

5836

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Map

Field No. T-5836 Office No. _____

LOCALITY

State Florida

General locality Tampa Bay

Locality Port Tampa and Vicinity

Photos taken Dec. 8, 1939. Supple-
mented by other surveys to Sept.
1941.

1942

CHIEF OF PARTY

Lieut. Kenneth G. Grosby

LIBRARY & ARCHIVES

DATE

Mar 22 - 1942

Applied to Chart 587 before review
" " " 1257 " "

Oct. 7, 1942 L.A.M.
Oct. 10 1942 L.A.M.

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.

SHEET NO. T-5836

~~FIELD NO.~~

REGISTER NO.

State Florida

General Locality Florida West Coast Tampa Bay

Locality City of Port Tampa, Florida. Port Tampa City and Vicinity

Scale 1:10,000 Date of ~~survey~~ ^{photos.} December 8, 1939

Vessel Party: Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected: Lieut. (j.g.) James D. Thurmond,

~~Surveyed by~~ Harold A. Duffy, Sr. Photogrammetric Aid.

Inked by William H. Shearouse, Sr. Photogrammetric Aid.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated April 3, 1940

Remarks: _____

OFFICE WORK SHEETS

	Name	Date	Hours
Control Surveys	JED WHS	Sept. and Jan.	17
Planetable Surveys			
Total			17

FIELD DISTINCTION

Preparation of Photographs	KWS HAD	: Mar., May, July	: 25 1/2
Field work	JDT WHS	: Aug. and Nov.	: 67
Taking Notes	JDT	: August	: 4
Coast Pilot Notes.....		:	:
Geographic Name Reports	HAD FHE	: December	: 11 1/2
Landmarks for Charts		:	:
Description Cards.....	} JDT	: September	: 16
Recovery Notes		:	:
Total			124

MAIN RADIAL PLOT

Scale Plot	JED	August	2
Projection on Base Sheet	Washington Office		
Projection on Survey Sheet			
Control Plotted	JED WHS	Oct. and Jan.	15 1/2
Control Checked	RD JEH	" "	4
Control Trans. to Base Sheet	WHS	October	1/2
Transfer Checked	RD	October	1/2
Control picked on Photographs	JED WHS	Aug. and Jan.	10
Control checked on Photographs	LMS	Sept.	4
Hydro. & Topo. Stations Picked	JED LMS	Aug. and Sept.	8
Radial Points picked	WHS JEH	September	19
Adjacent Centers Picked	JED	July	7
Templates	RD	October	9
Radial Plot	x	October	9
Radial Points transferred	JAG RD	October	3 1/2
Transfer checked	RD WHS	October	3
H & T Stations used & checked	WHS	October	2
Additional Radial Points			
Total			97

DETAILING

Rough Draft	WHS	Nov. and Feb.	311 1/2
Smooth Draft			
Total			311 1/2

COMPLETION

Name Overlay	WHS	February	4
Descriptive Report	WHS	February	7
Field Review	JHSB	February	21
Total			32

Total Mr. Smith on Sheet 581.5 hours.

SHEET NO. T-5836

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
4100	12/8/39	12:41	1.2 feet above low water
4101	"	12:41	1.2 "
4102	"	12:43	1.2 "
4103	"	12:47	1.2 "
4104	"	12:48	1.2 "

Tide from predicted tables for: Tampa, Hillsborough Bay
Tidal Range 1.8 ft.

Camera: U. S. Coast and Geodetic Survey Nine-Lens (focal length 8 $\frac{1}{2}$ inches)
Negatives on file at the Washington Office.

SCALE

Mean scale of Photographs..... 1:10,000 \div .9943
Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land)..... 12.9 Square statute miles
Shoreline (more than 200 m. from opposite shore)..... 14.5 Statute miles
Shoreline (creeks)..... 1.4 Statute miles
Roads, streets, trails, and railroads..... 63.2 Statute miles

REFERENCE STATION

Station: PORT TAMPA, CATHOLIC CHURCH SPIRE, 1934
Datum: N. A. 1927
Latitude: 27° 51' 51.22(1577m)
Longitude: 82° 31' 34.30(938m)
Adjusted

FLORIDA SYSTEM OF PLANE COORDINATES

WEST ZONE:

X : 329,985 FT.

Y : 1,283,654 FT.

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T---5836

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 immediate vicinity of the City of Port Tampa, Florida.

The terrain along the shoreline is a fringe of mangrove about 4 to 6 meters wide from the Northwest limits Southward to a point just below Port Tampa, where the mangrove becomes a swamp extending approximately 500 meters inland. This area extends around the South end of the peninsular and up the East side to the Northeast limits of the sheet. The inland terrain is flat land which is covered with vegetation consisting generally of pine, palm, palmetto, brush and grass. There are no swamp areas on this sheet except the heavy mangrove area at the waters edge. Cultivated areas on the sheet are negligible.

Approximate mean low water is shown by dotted lines. Approximate shoal limits are shown by short dash lines and are for the use of the hydrographer.

The small bars shown are oyster bars, except where labeled otherwise, and consist of sand and shell.

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

All private dwellings and houses previously located within the area of the U. S. Army Air Corps reservation of Mac Dill Field have been razed.

CONTROL

The following triangulation and traverse stations were used for control on this sheet.

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
FISH	1934	G. L. Anderson
GADSDEN 2	1908	W. B. F.
PICNIC ISLAND	1908	W.B. F.
TANK, A.C.L. RAILROAD	1926 & 1934	R.L.S. & G.L. Anderson
SPIRE, CATHOLIC CHURCH	1934	G. L. Anderson
STACK, SHELL OIL CO.	1934	G. L. Anderson
TANK, GULF REFINING CO.	1934	G. L. Anderson
TANK, MUNICIPAL, PORT TAMPA	1934	G. L. Anderson
HARVEY (marked as top. station)	1933	U.S.E.D.
CATFISH POINT	1908	U.S.E.D.

CONTROL (Continued)

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
D-2	1934	Fla. Mapping Project
D-3	1934	Fla. Mapping Project
D-4	1934	Fla. Mapping Project
D-6	1934	Fla. Mapping Project
D-7	1934	Fla. Mapping Project

The position of the azimuth mark at triangulation station "FISH 1934", was determined by the main radial plot. The position was checked by plotting the published geodetic azimuth with a steel protractor reading to minutes. It was found in good agreement, no other stations have azimuth marks.

Information pertaining to the control at Mac Dill Field will be found under the heading MACDILL FIELD, which is a part of this report.

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 stations, 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 nine-lens photographs and 16 templates of the single lens photographs, furnished by the U. S. Department of Agriculture. The latter were used to supplement the photographic coverage of the area in the vicinity of the Alafia River (T-5838)

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

Due to the existence of extensive control in this area all nine-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 nine-lens templates. In some few instances the single lens templates had sufficient control to rigidly fix their true 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 the intersections of radial lines to adjacent photograph 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 did not form a common intersection the point

selected was 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.

The usual practice of laying a plot was followed. This consisted of plotting the control on the survey sheets and then 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 templates 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 adjustments were necessary in any part of the plot and it is believed that all points located by the radial line method are within 0.25 m.m. of their true position.

The hydrographic station on the small mangrove island about 515 meters Southeast of triangulation station "PICNIC ISLAND, 1908", had only two radial cuts. The intersection of these two cuts was picked as it appeared very accurate in view of the fact that when the radial points in the area were put "on" their respective pricked points, the intersection fell exactly on the pricked point for this hydrographic station. The scale of the photograph 4104 is very good in this area.

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 mm blue circle
 Hydrographic and Topographic stations.....2.5 mm green circle
 Radial Points in Main Plot.....2.5 mm red circle
 Radial Points (Additional).....3.5 mm red circle
 Photographic 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

Survey Sheet (Continued)

Radial Points on Main Plot.....2.5 mm blue circle on back of sheet
 Radial Points (Additional).....3.5 mm blue circle on back of sheet
 Photograph Centers.....Double blue circle on back of sheet.

INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and accurate, interpretation was obtained with no unusual conditions being found.

FIELD INSPECTION

Field inspection was made during August and September, 1941, by Lieut. (j.g.) J. D. Thurmond and Harold A. Duffy, Senior Photogrammetric Aid, with several additional trips to the field by the draftsman, during the detailing of the sheet, for the purpose of conferring with the U. S. Engineers regarding the detailing of MacDill Field. Field notes were sufficient for accurate interpretation of vegetation and over all detailing of the sheet.

DETAILING

This sheet was detailed in accordance with the current instructions for the project.

The photographs for this drawing were of very good scale, the definite classification being as follows: Photograph 4100, very good; 4101, fair; 4102; fair; 4103, fair; and 4102 very good. The center of photographs 4099 and 4105 fall on sheet T-5835 which is North of this drawing. However, the Southern part of these photographs were used to some extent in detailing this drawing (T-5836). The scale of photograph 4099 is very good; photograph 4105, poor.

Detailing of the Atlantic Coast Line Railway tracks at Port Tampa, was accomplished by supplementing the air photograph with a yard blue print borrowed from the Atlantic Coast Line Railroad.

Before detailing, the surface of this sheet was rubbed down with magnesium carbonate and then washed off. No additional cleaning or reinking has been necessary.

Symbols have been used in a few places where it was thought that this was the better procedure.

The stereoscope has been freely used for pricking the corners of buildings, interpreting the detail and determining the limits of vegetation.

The legend used by the field inspection party and by the draftsman, is made a part of this report.

MACDILL FIELD

As all constructions at MacDill Field has been accomplished since

the nine-lens air photographs were made; the U. S. Army Air Corps was requested to furnish current air photographs of the area. These were furnished in the form of a matched mosaic, which proved of value only as a reference since the scale was too inaccurate for detailing purpose. The detailing was finally accomplished by pantographing confidential blue prints furnished by the U. S. Army Engineers' Office at Mac Dill Field, these were returned to that Office upon completion of the compilation in accordance with their request. The plans furnished by the U. S. Engineers show construction to January, 1942. The control points within the U. S. Army Air Corps reservation were obtained from a traverse run by the Army Engineers from triangulation station "FISH, 1934". A number of these traverse points were plotted on this survey sheet and used for controlling the Mac Dill Field Area. The coordinates used are as follows:

NUMBER	DESCRIPTION	NORTH-COORDINATES-EAST	
1.	Intersection of center lines of runways.	1,279,269.01	338,496.95
2.	Control tower on hanger	1,279,262.85	340,104.19
3.	Water Tank <i>U.S.E., 1942</i>	1,279,471.57	340,830.64
4.	Street Intersection, (centerline)	1,281,558.44	342,564.38
5.	Street Intersection, (centerlines)	1,279,392.57	343,793.89
6.	Street Intersection (centerlines)	1,278,618.16	344,562.38
9.	End of runway (centerline)	1,281,271.99	337,725.08
10.	End of runway (centerline)	1,276,272.02	337,705.90
11.	Centerline of runway	1,277,937.71	337,155.40
12.	End of runway (centerline)	1,281,473.75	340,718.67
13.	End of runway (centerline)	1,280,610.56	337,165.65
14.	Centerline of runway	1,277,047.29	340,701.69
15.	Intersection of centerlines of runways	1,276,802.41	340,944.71
16.	Intersection of centerlines of runways	1,276,821.25	336,030.35
17.	Road Intersection (centerlines)	1,283,681.53	332,357.74

NUMBER	DESCRIPTION	NORTH-COORDINATES-EAST	
18.	Centerline of dredged channel	1,281,005.04	344,991.65
19.	Intersection of centerline of dredged channel	1,281,839.96	345,832.56
20.	End of dredged channel (centerline)	1,280,444.22	352,487.78
21.	Southwest corner of turning basin	1,280,171.78	344,349.68
22.	Northwest corner of turning basin	1,281,038.98	343,757.68
23.	Northeast corner of turning basin	1,281,490.03	344,418.41
24.	Southeast corner of turning basin	1,280,622.83	345,010.41

NON-FLOATING AIDS

Only such non-floating aids as could be identified on the photographs and which came within the limits of the sheet have been shown.

JUNCTIONS

This sheet joins sheet T-5835 on the North. The 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. Surveys of other agencies and the charts of this area are of such scales that accurate comparisons could not be made.

GEOGRAPHIC NAMES

The geographic names for this area are the subject of a special report entitled, "Investigation of Geographic Names, Rocky Point to Palma Sola Bay", submitted to the Washington Office by Harold A. Duffy, Senior Photogrammetric Aid.

LANDMARKS

The only prominent landmark within the detailing limits of this sheet is the water tank at MacDill Field and it is not recommended for charting due to military reasons.

Respectfully submitted,

William H. Shearouse

William H. Shearouse,
Sr. Photogrammetric Aid.

Forwarded,

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

T-5836

Remarks	Decisions
1	279825
2	278825
3	"
4	"
5	"
6	"
7	"
8	277825
9	278824
10	"
11	"
12	"
13	"
14	"
15	"
16	"
17	"
18	"
19	"
20	"
21	"
22	"
23	"
24	"
25	"
26	"
27	"

Apply Hillsboro (referred to USGB), but leave space for three more letters if longer form is approved by the Board.

GEOGRAPHIC NAMES

Survey No. T-5836

Name on Survey	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		
	A	B	C	D	E	F	G	H	K								
✓ Old Tampa Bay																	1
✓ Port Tampa																	2
✓ Port Tampa City																	3
✓ Picnic Island																	4
✓ Picnic Island Creek																	5
✓ Coon Hammock Creek																	6
✓ Interbay Peninsula																	7
✓ Tampa Bay																	8
✓ Broad Creek																	9
✓ U.S. Quarantine Station																	10
✓ Gadsden Point																	11
✓ Catfish Point																	12
✓ Long Bar																	13
✓ MacDill Field																	14
✓ Hillsborough Bay																	15
																	16
																	17
																	18
																	19
																	20
																	21
																	22
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																	24
																	25
																	26
																	27

Names underlined in red approved
by Lt. Hector 7/24/41

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

List of Permanent (non-floating)
Aids to navigation - Tampa Bay,
Florida. Map Drawing T-5836

LANDMARKS FOR CHARTS

TO BE CHARTED } **STRIKE OUT ONE**
~~THOUSANDS OF LIVES~~

1200 W. Cass St., Tampa, Fla.

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

The positions given have been checked after listing.

756 - 1943

Lieut. 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.

DIVISION OF PHOTOGRAMMETRY
REVIEW OF PLANIMETRIC MAP T-5836

Radial Plot:

The radial plot was adequately controlled and has been accepted without checking during the review.

Field Inspection and Detailing:

A number of buildings and drainage ditches were added to the manuscript in red during this review. Revisions were also made to the shoreline at the northeast corner of the map.

Comparison with Nautical Charts:

T-5836 was applied to charts 587 and 1257 prior to this review. The shoreline changes made during review, as mentioned in the preceding paragraph, possibly are large enough to affect chart 587.

Comparison with Previous Topographic Surveys:

T-5836 is complete and adequate to supersede those sections of the following older surveys which it covers:

1408	1:20,000	1875
1411	1:20,000	1876
1409	1:20,000	1875
4202	1:20,000	1926

Reviewed by M. O. Miller

Under the direction of D. H. Benson, Nov. 1943.

Review report prepared by B. G. Jones, July 1946, from reviewer's notes.

NOTE:

T-5836 was compiled in 1942, but processing in the Washington Office was not completed until July 1946 because of war map work of the Bureau. Meanwhile, the Coast and Geodetic Survey produced topographic quadrangles (manuscript scale 1:20,000) for the War Department of this same area. Planimetric details from T-5836 were used as a base

in preparing quadrangles T-8385 and T-8386, which were completed in 1944. These quadrangles are more recent and more complete as regards map details than T-5836, but are at a smaller scale.

APPROVED BY:

B. G. Jones 8/46
B. G. Jones, Technical Asst.
Div. of Photogrammetry

Robert W. Price
Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

Raymond B. Egan
Chief, Div. of Coastal Surveys