**DESCRIPTIVE REPORT**

**Type of Survey**  GRAPHIC CONTROL

**Field No.**  82 no 1947  **Office No.**  7056

**LOCALITY**

State  FLORIDA

General locality  GULF COAST

Locality  DESTIN, EAST & WEST

**1947**

CHIEF OF PARTY  FRED. L. PEACOCK

LIBRARY & ARCHIVES

DATE  November 14, 1947
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. 481 1947

REGISTER NO.

State.................................................. FLORIDA

General locality................................. GULF OF MEXICO, GULF COAST

Locality........................................... DESTIN, EAST AND WEST

Scale 1:20,000 Date of survey...Feb...1947

Vessel............................................... HYDROGRAPHER

Chief of party................................. Fred. L. Poncek

Surveyed by................................. Wm. J. Chevez

Inked by........................................ Walter J. Chevez

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

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

Instructions dated........................... 26 September 1947

Remarks:.............................................
DESCRIPTIVE REPORT TO ACCOMPANY
GRAPHIC CONTROL SURVEY

Field No. "B" - 1947
Destin, Florida, East and West

Office No. Scale 1: 20,000

FRED. L. PEACOCK, CHIEF OF PARTY—Ship HYDROGRAPHER
Surveyed by: Walter J. Chovan.

**********************************************

PROJECT:
CS-328, dated 26 September 1946.

CONTROL:
Triangulation stations located with second order accuracy in 1935 by G. L. Anderson, Chief of Party, and traverse stations located in 1942 by C. A. Schanck, Chief of Party, were used for control of this survey.

METHOD:
It was hard to obtain a starting point on this sheet as no two triangulation stations were intervisible. Only two stations in this area were referenced with azimuth marks, and one of these was destroyed.

The starting point used, DESTIN AZIMUTH MARK, for the western half of the sheet was determined in the following manner:

A small house (Mirror Station) was built over Station DESTIN, so the exact location of this station from the recovered reference marks could not be determined. It is estimated that this point was determined within two or three inches. From this point the distance to DESTIN AZIMUTH MARK was measured with a 300 foot steel tape, and the distance plotted on the azimuth line from the station. The orientation line was to Triangulation Station MORENO 1934.
A traverse was run from DESTIN AZIMUTH MARK to triangulation Station FORT WALTON BROOKS BRIDGE CENTER LIGHT 1934, tying in at ANDY 1942, Reference Mark No. 2, and BILL 1942, Reference Mark No. 2. The distance along the traverse was measured with a 300 foot steel tape along the highway. The topographic stations were located by rod readings or by intersections. The intersection stations were checked with rod readings where ever possible.

The starting point for the Eastern half of the sheet was Triangulation Station MORENO 1934 using Radar Tower for orientation with a check on Tank. A rod reading was taken to TP 1 on the highway from MORENO 1934.

A traverse distance, measured with a 300 foot steel tape along the highway, was run from TP 1 to Triangulation Station MULE 1934, tying in at RENO 1934.

In checking in at RENO 1934, the azimuth failed to check. Since there was no way of having a starting azimuth on this section of the sheet, the error in azimuth was carried throughout the sheet and later was adjusted. The azimuth error occurred at TP 24 in transferring the azimuth from one strip to the other. At the previous TP 1 14 the orientation was checked by sighting on MORENO 1934. The topographic stations were located by taped distances, rod readings or by intersection.

**GENERAL DESCRIPTION:**

This area is a narrow strip of land between Choctawhatchee Bay and the Gulf of Mexico, cut in two at Destin by the entrance pass to
Choctawhatchee Bay. There is a bridge, about 30 feet high, over this pass. The shore line consists of low white sand dunes at each end of the sheet gradually increases in height to about 50 feet at Destin, and are covered with palmetto and scrub oak with scattered pine. The highway 98 parallels the high water line throughout the sheet, and is about 350 meters inshore of the high water line on the Western half of the sheet. It then crosses over the pass on the Highway Bridge and is about 20 meters inshore of the high water line on the Eastern half of the sheet. There are numerous beach cottages along the highway.

CLOSING ERRORS OF THE TRAVERSE:

The traverse on the Western half of the sheet closed flat both in distances and azimuths.

The traverse on the Eastern half of the sheet closed flat in distance but was out in azimuth. (30 meters at RENO 1934. 105 meters at MULE 1934), as noted under METHOD. The azimuth error was adjusted in the usual manner.

Respectfully submitted,


Respectfully forwarded:

Fred. L. Peacock, Captain, C. & G. S.,
Commanding Officer, Ship HYDROGRAPHER.

This graphic control survey has been compared with contemporary hydrographic surveys. No further review by the Hydrographic Surveys Section is necessary at the present time.

J.A. Binmore
6/14/49
## PLANE-TABLE POSITIONS

<table>
<thead>
<tr>
<th>Object and description</th>
<th>Latitude</th>
<th>D.M.</th>
<th>Longitude</th>
<th>D.P.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZIMUTH MARK- (Destin 1942)</td>
<td>30 23</td>
<td>744 86 31</td>
<td>866</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TANK—small water tank at Destin, Fla.</td>
<td>30 23</td>
<td>1227.6 86 30</td>
<td>957.4</td>
<td>CENTER OF TOP</td>
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<tr>
<td>WINDMILL at Destin, Fla.</td>
<td>30 23</td>
<td>1024.0 86 30</td>
<td>568.0</td>
<td>Top</td>
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<tr>
<td>LUR—brick chimney on W. side of 2 story Wh. house, green roof largest in vicinity</td>
<td>30 23</td>
<td>863.8 86 29</td>
<td>971.2</td>
<td>Center of top</td>
<td></td>
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<tr>
<td>BUL—LONE tree near shoreline</td>
<td>30 23</td>
<td>364 86 23</td>
<td>1008</td>
<td>Ban in tree</td>
<td></td>
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<tr>
<td>RED—GABLE of garage N. side of road</td>
<td>30 23</td>
<td>99.0 86 27</td>
<td>805.6</td>
<td>Top</td>
<td></td>
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<tr>
<td>YEL—S. GABLE WH. HO. green roof.</td>
<td>30 23</td>
<td>98 86 27</td>
<td>688</td>
<td>Top</td>
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<tr>
<td>DOR—Door gable in center of WH. HO. green roof</td>
<td>30 22</td>
<td>1808 86 25</td>
<td>1336</td>
<td>Top</td>
<td></td>
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<tr>
<td>BLU—Front porch gable of Wh. HO. Blue roof</td>
<td>30 22</td>
<td>1768 86 25</td>
<td>1050</td>
<td>Top</td>
<td></td>
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<tr>
<td>CHI—Brick Chimney on E. side of WH. HO. green roof.</td>
<td>30 22</td>
<td>1576 86 24</td>
<td>1524</td>
<td>Top</td>
<td></td>
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<tr>
<td>SHU—Center S. face of Wh. HO. Gray Roof Red shutters</td>
<td>30 22</td>
<td>1044 86 22</td>
<td>576</td>
<td>Center</td>
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<td>Location</td>
<td>Code</td>
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<td>Y (m)</td>
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<tr>
<td>RADAR</td>
<td>30</td>
<td>23</td>
<td>1062.8</td>
<td>86</td>
<td>1120.0</td>
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<td>(785.6)</td>
<td></td>
<td>(481.6)</td>
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<tr>
<td>TANK-woodedži (elev.)</td>
<td>30</td>
<td>23</td>
<td>844.4</td>
<td>86</td>
<td>926.0</td>
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<td></td>
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<td>(1003.0)</td>
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<td>(675.6)</td>
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<tr>
<td>PLAT- 30' lookout plat</td>
<td>30</td>
<td>23</td>
<td>602.6</td>
<td>86</td>
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<td>(1245.0)</td>
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<td>(1015.2)</td>
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### NAUTICAL CHARTS BRANCH

**SURVEY NO. T-1056**

**Record of Application to Charts**

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>6 Feb 55</td>
<td>870</td>
<td>Nichols</td>
<td>Before - After Verification and Review</td>
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<td></td>
<td>871</td>
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<td>Examined - no changes made</td>
</tr>
</tbody>
</table>

Before - After Verification and Review

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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.