

5869

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. 5869

State *Florida*

LOCALITY

Gulf Coast

Choctawhatchee Bay

1935

CHIEF OF PARTY

I. E. Rittenburg

U. S. GOVERNMENT PRINTING OFFICE

5869

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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SEP 30 1935

REG. NO.

Acc. No.

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 18-5869

REGISTER NO.

State Florida

General locality Gulf Coast

Locality Choctawhatchee Bay

Scale 1:20,000 Date of survey July - August, 1935

Vessel Shore Party 15

Chief of Party I. E. Rittenburg

Surveyed by A. O. Dority, J. A. Kinghorn, W. C. Huebner

Protracted by J. R. Walsh, A. E. Ingleton, A. O. Dority

Soundings penciled by A. O. Dority

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by

Inked by H. W. M.

Verified by Harold Murray

Instructions dated Nov. 30, 1934, 19

Remarks:

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC FIELD SHEET #18, JULY AND AUGUST 1935: CHOCTAWHATCHEE BAY EASTWARD FROM JUNCTION WITH HYDROGRAPHIC FIELD SHEET #8 IN LAT. 30-25.6, INCLUDING BOGGY BAYOU, ROCKY BAYOU, HORSE SHOE BAYOU AND OTHER TRIBUTARIES OF ANY IMPORTANCE, TO LONG. 86-18. H&T PROJECT #196.

1. AUTHORITY:

This survey was made in accordance with orders and instructions received and dated November 30th, 1934, covering H&T project #196. Field work was accomplished during July and August, 1935.

2. AREA COVERED AND JUNCTIONS:

The area covered by this survey extends Eastward through Choctawhatchee Bay from a junction with Hydro. Field Sheet #8 in Lat. 30-25.6 to Long. 86-18, including Boggy Bayou, Weekly Bayou, Toms Bayou, Rocky Bayou, Horse Shoe Bayou and other small tributary Bayou's unnamed. # 5806 (1935)

There is an overlap junction in Lat. 30-25.6 with Hydro field sheet #8 which appears adequate and satisfactory. During the execution of this survey three hydrographic parties were engaged in the field, necessitating overlap junctions at the extremity of each party's area. These junctions also appear adequate and satisfactory.

3. CONTROL AND SHORELINE:

The basic triangulation control for this survey was established by the parties of Lieut. G. L. Anderson and Lieut., J.G., M. H. Reese. Geographic positions for triangulation control and aerial photo compiled shoreline was furnished by the party of Lieut., J.G., M. H. Reese. Additional control was established by this party and located by topographic methods on aluminum mounted sheets using plane table and alidade. The standard procedure was followed in observing and graphically plotting three or more clearly intersecting cuts to each station located, from the occupancy of triangulation stations forming the above mentioned basic control.

4. METHODS, SCALE AND DATUM:

This survey was made and plotted on the final adjusted N.A. 1927 datum and is of 1:20 000 scale. All sounding line positions were obtained by three point sextant fixes except where defined and referred to adjacent topographic features. Soundings were taken with ten pound lead and hand line.

5. CHANNELS:

Thirty six feet may be carried with safety through mid portion of bay to a point one mile North-East (true) of Cobbs Point Beacon. Thence a due Easterly course (90 Deg. true) from this point and passing Four Mile Point Beacon one half mile Northward, twenty one feet may be carried with safety to Long. 86-18.

cht 270
2 ft
3/4

5. CHANNELS: (continued)

Twenty three feet may be carried with caution through an unmarked channel to the lighted beacon at the mouth of Boggy Bayou at which point the channel is one hundred twenty five meters wide to Eastward of Beacon.

Four feet may be carried with caution through the unmarked and narrow entrance to Weekly Bayou, inside of which maximum depths of twelve feet occur. ** This depth does not corroborate with sdgs. on sheet 24, is the controlling depth shown. G.R.*

Eight feet may be carried with caution through unmarked channel entering small Bayou lying in Lat. 30-29.3, Long. 86-28.2.

13. Fourteen feet may be carried with caution through unmarked channel in Boggy Bayou to the Town of Niceville.

Fourteen feet may be carried through Toms Bayou to the Town of Valparaiso.

On entering Rocky Bayou twenty four feet, the fairest water, may be carried with caution from a point one mile West of White Point through unmarked channel 336 Deg. (true) for two miles, thence twenty feet may be carried with caution in unmarked channel through general Northerly course to a point lying in Lat. 30-30.2, Long. 86-27.0, thence Easterly seventeen feet may be carried to a point four hundred meters East of highway bridge and gradually shoaling from this point to three feet at the Town of Bolton. ** 2 ft agree with this sheet*

Five feet may be carried with caution through pile marked channel into Horse Shoe Bayou. *No sdgs. on sheet verifying this statement. A note with the information has been added to sheet. G.R.*

6. DANGERS:

There were no real dangers revealed in the area covered by this survey. White Point and Piney Point shoals are unmarked but are reasonably evident in their form. Reasonable caution should be exercised on entering and navigating Boggy and Rocky Bayou's due to lack of markings and the restricted width and depth of channels.

All currents encountered were of moderate velocity and are normal and uniform in action.

7. COMPARISON WITH OLD SURVEY:

Chart 185 was compared with this survey and in general the shoal area's appear to have changed little if any. Throughout the deepest portion of the Bay the soundings appear to have shoaled one to three feet which is probably due to the deposit of soil contained in flood waters emanating from tributaries rather than shifting action due to currents.

The nine and one half foot shoal charted and lying in Lat. 30-29.9, Long. 86-27.2 was thoroughly searched for and a least depth of ten feet was found over a large area in this locality. It is probable that there is involved some tidal plane difference between the old and recent surveys, however the shoal may have flattened to this extent. ** 9 1/2 ft sdg. not carried forward. FS. from # 1141 (1882)*

8. GENERAL:

In general this survey appears sufficient and adequate. Crossings, check lines and all overlap junctions agree within a reasonable difference. Sounding line spacing was extended to one hundred fifty meters in area's of very uniform depth's due to economy in time saving to expedite the completion of survey, however all important area's apparent were thoroughly covered and investigated.

Triangulation station "STAKE-1934" was not used as hydrographic signal. A topographic signal was erected and located approx. thirty meters West along the shore from this station and was called STAKE on Hydro. sheet. See notation on smooth sheet.

The main railway referred to in paragraph 9
are not visible on the photos ^{as main railway} and have not been
labeled.

L.C.H.

8. GENERAL (continued)

No outboard or skiff sounding was done close inshore. There is a hard sand bottom of uniform surface throughout the entire area inshore from the two to three foot curve which shoals very gradually to MLW line. It was considered impracticable to extend soundings further inshore than the uniform two to three foot curve due to limitation of time in which to complete survey.

The clearances for all bridges within the area of this survey have been furnished the office by the party of Lieut., J.G., M. H. Reese.

9. LAND MARKS FOR CHARTS AND COAST PILOT NOTES:

There are no extremely prominent objects or land marks charted within the area of this survey. It is recommended that the following objects be charted as land marks; Valparaiso water tank and Jackson fire tower, U.S. Forestry Svc. the descriptions and positions of which are herewith attached and submitted on form 567, in triplicate.

Storm warnings are displayed from the water tank in Valparaiso but ^{* Marine railways} are not clearly visible further than the mouth of Boggy Bayou. There are ^{will be shown} marine railways* and shops both in Niceville and Valparaiso capable of ^{an Air Photo Comp.} hauling and making any repair on launches of medium size and draft. ^{if locatable.}

see opposite page.

10. GEOGRAPHIC NAMES:

GRASS LAKE lying in Lat. 30-27.8, Long. 86-25.6, PIPPIN LAKE lying in Lat. 30-27.5, Long. 86-24.5, and HORSESHOE BAYOU lying in Lat. 32-23.3, Long. 86-19.7 are topographic features within the area of this survey heretofore unnamed on charts. The above names by which these features are known in this vicinity were supplied by the local citizenry and are shown in their proper relation on the smooth sheet. All other geographic names appearing on smooth sheet were taken from chart 185.

11. TIDES:

Tidal reducers were obtained from portable automatic tide gage operated at Valparaiso. Tidal data sheet herewith attached.

12. STATISTICS:

Statute miles of sounding lines-----	1, 085.7
Number of soundings-----	21, 564
Number of positions-----	4, 696

The sheets and records were examined and approved;

A. O. Dority
Surveyor
U.S.C. & G.S.

I. E. Rittenburg, Lieut.
Chief-of-party
U.S.C. & G.S.

Note: The settlement called Valparaiso on Chart 185 is now called Niceville; the settlement called New Valparaiso on Chart 185 is now called Valparaiso. These are Postoffices and the Post Office Dept. carries these two settlements as Niceville and Valparaiso.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

VALPARAISO, FLORIDA

SEPTEMBER

1934

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

I. E. Rittenburg

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE				DATUM
	°	'	D.M. METERS	°	'			
Jackson fire tower	30	31	813.5	86	29	897.7	NA 1927 Tri.	1264 ✓ IM
Water tank, Valparaiso.	30	30	879.1	86	29	885.0	" "	" "

*you?
was
5/47*

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 4, 1936.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. E. P. Ellis

Tide Reducers are approved in
17 volumes of sounding records for

HYDROGRAPHIC SHEET 5869

Locality Choctawhatchee Bay, Florida.

Chief of Party: I. E. Rittenburg in 1935
Plane of reference is mean low water reading
2.5 ft. on tide staff at Valparaiso
5.0 ft. below B.M. 1

Height of mean high water above plane of reference is 0.6 feet.

Condition of records satisfactory except as noted below:

Ham
Acting Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Date Oct. 1, 1935

Survey No. 5869

Chart No. 185

Diagram No. 185

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
		<u>Black Point</u>	✓		
	<u>Boggy Bayou</u>	same	✓		
	<u>Toms Bayou</u>	"	✓		
	<u>Shirk Point</u>	"	✓		
	<u>Weekly Point Bayou</u>	"	✓		
	<u>Boggy Point</u>	"			
	<u>Rocky Bayou</u>	"	✓		
	<u>Choctawhatchee Bay</u>	"			
	<u>Cobb Point</u>	"	✓		
	<u>Piney Point</u>	"			
	<u>Horse Shoe Bayou</u>	"	✓	<u>Horseshoe</u> (one word)	
	<u>Four Mile Point</u>	"	✓	(one word)	
	<u>Hammock Point</u>	"	✓		
		<u>MARANO POINT</u>	✓		
		<u>Indian Bayou</u>	✓		
	Valparaiso				
	<u>Valparaiso</u>				
		<u>Shirk Bayou</u>	✓		
	<u>Niceville</u>				
		<u>WARD COVE</u>	✓		
	<u>Grass Lake</u>				
	<u>White Point</u>		✓		
	<u>Pippin Lake</u>				
	<u>Stake Point</u>			names approved 10/9/35	

KTA

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5869

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	4,696
Number of positions checked	...17..
Number of positions revised✓
Number of soundings recorded	21,564
Number of soundings revised	...47.
Number of signals erroneously plotted or transferred✓

Date: Apr. 7, 1936

Verification by *Harold W. Murray*

Time: 43 hrs

Review by *G. Riseyari*

Time: 29 1/2 hrs.

HYDROGRAPHIC SURVEY NO. 5869

Smooth Sheet Yes

Boat Sheet^s 3

Sounding Records 17 Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol. 1

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524)

Special Chart for Lighthouse Service
(Circular Nov. 30, 1933)

Remarks

Verification Report on H-5869 (1935)

1. Condition of Records.

The records are neat and legible and conform to the requirements of the F. M. except as follows:

a. The name of the leadman was not consistently entered at the beginning of each days work.

b. ~~The~~ The geographic positions were not consistently given at breaks in lines when the locality of the work changed.

~~c. Topographic signals MAP~~

2. Shore Line and Signals

The shorelines originally with T-5500, T-5501, T-5502, T-5524 and T-5527, all Air Photo sheets. T-5500 is the only sheet retained, however, shore line comparisons have been made with all sheets covering the area of the present survey.

The signals ^{originally} signals ~~signals~~ with Graphic Control sheets of which T-6317b is the only sheet received in the office as of this date.

3. Landmark Line Crossings

General agreement of cross lines is within 1 to 2 feet or less. Discrepancies of 1 to 2 feet or more are common but occur for short distances only. The most important example is cross line 18 to 21 E (blue) in lat. $30^{\circ}26'.4$, long. $86^{\circ}30'.8$.

Positions of soundings on this line ^{vary} 2 to 3 feet shorter than the main system of lines and have been omitted in office verification.

4. Depth Curves

The usual depth curves may be satisfactorily drawn within the limits of the survey including several detached low water curves. Half foot soundings were freely used in smoothing out irregularities. smoothing

5. Junctions with Contemporary Surveys.

a. The junction on the SW with H-5806 (1935) is satisfactory.

b. No contemporary survey on the east has been received as of this date. No survey to the eastward has been made. R.L.G.

6. Field Plotting

Field plotting and plotting were exceptionally accurate.

7. Remarks.

The D. R. (page 3, P 8) states that the average wishes bottom characteristic is hard sand yet this notation appears in but a few instances in the records. It is barely possible that hard sand was ~~meant~~ meant although "hard" was recorded.

Verified by Harold W. Murray April 7, 1936

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5869 (1935) FIELD NO. 18

Choctawhatchee Bay, Gulf Coast, Florida
Surveyed in July - August, 1935
Instructions dated Nov. 30, 1934 (EGNER).

Hand Lead Soundings.

3 Point fixes on shore signals.

Chief of Party - I. E. Rittenburg.
Surveyed by - A. O. Dority, J. A. Kinghorn, W. C. Huebner.
Protracted by - J. R. Walsh, A. E. Inledon, A. O. Dority.
Soundings penciled by - A. O. Dority.
Verified and inked by - H. W. Murray.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. The name of the leadsman was not consistently entered at the beginning of each day's work.
- b. The geographic positions were not consistently recorded at breaks in lines where the locality of the work changed.

The Descriptive Report is clear and comprehensive and adequately covers all items of importance.

2. Compliance with Instructions for the Project.

This is an excellent survey which fully complies with the instructions for the project, except that some areas of minor importance such as Indian Bayou and the areas inshore from the 2 and 3 foot curve were not covered.

3. Shoreline and Signals.

The shoreline originates with Air Photo Compilations, T-5500 (1934), T-5501 (1934), T-5502 (1934), T-5526 (1934), and T-5527 (1934).

The signals originate with Graphic Control Sheets, T-6317b (1935) T-6419 (1935) and T-6420 (1935).

4. Sounding Line Crossings.

Differences of 1 and 2 feet at crossings in the deeper areas are not infrequent, however, these differences occur only in spots and in the greater part of the area the soundings check very well at crossings.

5. Depth Curves.

The usual depth curves can be completely drawn with the exception of the low water curve which is practically identical with the high water line.

6. Junction with Surveys.

The junction with H-5806 (1935) on the southwest is satisfactory.

There is no contemporary survey on the eastern limits of this survey and none is contemplated in the near future. On these limits the present survey is in general agreement with the last prior survey, H-1141 (1872).

7. Comparison with Prior Surveys.a. H-1141 (1872).

This survey, on a scale of 1:20,000, covers the entire area of the present survey with widely spaced sounding lines. It is the only prior survey by this bureau and the present chart is based on it. The depths are in general agreement with those of the present survey except that in some areas, shoalings varying from 1 to 4 feet have taken place. Practically all the bayous have shoaled in some parts particularly Rocky Bayou where a shoaling of the channel, as well as the general depths of from 1 to 2 feet is indicated. Inside the 6 foot curve in the vicinity of the entrance to Horseshoe Bayou, a general shoaling of about 2 feet has taken place, as well as a general narrowing of the channel which is now pile marked. In the more open and deeper areas the changes that have occurred are generally slight, showing the present depths generally shoaler by from 1 to 2 feet.

- (1) Several shoal soundings, 15, 16 and 19, (uncharted) fall on the present survey in approximate latitude $30^{\circ}27.2'$, longitude $86^{\circ}29.2'$, in depths of 21 to 29 feet. These soundings are on a single zig-zag line of soundings, pos. 42j - pos. 43j, which does not agree with other depths on the old survey and does not check with the recorded time and course. When replotted on course and time the soundings agree with the old depths as well as the present ones. Since the present soundings cover the area closely without showing any shoal indication, this line is believed to be out of position and these soundings should be disregarded in future charting.

Because there is evidence of slight changes and general shoalings in the greater part of this area, the present survey,

which is more detailed, should supersede the above survey within the common area. However, because of the good agreement between the two surveys at the inshore limits of the present survey, H-1141 (1872) may be used to supplement the present survey wherever necessary in the inshore area.

8. Comparison with Chart No. 185 (New Print dated Feb. 2, 1935).

a. Hydrography.

Within the area of the present survey the chart is based on H-1141 (1872), discussed in the foregoing paragraph, and contains no additional information that needs consideration in this review.

b. Aids to Navigation.

- (1) Cobb Pt. lighted beacon was located by triangulation approximately 300 meters northwest of the charted position. The beacon was charted from Lighthouse Notice to Mariners No. 3 of 1915. In its present position this beacon correctly marks the extremity of the shoal area off of Cobb Pt.
- (2) The lighted beacon at Boggy Pt. in latitude $30^{\circ}28.73'$, longitude $86^{\circ}28.49'$, was located topographically approximately 60 meters southeast of the charted position. Its charted position originates with Lighthouse Notice to Mariners No. 3 of 1915. In its present position this beacon correctly marks the channel into Boggy Bayou.
- (3) The lighted beacon off Four Mile point was located by triangulation approximately 120 meters northeast of the charted position. The beacon was charted from Lighthouse Notice to Mariners No. 5 of 1915. In its present position this beacon marks the features intended.
- (4) Beacons No. 1 and No. 2 (latitude $30^{\circ}24'$, longitude $86^{\circ}31'$) fall outside of the limits of the present survey and will be considered in the review of H-5806 (1935).

9. Field Plotting.

The usual amount of field plotting was very accurately done.

10. Additional Field Work Recommended.

Within the area covered this survey is complete and very satisfactory. The unimportant areas which were not covered because of the time limitation such as Indian Bayou, the small bayou just west of Piney Point, and the shoal areas inshore from the 2 foot curve do not justify additional work.

11. Note to Compiler.

It is improbable any additional work will be done and the prior survey is not superseded in those areas mentioned in the preceding paragraph. The attention of the compiler is called to some imperfections in the sanded areas on the chart in latitude 30° 25.3', longitude 86°20.00', which might be taken for boulders and should be eliminated.

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12. Superseding Old Surveys.

Within the area covered the present survey supersedes the following survey for charting purposes:

H-1141 (1872) in part (Except as noted in par. 10 and 11).

13. Reviewed by - G. Risehari, April 21, 1936.
and R. L. Johnston

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green.
C. K. Green,
Chief, Section of Field Records.

L. O. Polbit.
Chief, Division of Charts.

Fred. R. Peacock
Chief, Section of Field Work.

G. H. S.
Chief, Division of H. & T.

Applied to chart 1264 Feb. 18, 1938 G. H. S.

Applied to drawing of Chart 870 Nov 1946 M.L.H.