

5900

5900

ON Diag. Cr. 804

Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Air Photographic Plane Table Hydrographic	Sheet Survey No. T-5900 (Field)
LOCALITY	
State	Florida
General locality	Lake Okeechobee
Locality	Okeechobee City & vicinity
Photos taken Jan. 9, 1940	
1942	
CHIEF OF PARTY	
Lieut. Comdr. Kenneth G. Crosby	

applied to chart 1289 July 3, 1943 GHE.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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-5900**

State **Florida**

General Locality **Lake Okeechobee**

Locality **Okeechobee City & Vicinity**

Scale **1:10,000** Date of ~~survey~~ **Photo.** **Jan. 9**, 19 **40**

Party **Air Photographic Party No. 1**
~~Vessel~~

Chief of party **Lieut. Comdr. Kenneth G. Crosby**

Field Inspected by: **George A. Varnadoe, Principal Photogrammetric Aid**
~~Surveyor~~

Inked by **Rudolph Dossett, Sr. Photogrammetric Aid**

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated **April 3**, 19 **40**

Remarks:

SHEET No. T— 5900

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control surveys.....	GEV	May	3
Planetable Surveys.....			
		Total	3

FIELD INSPECTION

~~SUPPLEMENTARY SURVEYS~~

Preparation of Photographs.....	JEH, CH, GEV	Oct. Nov. Dec.	6
Field Work.....	GEV, FHE	March	19
Inking Notes.....			
Coast Pilot Notes.....			
Geographic Name Reports.....	FHE	May	2
Land Marks for Charts.....			
Description Cards & Recovery Notes.....	GEV	Mar. Apr. May	30 $\frac{1}{2}$
		Total	57 $\frac{1}{2}$

MAIN RADIAL PLOT

Scale Plot.....	WHS	May	1
Projection on Base Sheet.....) Washington Office		
Projection on Survey Sheet.....			
Control Plotted.....	RDE	June	1
Control Checked.....	LCB	June	12
Control Trans. to Base Sheet.....	RDE	June	14 $\frac{3}{4}$
Transfer Checked.....	LCB	June	1 $\frac{1}{4}$
Control Picked on Photograph.....	ERH	May	26
Control Checked on Photograph.....	LCB	May	5
Hydro & Topo. Stations Picked.....	ERH, LCB	May	11 $\frac{1}{2}$
Radial Points Picked.....	LCB	May	5 $\frac{1}{2}$
Adjacent Centers Picked.....	ERH, RDE	Apr., May	9 $\frac{1}{2}$
Templates.....	RD, CHW	May, June	9 $\frac{1}{2}$
Radial Plot.....	X	June	11
Radial Points Transferred.....	WHS, RD	June	2
Transfer Checked.....	RD, BOB	June	5
H & T Stations Scaled & Checked.....	RD, BOB	July, Aug.	8
Additional Radial Points.....	RD	June	4
Investigation of Radial Points.....	RD	June	3
		Total	105 $\frac{3}{4}$

DETAILING

Rough Draft.....	RD	June	105
Smooth Draft.....			
		Total	105

COMPILATION

Name overlay.....	RD	Aug.	6
Descriptive Report.....	RD	Aug.	5
Field Review.....	WHS, RDE	Sept.	22
			33

Total time spent on Sheet..... 304 $\frac{1}{4}$ hours

X—Several of Office Personnel

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
4610	1-9-40	12:17	None
4611	"	12:18	
4612	"	12:19	
4613	"	12:23	
4614	"	12:24	

Tide from predicted tables for: None

CAMERA: U. S. Coast and Geodetic Survey Nine-Lens (focal length $8\frac{1}{4}$ inches)

SCALE

Mean scale of Photographs..... 1:10,000 \pm 0.996
 Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land)..... 21.9 Square statute miles
 Shoreline (more than 200 m. from opposite shore)... 2.5 Statute miles
 Shoreline (creeks)..... 9.1 Statute miles
 Roads, streets, trails, and railroads..... 99.0 Statute miles

REFERENCE STATION

Station: Okeechobee East Base 1935 (dm) Latitude: $27^{\circ} 14' 35.629''$ (1096.6 m.)

Datum: N. A. 1927 Longitude: $80^{\circ} 30' 39.186''$ (1078.1 m.)

Adjusted

*check Tol
12-29-42*

Fla. E. Zone

x = 550,616.95 ft.

y = 1,057,575.04 ft.

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T-5900

GENERAL

This sheet was compiled in accordance with "Instructions for Drafting Air Photographic Surveys, Project H.T. 242", dated April 3, 1942.

The general locality of the area covered by this sheet is Lake Okeechobee, Florida, in the vicinity of Okeechobee City. It includes inshore areas surrounding Okeechobee City and a short stretch of Lake Okeechobee shoreline at the mouth of Taylor's Creek.

The area to the north of Okeechobee City, in the vicinity of the new Airport is flat land with numerous flooded areas, grassy ponds and marshes. The vegetation consists mostly of grass and palmetto. There is also an extensive sub-divided area in this vicinity which has been shown because of the proximity of the new C.A.A. Airport under construction there. The abandoned subdivision, ponds and flooded areas within the boundaries of the Airport, have not been shown.

Along Taylor Creek to the N.E. and S.E. of Okeechobee City are large areas of cut-over cypress forests. These areas in some instances have been labeled "Scr" by the field inspector. These areas were formerly swamp, but due to extensive drainage now are comparatively dry and young deciduous trees are in process of growth, with heavy brush and scattered cypress. In those areas labeled ~~swamps~~^{swamps}, it is advised that the cypress be merged gradually with the pine and deciduous trees that bound it.

The boundaries of the C.A.A. Airport shown on the sheet should be considered as approximate. The field inspector has drawn it on Field Photo No. 4612 as shown on this map drawing and noted that it was obtained from U.S.E.D. This, however, has not been verified from actual plans of U.S.E.D. by this office.

There are small patches of cultivation scattered throughout the sheet except in the swampy and marshy areas.

The vegetation of the higher land consists principally of pine, palmetto and scattered palm.

All roads shown by a centerline should be drafted 0.6 m.m. wide.

CONTROL

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

NAME OF STATION	YEAR	ESTABLISHED BY
Okeechobee Water Tank	1924	L. D. Graham
Okeechobee East Base, No. 3	1933 1935	J. Bowie, Jr.
Silver Water Tank, Finial	1934	J. Bowie, Jr.

INTERPRETATION OF PHOTOGRAPHS

The photographs were all clear with the exception of photo 4614 which was darker than ordinary. Because of this, difficulty was experienced in distinguishing detail, especially in the vicinity of Popash Slough.

MAIN RADIAL PLOT

A continuous radial plot was run on June 14-16, inclusive, for the purpose of locating all photograph centers, all hydrographic stations, topographic stations, bench marks, azimuth marks, and radial points. The plot extended over the area covered by sheets T-5900 to T-5903 inclusive. All photographs in the area were used. It extends north and west along Lake Okeechobee from Lat. $27^{\circ} - 01'$, which is just north of Port Mayaca to Okeechobee, Florida. Photographs 4563 and 4598 are the southeast limits and photographs 4612 and 4615 are the northwest limits.

The plot consisted of 18 templates, all being for nine-lens photographs and being controlled by triangulation stations as follows: 2 by 4; 2 by 3; 7 by 2; 2 by 1; 5 by 0. These templates were made in accordance with "Notes on Radial plotting of nine-lens photographs", dated April 9, 1940.

The control afforded by first and second order triangulation was sufficient on sheets T-5900, T-5902 and T-5903. There was no triangulation control on sheet T-5901 and the field season was closed before additional observations could be made by this party.

The usual practice of laying the plot was followed. This consisted of plotting the control on the survey sheets and then transferring it to the base grid sheets by matching grid squares. The agreement between the grid was excellent and no adjustment was necessary. After laying the plot, the intersections of the radial lines were transferred to the survey sheet by again matching grid squares as previously described.

The laying of the plot began on sheet T-5900 and proceeded to triangulation station UTE, 1924 on sheet T-5902. Sheet T-5900 was adequately controlled by triangulation. Sheet T-5901 did not have any triangulation on it and the plot was laid by holding intersections of radial lines and azimuth. Due to lack of control this part of the plot had to be relaid several times before a satisfactory tie-in could be made at triangulation station UTE, 1924. The remainder of the plot - sheets T-5902 and T-5903 was laid by starting with the templates for photographs 4563 and 4598 and working north to triangulation station UTE, 1924. Photographs 4563 and 4598 were used in the previous plot which covered sheets T-5912 to T-5919 inclusive. Therefore, the radial points already on them were used to tie these plots together. In proceeding with the laying of the templates on sheets T-5903, it was found that the location of the field marker for triangulation station SAND, 1924, was doubtful as the recovery card for this

station says that it apparently has been moved. The location of the point as picked on the photographs failed to form an intersection at the plotted position of station SAND, 1924, on the base grid, but by holding intersections of radial lines and azimuth and other triangulation control in the area the plot is satisfactory for accurate detailing of the area covered by sheet T-5903.

The agreement along the flight line and the intersection of radial lines was good on sheet T-5900. In 12 instances where the radial lines failed to form good intersections the "cuts" were put on the survey sheet for further investigation by the draftsman. In 15 instances where only 2 cuts could be obtained they were also put on the survey sheet for the draftsman to determine their accuracy.

Agreement along the flight line was only fair on sheets T-5901 and T-5902. About 50 percent of the cuts failed to form "tight" or good intersections and were penciled on the survey sheet to be investigated by the draftsman. It is thought that by recutting these points the intersections will be closed.

Agreement along the flight line and the agreement of the intersection of radial lines was good on sheet T-5903. There were 15 instances where only 2 cuts could be obtained and these cuts were penciled on the survey sheet so that the draftsman could determine their strength. In four instances a satisfactory intersection was not formed by the radial lines and the cuts were penciled on the Survey Sheet for further investigation by draftsman.

All points established by intersection of radial lines were picked where from 3 to 6 lines formed the intersection and it is believed that all picked points are within 0.25 m.m. of their true position.

This plot cannot be called "Strong". However, the sheets on both ends are rigidly controlled by triangulation. This allows an accurate tie-in of sheet T-5903 with the previous plot and insures a good tie between sheet T-5900 of this plot and T-5899 of the next plot on the west side of Lake Okeechobee.

Various colored inks were used on the photographs and survey sheets to designate control, topographic stations and radial points.

The following key is furnished for reference:

PHOTOGRAPHS

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

SURVEY SHEET

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

FIELD INSPECTION

The field inspection was made by George A. Varnadoe, Principal Photogrammetric Aid, during the month of March 1942.

Field notes were plentiful except in the S.W. portion of the sheet. However the characteristics of the terrain and the vegetation were similar to the rest of the sheet and a comparative interpretation was obtained.

The legend used by the field inspector and by the draftman is made a part of this report.

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 occasional touched-up places, no reinking was required.

All photographs were of reasonably good scale and some detail was taken from each.

All buildings, except those in the congested areas of Okeechobee City visible under the stereoscope, have been shown.

JUNCTIONS

This sheet forms a junction on the East with T-5901 and on the South with T-5899, and both are in agreement.

COMPARISON WITH OTHER SURVEYS

Comparison was made with Airplane Survey Sheet No. 4124, made in 1924 and of 1:20,000 scale. Except for minor changes in streets and vegetation detail, it was found to be in good agreement inshore from the Lake. The levee along the shoreline and the Hurricane Gate at the mouth of Taylor Creek has been constructed since the above map was made.

LANDMARKS

A list of newly charted landmarks and old landmarks to be deleted are enclosed under form 567.

GEOGRAPHIC NAMES

The geographic names for this sheet are the subject of a special report entitled "Investigation of Geographic Names, Florida East Coast, St. Lucie River, Cross State Waterway and Lake Okeechobee", submitted by Harold A. Duffy, Senior Photogrammetric Aid, May 20, 1942.

NOTE: Attention is called to the geographic name "Popash Slough". This appears

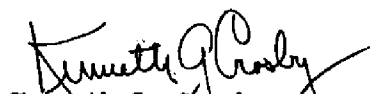
* See memorandum in descriptive report T-5901 for office comparison.

correctly spelled on this map drawing; however, due to typographical error it was sent to the Washington Office spelled "Popsash".

Respectfully submitted,


Rudolph Dossett
Senior Photogrammetric Aid

Forwarded by:


Kenneth G. Crosby,
Chief of Party....

~~NOBODYS BUSINESS~~ } STRIKE OUT ONE
TO BE DELETED }

LANDMARKS FOR CHARTS

1101 E. Broadway, Tampa, Fla. September 12, 1964

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks, be ~~reinserted into~~ (*deleted from*) the charts indicated.

The positions given have been checked after listing.

443-1443

793-1943

Lieut. Comdr. Kenneth G. Crosby

Chief of Party.

[illegible]

● This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

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**LEGEND USED FOR FIELD INSPECTION AND DRAFTING
PROJECT 242 - 1942**

TREES

P1 - Pine
Cy - Cypress
Pal - 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

VEGETATION

C - Cultivation
Gr - Grass
T Gr - Tall Tropical Grass
M - Marsh (dashed blue line on
inshore limits)
MW - 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
Lw - Levee

FCS - Florida Geodetic Survey
USE - 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 - Railroad
O P - Overpass (state the kind)
U P - Underpass (state the kind)
X - Abandoned trail, road, etc.
H ab - P.R. abandoned (grade only)

PONDS

P - Pond
Cy P - Cypress Pond
I P - Intermittent Pond

SHORELINE

H.W.L. - mean high waterline (solid red
line - fast land)
L.W.L. - low waterline (dashed red line)
L.L. - Light line (solid blue line for
mean high water line on marsh)
Ik - Dock
Pr - Pier
Se W - Seawall
Bhd - Bulkhead
Conc - Concrete
Wo - Wooden
Jet - Jetty
Dol - Dolphin
Pile - Pile (give type)
S - Sand
Mud - Mud
Rk - Rock or Rocky
Sty - Story
W - Water
Blf - Bluff (height)

BUILDINGS

H - House, barn or building
Ch - Church (give name)
Ct H - Court House (give name)
Bo H - Boat House
P.O. - Post Office (give name)
RR Sta - Railroad station (give name)
Hos - Hospital (give name)
Sch - School (give name)

MISCELLANEOUS

F - Fence
FB - Fire Break (maintained)
FBK - 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.

LEGEND USED FOR FIELD EXPLORATION AND DRAFTING REPORT D-18 - 1942

SYMBOLS

- P - Pine
- Cy - Cypress
- Palo - Palmetto
- Pal - Palm
- D - Deciduous trees (most leafy)
- Or - Citrus (orchard)
- Mix - Pine, cypress & dec. trees (mixture)
- Sc - Scattered
- t.w. - Thinly wooded
- h.w. - Heavily wooded
- Bar. - Barred areas

VEGETATION

- C - Cultivation
- Gr - Grass
- T Gr - Tall Tropical Grass
- M - Marsh (dashed blue line on interior of site)
- M - Marsh grass in water (dashed blue line on offshore limits)
- On - Onions
- Mg - Mangrove
- Md - Midge

STREAMS

- Ca - Canal (width)
- Cr - Creek
- D - Ditch (width)
- I S - Intermittent Stream
- PU - Probably drainage unsurveyed
- Br - Bridge or arch
- Cv - Culvert
- Lv - Lave

- FGS - Florida Geodetic Survey
- UES - U. S. Engineers
- IBS - U. S. Biological Survey

ROADS & TRAIL MARKS

- Rd 1 - 1st class road (paved)
- Rd 2 - 2nd class road
- Tr - Trail
- Rd - Railroad
- O P - Overpass (state the kind)
- U P - Underpass (state the kind)
- X - Abandoned trail, road, etc.
- Ab - P.R. abandoned (grade only)

POINTS

- P - Pond
- Cy P - Cypress Pond
- I P - Intermittent Pond

GENERAL USE

- U. H. - Mean high waterline (solid red line - feet 1944)
- L. H. - Low waterline (dashed red line)
- L. L. - Light line (solid blue line for mean high water line on marsh)
- Dk - Dock
- Pr - Pier
- Co - Quay
- Wh - Wharf
- Co - Concrete
- Wo - Wooden
- Jt - Jetty
- Do - Dolphin
- Pile - Pile (give type)
- S - Sand
- Sh - Shale
- R - Rock or Rocky
- Gy - Gravel
- W - Water
- Bl - Bluff (height)

BUILDINGS

- H - House, barn or building
- Ch - Church (give name)
- Ct H - Court House (give name)
- Bo H - Boat House
- P.O. - Post Office (give name)
- Sta - Railroad station (give name)
- Ho - Hospital (give name)
- Sch - School (give name)

MISC. PLACES

- F - Fence
- FB - Fire Break (maintained)
- AB - Fire Break (abandoned)
- Co - Convent
- Park - Park (give name)
- T. T. - Fire tower
- T. T. - Transmission tower (tall steel)
- P. L. - Power line
- Shad - Approx. limits by lots dashed line for use by hydrographer.

T-5900

Remarks.

Decisions

1		269806-08 USGB
2		271808
3		272808
4		" USGB
5		"
6		
7		Railway Guide
8		" "
9		1941 Off. State Road Map
10		"
11		"
12		"
13		"
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GEOGRAPHIC NAMES

Survey No. T-5900

GEOGRAPHIC NAMES		Survey No. T-5900									
Name on Survey	<div>On Chart No.</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>										
	A	B	C	D	E	F	G	H	K		
✓ Lake Okeechobee										1	
✓ Popash Slough										2	
✓ Taylor Creek										3	
✓ Okeechobee										4	
✓ Hurricane Gate No. 6										5	
✓ CAA Airport										6	
✓ Florida East Coast Ry.										7	
✓ Air Line Ry. Seaboard Air Line Ry.										8	
✓ Florida Highway No. 8										9	
✓ Florida Highway No. 29										10	
✓ Florida Highway No. 59										11	
✓ Florida Highway No. 85										12	
✓ Florida Highway No. 194										13	
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M 234

Names underlined in red approved
by CHACK on 12/28/42

Division of Photogrammetry

Review of Planimetric Map T-5900

This map was compiled in the Tampa Office and submitted to Washington in September 1942, but the Washington Office processing was delayed by war map work of the Bureau. The map was reviewed in 1943, drafted in 1945, printed in 1946, and registered in 1947.

Main Radial Plot.

The main radial plot in this general area is discussed in the descriptive report and was not entirely satisfactory. An attempt to relay this radial plot was made in the Washington Office, but it was decided to accept the plot as originally made in the Tampa Office. The Washington Office check of the radial plot is discussed in the review report for T-5901.

The accuracy of position of details on the map is accepted as adequate for charting. Well-defined details are within $1\frac{1}{2}$ millimeter of correct geographic position.

Field Inspection and Detailing.

These were adequate except for the delineation of buildings, a number of which were added to the manuscript during review.

Comparison with Previous Surveys.

T-5900 supersedes T-4124, 1:20,000, 1924.

Comparison with Nautical Charts.

T-5900 was applied to chart 1289 prior to review. No changes were made on the manuscript during review which affect the chart.

Reviewed under the direction of D. H. Benson.

This report prepared by B. G. Jones from reviewer's notes, May 1947.

APPROVED BY:

M. Jones 5/47
Technical Assistant to the
Chief, Div. of Photogrammetry

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

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. E-5900

Record of Application to Charts

[illegible]

M-2168-1

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.