S. - Florida Geodetic Survey  
U.S.E. - U. S. Engineers  
USBS - 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)  
Dk - Dock  
Pr - Pier  
Se W - Seawall  
Bkhd - Bulkhead  
Conc - Concrete  
Wo - Wooden  
Jet - Jetty  
Dol - 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  
Sch - School (give name)  
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)

MISCELLANEOUS

F - Fence  
FB - Fire Break (maintained)  
FBX - Fire Break (abandoned)  
Cem - Cemetery  
Park - Park (give name)  
F.T. - Fire Tower  
T.T. - Transmission Tower (tall steel)  
P.L. - Power line  
Shoal - Approx. limits by long dashed  
line for use by hydrographer.

DESCRIPTIVE REPORT  
TO ACCOMPANY  
SHEET NO. T--5882

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 vicinity of Sulphur Springs. It includes the Hillsborough River from a point just south of Hillsborough Avenue, Tampa, to the eastern limits of the sheet (long.  $82^{\circ} 23.3$ ) and suburban areas to the North and West.

The area covered is inshore from the coastline and is generally high ground, the vegetation consisting, principally, of thinly wooded pine, palmetto and deciduous trees with numerous citrus orchards and small cultivated areas. Along the western edge of the sheet are several lakes, also many scattered ponds, grassy ponds and intermittent ponds.

3/4 The Henderson-Hillsborough International Airport in the northeast corner of this sheet is in process of construction at the time of this drawing and does not show on the office prints. The plans for the airport were obtained from the U. S. Corps of Engineers, and from them its position and outline were plotted on the field print No. 4076. The new paved road, extending from 40th Street to the airport was obtained and plotted in like manner. The Administration Building at the airport (shown on the plans), is not shown on the drawing, as it has not yet been constructed.

In the Northern portion of this sheet the control is weak, as the photographs do not extend sufficiently northward to obtain more than two point radial intersections, however by careful adjustment, it is believed that reasonable accuracy has been obtained. It was believed important to show these areas because of the airport in the northeast corner and the lakes in the northwest.

All roads with a single line should be shown 0.6 mm wide.

For a general report of the field inspection of this area, see the special reports submitted by Lieut. J. D. Thurmond, entitled, "Field Inspection, Anclote Keys to Tampa Bay".

The U. S. Army Engineers have run a scheme of traverse stations up the Hillsborough River. The coordinates of these stations were based on a local grid, but since the order of accuracy of these stations could not be determined from the Engineer's Office in Tampa, Florida, where the work was accomplished, the stations have, therefore, been shown as topographic stations and were located by air photographic methods, rather than from computed coordinates.

T-5882

RECOVERABLE H & T STATIONS (form 524 submitted)

WDAE	north tower	1941
WDAE	south tower	"
STACK,	New Muni. waterworks	"
TANK,	Hillsborough city TB Hosp.	"
TANK,	Purity Springs Co.	"
ACT		"
B-40,	1933	
C-40,	1933	
EDT 24,	1939 (USE)	BM
EDT 25	"	"
EDT 26	"	"
EDT 50	1940	"
HR-J	1939	"
HR K	"	"
HR M	"	"
HR N	"	"
HR O	"	"
HR P	"	"
HR Q	"	"
HR R	"	"
HR T	"	"
HR U	"	"
HR V	"	"
HR X	"	"

Recoverable stations on map manuscript (no form 524)

BM EDT 23,	1939 (USE)
HR L	"
BM EDT 73	1940

## CONTROL

Control on this map drawing consists of the following triangulation and traverse stations:

NAME OF STATION	YEAR	ESTABLISHED BY
<del>TANK</del> , Sulphur Spg., <sup>white</sup> Muni. W.TOWER	1934	G. L. Anderson
<del>TANK</del> , Hamilton Heath, <sup>SUBDIVISION SILVER W.T.</sup> Sulphur Spgs.	1934	G. L. Anderson
<del>TANK</del> , Temple-Crest <sup>SUBDIVISION SILVER W.T.</sup>	1934	G. L. Anderson
D-29	1934	Fla. Mapping Proj.
D-30	1934	Fla. Mapping Proj.
D-32	1934	Fla. Mapping Proj.

*SULPHUR SPRINGS*  
*TAMPA*

## 27 MAIN RADIAL PLOT

A continuous radial plot was run on October 30 and 31, 1941 for the purpose of locating all photograph centers, hydrographic stations, topographic station, bench marks, azimuth marks and radial points. The plot extended over the entire area covered by sheets No. T-5834 to T-5838 and T-5882.

The plot comprised of 54 templates, consisted of 38 templates of the 9 lens photographs and 16 templates of the single lens photographs, furnished by the U. S. Department of Agriculture. The latter being used to supplement the photographic coverage of the area in the vicinity of the Alafia River (T-5838), since the area was not properly covered by 9 lens photographs.

All of the photographs in the area covered by this plot were not used since the area was satisfactorily covered by other photographs. This condition existed in the general vicinity of the city of Tampa. The following photographs were not used: 4071, 4079 to 4084, 4087 and 4091.

Due to the existence of extensive control in this area all 9 lens templates were controlled by triangulation and second order traverse. The single lens templates were controlled, for the most part, by strongly determined positions of radial points previously established by means of the 9 lens templates. In some few instances the single lens templates had sufficient control to rigidly fix their positions, and when such was the case, there was good agreement with the templates fixed wholly by radial intersections.

The agreement along the flight line and intersection of radial lines to adjacent photographs centers was excellent. Practically all points established by the plot resulted from the intersection at a common point of four to eight radial lines. In some instances it was possible to obtain but two "cuts". This condition existed along the northern limits of T-5834; the extreme northwest portion of T-5882 and the extreme northeast and southeast portion of T-5838. In instances where the radial lines do not form a common intersection, the point selected is at the center of gravity of the triangle of error. This condition was practically negligible, and in no case



were the sides of the triangle of error greater than 0.5 m.m. away from the point selected. Throughout the plot there were a few isolated cases (9) where there was poor agreement in the radial location of a point picked on the photographs. Five of these points occurred in the extreme northeast portion of T-5882. In this case the "cuts" were transferred directly to the survey sheet for further investigation of the point in question on the various photographs.

*Not drafted  
on final map.  
See Revision Rep.*

The usual practice of laying a plot was followed. This consisted of plotting the control on the survey sheets and transferring it to the base grids by matching individual grid lines. The adjustment between the grid lines on the survey sheets and those on the base grid sheets was practically negligible, the largest discrepancy amounting to about 0.3 m.m. for the longest dimension of the survey sheet. The base grids were taped to the plotting table and allowed to remain 24 hours before laying the plot. Prior to laying the first template all matched grid lines along the junction of the base grid sheets were checked and readjusted if found necessary.

Due to the extensive amount of control and the excellent agreement throughout the plot it was unnecessary to relay any part of it. After completion of the plot all points were transferred to the survey sheet by matching the grid lines on the survey sheet to those of the base grids. All transferred points were checked for position prior to being inked on the survey sheet.

No large or unusual amount of adjustment was necessary in any part of the plot and it is believed that all points located by the radial plot method are within 0.25 m.m. of their true position.

Various colored inks were used on the photographs and survey sheets to designate control, topographic stations and radial points. In the vicinity of the Hillsborough River many of the topographic stations have been inked with a blue circle (indicating control), when in reality they should have been shown by a green circle, indicating topographic stations. This was due to the fact that triangulation stations established by the U. S. Engineers along the river shoreline was not used as control as originally planned since it was found that each station would have to be recomputed or corrected due to the inclination of the axis of the local grid system.

The following key is furnished for reference

#### Photographs

Triangulation and Traverse Stations.....	2.5 mm blue circle
Hydrographic and Topographic stations.....	2.5 mm green circle
Radial Points in the Main Plot.....	2.5 mm red circle
Radial Points (Additional).....	3.5 mm red circle
Photograph Centers.....	Double white circle.

## Survey Sheet

Triangulation and Traverse Stations.....3.5 mm high black triangle  
Hydrographic and Topographic stations.....2.5 mm black circle  
Radial Points on Main Plot.....2.5 mm blue circle on back.  
Radial Points (Additional).....3.5 mm blue circle on back.  
Photograph Centers.....Double blue circle on back.

## INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and no difficulty was experienced in their interpretation.

## FIELD INSPECTION

The field inspection was made by H. A. Duffy, Sr. Photogrammetric Aid, and Lieut. J. D. Thurmond, during the month of August, 1941. Field Notes were plentiful in the southern and central areas of the sheet, but in the northernmost areas the notes were scattered.

## DETAILING

The detailing of this sheet has been done in accordance with the current instructions for this sheet and project. Before detailing, the surface of this sheet was rubbed with magnesium carbonate and washed off. No additional cleaning was necessary and except for scattered touching-up, no re-inking has been required.

The scale of all the photographs were reasonable good, except photograph 4077, which showed considerable tilt.

Symbols were used whenever the vegetation was not of consistent density in order that a truer interpretation could be obtained, than could otherwise be shown by legend.

Only buildings in non-congested areas have been shown.

## JUNCTIONS

This sheet forms a junction on the South, from Longitude  $82^{\circ} 28'$ , eastward to the limits with T-5837, and from Longitude  $82^{\circ} 28'$  westward, to the limits, thence northward to Latitude  $28^{\circ} 00'$  with sheet T-5834. There are no adjoining sheets North or East. All junctions are in agreement.

## COMPARISON WITH OTHER SURVEYS

Reference is made to a letter from the Washington Office, dated May 10, 1941 (28-PFA, 1990) advising that this paragraph may be dispensed with for this area.


### LANDMARKS

There are no outstanding landmarks within the limits of this sheet, which have not already been charted or shown on the aeronautical maps.

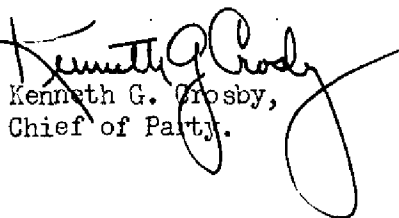
### GEOGRAPHIC NAMES

The geographic names for this area are the subject of a special report, entitled, "Investigation of Geographic Names, Anclote Keys to Tampa Bay", submitted by Lieut. J. D. Thurmond, to the Washington Office.

Respectfully submitted

  
Rudolph Bossett,  
Sr. Photogrammetric Aid.

Forwarded,

  
Kenneth G. Grosby,  
Chief of Party.

T-5882

## Remarks

## Decisions

1		280823
2		280824
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14	<i>justing</i> <i>decided</i> <i>lit.</i> Pending with USGB for short or long form: Apply long form pending decision. There is no North Tampa (used in title). It should presumably be Northern Tampa.	279824
15		" USGB
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No. T-5882

GEOGRAPHIC NAMES		Survey No. T-5882		On Chart 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		
Name on Survey		A	B	C	D	E	F	G	H	K										
Temple Terrace																			1	
Temple Crest																			2	
Henderson-Hillsborough-International Airport						not drafted. See Review Report.														3
Sulphur Springs																			4	
Sulphur Springs Station			(not Depot)																5	
Egypt Lake																			6	
Nexle Lake lake silver																			7	
Twin Lakes																			8	
White Trout Lake																			9	
Boat Lake																			10	
Lake Carroll																			11	
Forest Hills																			12	
Lake Ellen																			13	
Hillsborough River																			14	
Tampa																			15	
Goldstein																			16	
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																			27	

Names underlined in red approved

by Heck on

Division of Photogrammetry  
Review Report of  
Planimetric Map Manuscript T-5882

27 Radial Plot

The mounted photos used for compiling details were not available for checking the map manuscript since they were destroyed in order to salvage the metal mounts.

There was poor coverage, both by photos and control, except in the southwestern third of the manuscript. A check was made on the accuracy of detail in areas in which there were only sharp angle cuts and a minimum of control.

Since there was ample 1942 photo coverage for the compilation of Quadrangle 8375, the manuscript for T-8375, scale 1:20,000 was used to test the accuracy of the compilation of T-5882. All important details were in agreement except in the area of the northeast corner of T-5882 from  $28^{\circ} 02' - 28^{\circ} 04' / 82^{\circ} 23' - 82^{\circ} 26'$ .

*-this area  
deleted  
from final  
sheet  
KTA*

28 Detailing

In the southwestern portion of the map manuscript there was sufficient field inspection for detailing, but for the remainder of the area, the reviewer used field inspection photos 11658 and 11681 (1:20,000, Quad 8375) upon which road classifications and buildings outside the urban (Tampa) area are indicated.

The field inspection notes along Hillsborough River were added ~~and~~<sup>to</sup> the manuscript by the reviewer.

36 Landing Fields: Henderson-Hillsborough International Airport.

(see Paragraph 4, Page 1 of Descriptive Report)

The airfield lies within the area of relatively weak positions of planimetric features.

1. The north-south roads east of the airfield are out of position (eastward) 1.5 mm at their northern ends, but attain true position just south of the  $28^{\circ} 02'$  parallel.

2. The east-west roads are drawn too far north in like amount; the error decreasing until the correct position occurs at  $28^{\circ} 02'$ .

*deleted  
(see  
above)  
KTA*

44 Comparison with Topographic Quadrangles: 8375 (Sulphur, Spr.) and 8382 (Tampa) (1:31,680.

The manuscript is in good agreement with quadrangle 8375 except:

1. In the northeastern corner, as previously noted in this report.

2. In the north half, roads, trails had been omitted.

A new suburban development was added to the manuscript from quadrangle 8382. This development does not appear on the 1939 photos from which T-5882 was compiled.

#### 45 Comparison with Nautical Charts

1257 (1:80,000); 587 (1:40,000)

The area of the manuscript is not detailed on the charts, because it is too far inland.

It seems advisable to delete the northeastern part of T-5882 or to use the compilation for T-8375 to fill in this area.

deleted  
from final  
copy  
KTA

Reviewed by:

Under the direction of:

Lena T. Stevens  
Lena T. Stevens 3/15/46 E.H.M.

A. V. Griffith  
Chief, Review Section E.H.M.

Approved by:

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