5842

Diag'd. on diag. ch. No 1257

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric

Field No. T-5842 Office No.

LOCALITY

State Florida

General locality Florida West Coast

Locality Vicinity of Bishop Harbor

Date of photos - 12-8-39. Supplemented by ground surveys to Oct. 1941.

194

CHIEF OF PARTY

Lieut. Comdr. K. G. Crosby

LIBRARY & ARCHIVES

DATE Sept 19 - 1947

8-1870-1 (1)

5842

Applied to chart 586 before review. Oct. 9, 1942. L.A.M.
" " " 1257 " " Oct. 9, 1942. L.A.M.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T5842

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-5842
~~REGISTER NO.~~

REGISTER NO.

State Florida

General Locality Florida West Coast

Locality Vicinity of Bishop Harbor.

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

~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Comdr. Kenneth G. Crosby

Field Inspected by:

~~Surveyed by~~ Lieut. J. D. Thurmond, Jr. H. & G. Engr.

Inked by James E. Hundley, 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:

GPO 266853

[illegible] No. T-5842

[illegible]

Marker	Date	Time	Stage of Tide
4036	December 8, 1939	11:30	1.0
4037	" " "	11:31	1.0
4038	" " "	11:32	1.0
4039	" " "	11:33	1.0
4061	" " "	11:51	1.1
4060	" " "	11:50	1.1
4059	" " "	11:49	1.1

Tide from predicted tables for: Mean between Egmont Key and St. Petersburg, Tampa Bay, Florida West Coast.

Control: U.S. Coast and Geodetic Survey [illegible] (Coast Pilot C, Section) Negatives on file at Washington Office.

SCALE

Mean scale of photographs [illegible] 1:10,000 ÷ 0.9996
Scale of Survey Sheet [illegible] (1:10,000

SHORELINE

Area (land)	23.4	Square statute miles
Shoreline (more than 200 ft. from opposite shore)	32.2	Statute miles
Shoreline (Creeks)	12.1	Statute miles
Roads, streets, trails, and railroads	59.8	Statute miles

[illegible]

Spheroid: GILLETTE, 1934

Datum: N. A. 1927

Latitude: 27° 35' 39.597"(1218.8m)

Longitude: 82° 31' 39.418"(1081.0m) Adjusted

Fla. West

X = 329,105.65

Y = 1,185,538.46

SHEET NO. T- 5842

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control Surveys			
Planetable Surveys			
		Total	

FIELD INSPECTION

Preparation of Photographs	WJK CH	October	10	1/2
Field Work	JDT JEH	Oct. & April	51	1/2
Inking Notes	JDT	Oct. & Nov.	8	
Coast Pilot Notes				
Geographic Name Reports	FHE GEV	December	8	
Landmarks for Charts				
Description Cards	JDT	December	11	
Recovery Notes	JDT	December		
		Total	89	

MAIN RADIAL PLOT

Scale Plot	JEH	November	1	
Projection on Base Sheet	Washington Office			
Projection on Survey Sheet	Washington Office			
Control Plotted	KGC	December		1/2
Control Checked	JEH	December		1/2
Control Trans. to Base Sheet	KGC	December		1/4
Transfer Checked	JEH	December		1/4
Control picked on Photographs	JEH	November	1	
Control checked on Photographs	C.H.	December	2	
Hydro. & Topo. Stations Picked	JED JEH CH	Nov.& Dec.	33	
Radial Points picked	JEH	December	6	1/2
Adjacent Centers Picked	JED JEH	November	11	
Templates	RD JHSB CAJP	December	11	1/2
Radial Plot	KGC JEH RD	December	10	
Radial Points transferred	JHSB	December	2	
Transfer checked	JEH	December	4	1/4
H & T Stations scaled & checked	JEH WHS	February	7	
Additional Radial Points				
		Total	90	3/4

DETAILING

Rough Draft	JEH	Jan.Feb. Apr.	182	
Smooth Draft				
		Total	182	

COMPILATION

Name Overlay	JEH	Feb.	16	
Descriptive Report	JEH WHS	Feb. & Apr.	11	
Field Review	WHS	April	38	
		Total	65	

Total time spent on Sheet..... 426 3/4 hours.

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T---5842

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 Bishop Harbor, in the extreme Northwest section of Manatee County, Florida.

The terrain along the shoreline is very low and marshy, covered with mangrove which varies from widths of 10 meters to 900 meters. The islands offshore are marshy and covered with mangrove and apparently have no particular use other than for a few scattered fish houses and racks for fish nets.

The boat channels are apparently very shallow and narrow.

There is only one highway of any importance on this sheet, i.e., U. S. 541 and it extends across the entire length of the sheet in a Southwest to Northeast direction.

There are two railroad companies operating lines in the vicinity which this sheet covers, i.e., Atlantic Coast Line railroad and Seaboard Air Line railroad. The Atlantic Coast Line railroad that extends across the entire sheet in a northerly direction is apparently a main line, while the remainder of the tracks of the Atlantic Coast Line and the Seaboard Airline are only branch lines to citrus packing sheds.

The area shown in detail, with tufts of grass, palm, scattered through sand flats, floods at extreme high tide.

Approximate mean low water is shown by dotted lines. Approximate limits of the shoal areas are shown by dashed lines. Oyster bars, consisting of sand and shell, have been shown by dotted lines.

The inland terrain is comparatively low and is covered with numerous marshes and grassy ponds.

The vegetation appearing on high ground fringing the area that floods at extreme high tide consists mostly of grass, scattered palm and brush. The vegetation appearing on the remainder of the inland terrain consists mainly of grass, scattered pine, oak and palmetto.

The cultivated areas on this sheet are scattered and consist mostly of citrus groves.

All roads shown by centerline only, should be detailed 0.6 m.m. wide.

CONTROL

The following triangulation stations are within the tracing limits of this sheet:

NAME OF STATION	YEAR	ESTABLISHED BY
JOE	1933	U. S. E. D.
GILLETTE	1934	G. L. Anderson.

The position of the azimuth mark at triangulation station, GILLETTE 1934 was determined by the main radial plot. The azimuth position was checked by plotting the published geodetic azimuth with a three arm metal protractor, reading to minutes and was found in good agreement. No other stations have azimuth marks.

No errors were found in the location of the control stations on this sheet, nor in the plotting of these stations on the photographs.

MAIN RADIAL PLOT.

A continuous radial plot was run on December 15th to the 23rd, 1941, inclusive, for the purpose of locating all photograph centers, hydrographic stations, topographic stations, bench marks, azimuth marks and radial points. The plot extended over the area covered by sheets T-5839 to T-5842, inclusive. All photographs in the area were used, including in addition, the single lens photographs obtained by the Washington Office from the Department of Agriculture.

This plot made a junction with the previous main plot near the vicinity of the southern limits of Sheet T-5838, but due to scarcity of control it was extended into the previous plot to include photographs No. 4047, 4046 and ten single lens pictures.

The plot was extended beyond the limits of Sheet T-5842, at the southern limit, to afford a rigid location of the templates by triangulation which extended along the shores of the Manatee River. A projection was made on which this control was plotted and this was used as a supplementary sheet, since the office ruled projections for the area in the vicinity of the Manatee River were not available.

The plot consisted of 30 templates for the nine lens photographs, and 21 templates for the single lens photographs. These 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 in this area was extremely meagre, but it was felt that it was adequate without doing additional field observations. The U. S. Army Engineers also had an extensive scheme of traverse in the vicinity of the Little Manatee River, the positions of which were available for this plot.

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 individual squares. The agreement was excellent and no adjustment was necessary except at the junction between Sheet T-5839 and T-5838 of the previous plot. This adjustment amounted to about 7 meters for the width of the sheet. The adjustment was made by meaning the discrepancy between the matched grid squares in the vicinity of the shoreline at the junctions of the sheets. After laying the plot the intersections of the radial lines were transferred to the survey sheet after matching grid squares as previously described.

It was necessary to lay the plot four times before agreement was obtained at the junction of the previous plot. The plot was begun in the vicinity of triangulation control on the Manatee River and progressed northward to the junction of the previous plot. Good agreement could not be obtained with all of the U. S. Engineers stations in the vicinity of the Little Manatee River. Agreement with a majority of the stations was good, but with several, the agreement was only fair. Investigation disclosed that some of these stations were located by a tag line traverse and should be considered as less than third order accuracy and are therefore shown on the sheet by 2.5 m.m. black circles.

The majority of the positions determined by the radial plot method resulted from the common intersection of 3 to 5 radial lines. The agreement along the flight line was excellent as was also the intersection of radial lines to adjacent photograph centers. Three radial points approximately 1/4 mile Southwest of photograph center 4037, could not be picked at a common intersection. The cuts were transferred directly to the survey sheet for further study by the compiler. Near the extreme eastern limits of the sheet there were 3 points to which only two cuts could be obtained. These cuts have been transferred to the survey sheet. The unchecked positions will be verified from a photograph having good scale. It is believed that the points shown on this sheet are within 0.2 m.m. of their true positions.

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

The following key is furnished for future reference:

Photographs

Triangulation & Traverse stations.....2.5 m.m. blue circle
Hydro. and Topo. stations.....2.5 mm green circle
Radial Points (Main Plot).....2.5 mm red circle
Radial Points (Additional).....3.5 mm red circle
Photograph Centers.....Double white circle

Survey Sheet

Triangulation & Traverse Stations.....3.5 mm high black triangle
Hydro. & Topo. stations.....2.5 mm black circle

Survey Sheet (Continued)

Radial Points (Main Plot)	2.5 mm blue circle on back of sheet.
Radial Points (Additional)	3.5 mm blue circle on back of sheet.
Radial Points (Questionable)	2.5 mm blue circle on back of sheet with tick marks showing number and direction of cuts.
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 prevailing.

FIELD INSPECTION

Field inspection was made by Lieut. J. D. Thurmond, during October, 1941. The field inspection was done on 1:10,000 scale photographs. Notes were sufficient for accurate interpretation of all detail.

DETAILING

This sheet was detailed in accordance with the current instructions for the project. Before detailing, magnesium carbonate was applied and then washed off. No additional cleaning or reinking was necessary.

Detailing which appears on this survey sheet, from the extreme western limits to an imaginary line drawn from Latitude 27° 34', longitude 82° 32' was taken from photographs 4036, 4037,4038 and 4039, all of which were in good scale.

Detail appearing on this survey sheet from the imaginary line mentioned above to the limits of detail on eastern portion of the sheet was taken from photographs 4061, 4060 and 4059, which were in good scale.

Symbols have been used, in a few instances, where vegetation was not of consistent density, and in small areas where it was more convenient to show symbols than to write legend.

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

JUNCTIONS

This sheet joins sheet No. T-5841 (1:10,000) on the north, sheets Nos. T-5844 (1:10,000) and T-5845 (1:10,000) on the south and are all 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.

GEOGRAPHIC NAMES

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

LANDMARKS

There are no prominent landmarks on this sheet.

Respectfully submitted

James E. Hundley

James E. Hundley,
Photogrammetric Aid

Forwarded,

Kenneth G. Crosby

Kenneth G. Crosby,
Chief of Party

GEOGRAPHIC NAMES

Survey No. T-5842

Sheet No. 1

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Tampa Bay										1
Piney Point (village)										2
Redfish Creek										3
Little Redfish Creek										4
Harbor Key										5
Hells Half Acre										6
Bishop Harbor										7
Kitchen Key										8
Moses Hole										9
Mariposa Key										10
Terra Ceia River										11
Northeast Head										12
Southeast Head										13
Picnic Ground										14
Gillette										15
Horseshoe Key										16
Alderman Bayou										17
Two Brothers Islands										18
Joe Bay										19
Joe Island										20
Williams Bayou										21
Frog Creek										22
Terra Ceia										23
Terra Ceia Island										24
Terra Ceia Bay										25
Custer Bayou										26
Tillette Bayou										27

M 234

	Remarks.	Decisions
1		277825
2		276825
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11	By a very recent decision of the USGB (May 8, 1942) the main north-south stream from Bishop Harbor to	" U.S.G.B.
12	Terra Ceia Bay is called TERRA CEIA RIVER; its tributary from the East is FROG CREEK (line 22, below)	"
13		"
14		"
15		"
16		275825
17		"
18		"
19		"
20		"
21		"
22	See line 11, above	" U.S.G.B.
23		" " " (5/8/42)
24		" " "
25		" " "
26		"
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-5842

Sheet No. 2

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Rubonia										1
McMullen Creek										2
Fletcher Point										3
McGill Bay										4
Paradise (islet)										5
Skeet Key										6
Big McGill Pass										7
Eds Key										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved by LaHeck on 7/27/44

M 234

T-5842, sheet No. 2.

	Remarks	Decisions
1		275825
2		" U.S.G.B.
3		275826
4		"
5		"
6		"
7		"
8		"
9		
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25		
26		
27		

M 234

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)
Sct. - 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.

LEGEND USED FOR FIELD INSPECTION AND DRAFTING
PROJECT 242 _ - 1941

TREES

Pi - Pine
Cy - Cypress
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T.T. - Transmission Tower (steel)
P.L. - Power line
Shoal - Approx. limits by long dashed line for use by hydrographer.

NAUTICAL CHARTS BRANCH

SURVEY NO. 5842

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5-12-47	586	[illegible]	~~Before~~ After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.

Division of Photogrammetry

Review of Planimetric Map T-5842

Radial Plot.

No attempt was made to check the radial plot on this sheet as the office photographs were not available.

Control in the area of this survey was meager, but it was considered adequate without doing additional field observations.

Detailing.

All roads have been reclassified to conform with planimetric map standards.

The southern junction of this sheet with the adjoining sheets was in extremely poor agreement. Only two roads and two railroads agreed at all. Shoal lines, shorelines and other common features had to be shifted in position on T-5842. Numerous roads, ditches and vegetation lines had to be extended onto T-5842.

Comparison with Previous Topographic Surveys.

T-1346b	1:20,000	1874
T-4212	1:20,000	1926

Survey T-5842 supersedes both these surveys in all common areas.

Comparison with Nautical Charts.

T-5842 was applied to charts 586 and 1257 prior to this review. No change of consequence to the charts have been made on T-5842 during review.

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

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

APPROVED BY:

B G Jones 9/47
Technical Assistant to the
Chief, Div. of Photogrammetry

A E Rittenburg
Chief, Nautical Chart Br.
Division of Charts

E S Jones 11 Sept 47
Acting Chief, Div. of Photogrammetry

E. K. Green
Chief, Division of Coastal
Surveys