

8469

Diag. Cht. No. 1255-2.

<p>Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY</p> <p>DESCRIPTIVE REPORT</p>	
<p>Type of Survey <u>Hydrographic</u></p>	
<p>Field No. <u>80-1258</u> Office No. <u>H-8469</u></p>	
<p>LOCALITY</p>	
<p>State <u>Florida</u></p>	
<p>General locality <u>West Coast</u></p>	
<p>Locality <u>Peace River</u></p>	
<p><u>1958-59</u></p>	
<p>CHIEF OF PARTY</p>	
<p><u>Robert C. Munson</u></p>	
<p>LIBRARY & ARCHIVES</p>	
<p>DATE <u>April 1961</u></p>	

USCOMM-DC 5087

8469

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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.

REGISTER No. H-8469

Field No. SO-1258

State Florida

General locality West Coast of Florida

Locality Peace River, Punta Gorda, Florida

Scale 1:10,000 Date of survey 15 OCT - Nov 12 1958-1959

Instructions dated 18 December 1952, Supplemental Instructions dated 2 March 1956, Revised Instructions dated 8 September 1958.

Vessel USCAGS Ship SOSBEE

Chief of party Miller J. Tenkel and Robert C. Munson

Surveyed by Bobby S. Woodruff and Gordon H. Orr

Soundings taken by ~~xxxxxxxx~~ graphic recorder, ~~xxxxxxxx~~ and sounding pole.

Fathograms scaled by Personnel Ship SOSBEE

Fathograms checked by Personnel Ship SOSBEE

Protracted by W.R. KACHEL (TAMPA OFFICE) & W.L. JONNS (NORFOLK OFFICE)

Soundings penciled by W.L. JONNS (NORFOLK OFFICE)

Soundings in ~~xxxxxx~~ feet at MLW ~~xxxxxx~~ and are true depths.

REMARKS: All corrections have been entered and checked by the personnel of the Ship SOSBEE.

HLK

DESCRIPTIVE REPORT
TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-8469 (Field No. SO-1258)
West Coast of Florida 8 Oct. 1958 to 12 Aug. 1959
Peace River Scale 1:10,000
USC& GSS SOSBEE Robert C. Munson, Ch. of Party

A. PROJECT:

This sheet is part of Project CS-353 (originally CS-13530) with original Instructions dated 18 December 1952, Supplemental Instructions dated 2 March 1956 and 27 January 1956, and Revised Instructions dated 8 September 1958. Also applicable is Acting Director's letter (22/MEK, S-2-8) dated 25 April 1955 which amends instructions on tides.

B. SURVEY LIMITS AND DATES:

This survey includes the waters of the Peace River (South) in the vicinity of Punta Gorda, Fla. Western limit of the sheet is located at Long. $82^{\circ}-06'-00''$ W., the eastern limit is Long. $81^{\circ}-59'-30''$ W., the southern limit of the sheet extends along the southern shore of the Peace River and the northern limit of this sheet extends along the northern shore of the Peace River. The hydrographic sheet limits are given in the Index of Hydrographic Sheets in attachment No. 11.

Junction was made with contemporary survey H-8357 (SO-1656) on the west, H-8470 (SO-1159) on the south and H-8471 (SO-1259) on the northeast. ⁽¹⁹⁵⁶⁻⁵⁷⁾ ₍₁₉₅₉₎

Work commenced on ¹⁵8 Oct. 1958 and ended on 12 Aug. 1959. Work was held up in January and July 1959 for the semi-annual haul-out of the Ship SOSBEE and during the later part of Dec. 1958 and Jan. 1959 during the seasonal period of low day-time tides.

C. VESSELS AND EQUIPMENT:

Soundings were obtained from a 25 foot wooden hull flat-bottom skiff, CS-735. The skiff was powered by two ten-horse-power outboard motors and has a maximum speed of about 6 knots and a turning radius of 25 meters. The skiff was powered by only one motor a large part of the work. This skiff operated from the Ship SOSBEE in Punta Gorda, Fla. Where possible soundings were taken with 808J type portable echo sounding recorder No. 140-SP. In shoal depths, about 3 feet or less, soundings were obtained by a pole graduated in feet. The method of sounding is indicated in the sounding volumes.

D. TIDE AND CURRENT STATIONS:

A portable tide gage was established at Punta Gorda, Fla. Lat. $26^{\circ}-55'.7''$ N., Long. $82^{\circ}-03'.9''$ W. This gage was used to reduce soundings in the Peace River with no correction necessary. No Current Stations were observed during the period of this hydrography. A Current Station was previously done at the bascule bridge crossing the Peace River at Punta Gorda, Fla. at Topo Station TEND.

E. SMOOTH SHEET:

The smooth sheet will be plotted by the NORFOLK PROCESSING OFFICE.

F. CONTROL STATIONS:

Four of the twelve triangulation stations used for control in this survey were located previously by the Tampa District Office personnel in 1956. Three of the stations were located in 1934 and the remaining stations were located at an earlier date. The greater part of the control was located by Photogrammetric methods on sheets T-11388 and T-11391. *T-10534*

Signals ABE and CAB ^(hydro signals) were located by a three-point fix, since original signals in that area were destroyed by recent construction work. *Also station Pie.*

A copy of all signals, triangulation stations, and topographic stations and their origins is appended in attachment No. 3.

GRASSY PT 1860 has been destroyed by erosion. The monument has toppled over and is about 40 feet out in the water. A new station was not established at this time because The Mackle Construction Company is making major changes in the area and it would be destroyed. *Station appears on contemporary Topo, but is considered destroyed at time of hydro.*

G. SHORELINE AND TOPOGRAPHY:

Shoreline and topography are from ^{Advanced} shoreline manuscripts T-11388 and T-11391 of 1953-58

Shoreline and topography changes made by the hydrographer are:

1. Lat. $26^{\circ}-55'.55''$ N., Long. $82^{\circ}-04'.75''$ W. The shoreline has been changed due to recent dredging and filling in this area. A breakwater approximately 100 meters in length extends from the shoreline. This filled area was located by a three-point sextant fix. *→ pos. 71v (blue) and canal*

Also in this area are several newly dredged canals and these are noted on the boatsheet.

G. SHORELINE AND TOPOGRAPHY: Con't.

2. Lat. $26^{\circ}-55.'75''$ N., Long. $82^{\circ}-03.'70''$ W., contains an area which is in the process of being filled in. The filled area is approximately 30 meters from the shoreline and runs for a length of 300 meters along the shoreline.
3. Lat. $26^{\circ}-56.'40''$ N., Long. $82^{\circ}-03.'00''$ W. An extensive area is being filled for the purpose of enlarging the city's park. This filled area is reinforced by a concrete seawall and was located by a three-point sextant fix. *positions 22, 23 & 24 Z.*
4. Lat. $26^{\circ}-58.'35''$ N., Long. $82^{\circ}-00.'60''$ W., is the entrance to a canal approximately 1.8 miles in length. This canal is sketched on the boatsheet by the hydrographer using time and distance method of evaluating the total distance to the end of the canal. *The shoreline for the canal originates from Photogrammetric Survey 75 information*
5. Lat. $26^{\circ}-57.'50''$ N., Long. $82^{\circ}-06.'10''$ W., is the entrance to a system of canals. *Two* Three new channels have been sketched in by the hydrographer in this area.

H. SOUNDINGS:

Model 808J portable depth recorders No. 140-SP and No. 150 were used in depths to approximately three feet. Soundings too shallow to be indicated correctly on the recorders were obtained with a wooden pole graduated in feet.

Corrections are covered in paragraph V.

I. CONTROL OF HYDROGRAPHY:

Hydrography was controlled almost entirely by three-point sextant fixes. In a few instances on the extreme inshore ends of lines, and in canals, positions were estimated from shoreline detail. These estimated positions are marked SBS (See Boat Sheet) in the sounding volumes.

J. ADEQUACY OF SURVEY:

The survey is complete and adequate to supersede prior surveys for charting.

Junctions are adequate and depth curves can be drawn.

There are no holidays at junctions, or within the sheet. All depth curves can be drawn. There were no nonstandard depth curves used.

K. CROSSLINES:

Crosslines constituting 8% of the total hydrography were run.

Checks at crossings were good with no appreciable discrepancies noted.

L. COMPARISON WITH PRIOR SURVEYS:

The only prior survey of this area was made in 1878, scale 1:20,000 and registry No. 1388. This survey is more complete than the old survey and work in the upper northeastern portion had not been surveyed before.

In general, comparison of these surveys was favorable, but the increased volume of soundings in the present survey brought out certain changes which are recorded below.

1. Lat. $26^{\circ}-58.'0$ N., Long. $82^{\circ}-01.'2$ W. In this channel natural ~~dredging~~ ^{deepening} is noted with shoaling at the mouth. Shoaling was noted to be approximately two feet in excess of the original survey. This channel is being dredged and the bottom is irregular.

Depth curves were more readily drawn with the increase of soundings in this and other upper river channels and the curves have therefore been improved.

2. Lat. $26^{\circ}-57.'5$ N., Long. $82^{\circ}-00.'7$ W. More natural ~~dredging~~ ^{deepening} was noted in this channel and at the mouth of the channel.
3. Lat. $26^{\circ}-56.'8$ N., Long. $82^{\circ}-03.'7$ W. Shoaling is noted in the area southwest of the bridge. This shoal is evidently being built due to the current movement which has been shifted since the construction of the bridge.

Work east of Long. $82^{\circ}-00.'5$ W. is the first survey in this area.

Although the previous survey was more limited, agreement was very good with present work.

Additional discussion concerning newly dredged areas by construction projects in this area will be found in paragraph G.

M. COMPARISION WITH CHART:

Comparison was made with Chart 1255, scale 1:80,000, print dated 1 Sept. 1958 and corrected through 14 March 1959 by Notice to Mariners.

All of paragraph L is applicable to a comparison with the chart and will not be repeated.

N. DANGERS AND SHOALS:

Shoaling areas were found to be the same as the prior survey except as noted in paragraph L. Newly found dangers to navigation include the following:

N. DANGERS AND SHOALS: Con't.

1. Lat. 26°-55'⁷⁷ N., Long. 82°-04'²⁸ W. Submerged wreck with boiler and pipe stem extending above MLW.
2. Lat. 26°-55'⁶⁵ N., Long. 82°04'²⁰ W. Boiler and pipe stem of wreck extending above MLW approximately 1.0 foot. *UNCOVERS 1-FT @ MLW*
3. Lat. 26°-55'⁷⁵ N., Long. 82°-04'⁰ W. Wrecked ship aground at this point just off channel on shoal in this area. *Visible wreck*
4. Lat. 26°-55'⁷⁸ N., Long. 82°-03'⁷⁸ W. Wrecked ship aground at this point. *Visible wreck*

O. COAST PILOT INFORMATION:

A special Coast Pilot Report will be submitted at a later date, in accordance with paragraph 32 of the revised instructions dated 8 September 1958.

P. AIDS TO NAVIGATION:

All fixed aids to navigation within the limits of this sheet are to be reported on Form 567 at a later date.

The positions of these fixed aids were checked during hydrography and Form 567 will not be submitted at this time.

There were no floating aids to navigation.

The bridge at Punta Gorda has a clearance of 10.0 feet at HW. This information was obtained from "List of Bridges over the Navigable Waters of the United States", published by the U. S. Corp of Engineers. No discrepancies between the field data and the above publication were found.

Power Cable OVHD crosses the Peace River at this bridge with a clearance of 80 feet above HW.

Q. LANDMARKS FOR CHARTS:

Form 567, Landmarks for Charts, will be submitted at a later date on an area basis.

R. GEOGRAPHIC NAMES:

gib
No discrepancies with established geographic names were noted. In accordance with paragraph 32 of the revised instructions dated 8 Sept. 1958, the complete listing of geographic names will not be enclosed in this report.

S.- T. BY-PRODUCT INFORMATION:

No information is applicable in this area for subjects of "silted areas", and "by-product information".

U. VELOCITY CORRECTION:

Velocity correction was determined by a daily bar-check and no velocity correction abstract was compiled. The correction was zero for all hydrography.

Z. TABULATION OF APPLICABLE DATA:

1. Boat Sheet*
2. Black Line Tracings of Topographic Detail*
3. List of Control Stations.
4. Statistics
5. Tide Note
6. Descriptions of Hydrographic Stations*
7. Recovery Notes of Topo and Hydro Stations**
8. Tide Records*
9. Fathograms*
10. Velocity Correction Abstract. (Bar Check)
11. Project CS-353 Sheet Index.
12. Approval Sheet.

* Submitted under separate cover.

** Submitted by the Tampa District Office.

Submitted by,

Gordon N. Orr
Gordon N. Orr,
ENSIGN, USC&GS

Approved by:

Robert C. Munson

Robert C. Munson,
LT., USC&GS,
Chief of Party.

NORFOLK PROCESSING OFFICE
LIST OF SIGNALS
H-8469

TRIANGULATION STATIONS

ACE PEACE RIVER ENTRANCE LIGHT, 1956
 AFAR (AF 46 FGS, 1934)
 ASTRO PUNTA GORDA ASTRONOMIC, 1909
 COOPS COOPER, 1909
 GORDA GORDA, 1934-56
 GRASS GRASSY POINT, 1860
 HARB PUNTA GORDA, CHARLOTTE HARBOR HOTEL, FLAGPOLE, 1934
 NORT HOTEL CLEVELAND, NORTH GABLE, 1909
 PUNTA PUNTA GORDA LIGHT 2, 1956
 POLE PUNTA GORDA WEATHER BUREAU POLE, 1956
 SPIRE PUNTA GORDA, PRESBYTERIAN CHURCH SPIRE, 1909
 TANKS PUNTA GORDA, MUNICIPAL TANK, 1934

TOPOGRAPHIC STATIONS

SOURCE T-11388

Add	Ado	Ago	Aha	Amo	Bat	Bee	Bet	Bop	But	Bus
Car	Cam	Cat	Caw	Cob	Cop	Daw	Day	Den	Dif	Due
Ear	Eat	Edy	Eel	Egg	Elf	Elm	End	Fan	Far	Fun
Gam	Gas	Gem	Gig	Gin	Hot	Ivy	Jap	Jaw	Jib	Jim
Ked	Key	Kim	Kon	Lad	Law	Mag	Mal	Man	Maw	Mill
Mim	Nat	Nes	Net	Nut	Off	Ohm	Ora	Orb	Owl	Pat
Fam	Pep	Pop	Quo	Rim	Rio	Roy	Rub	Sky	Sue	Tend
Thy	Tin	Tom	Try	Use	Van	Val	Wad	Yak	Yes	Zag
Zig	Zoo									

SOURCE T-11391

Act	And	Bag	Ben	Bob	Bot	Geo	Get	Hem	Ire	Jar
Jay	Max	Oil	Old	Pil	Rip	Rot	Tub	Tug	Top	Two

SOURCE T-105³⁴~~43~~

Lip	Mid	Red	Rue	Rum	Sad	Sub	Wit	Yet
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HYDROGRAPHIC STATIONS

Abe Vol. 1, pg. 3
 Cab Vol. 1, pg. 3
 Pie Vol. 3, pg. 16

LIST OF SIGNALS

H-8469

80-1258

*See NPO List*Peace River

Name	Number	T-Sheet	Remarks
ABE	near 9122	T-11391	- (fixed position by sextant)
ACE	8888	"	- Δ Peace River Ent. Lt., 1956
ACT	9125	"	
ADD	8820	T-11388	
ADO	8884	"	
AGO	8843	"	
AHA	"	"	- Daybn. No. 7
AMO	8869	"	
AND	9128	T-11391	
ASTRO	"	"	- Δ Punta Gorda Astronomico, 1909
AFAR	"	"	- Δ AF 46 FGS, 1934
BAG	"	"	- Punta Gorda Daybn. 6
BAT	8815	T-11388	
BEK	8850	"	
BEN	9120	T-11391	
BOB	9117	"	
BOT	9115	"	
BOP	8871	T-11388	
BET	"	"	- BM Q38 (1943) 1956
BUT	8826	"	
BUS	8828	"	
CAR	"	T-11388	- Daybn. No. 4
CAW	8881	"	
GOB	8847	"	
COD	8874	"	
CAT	8819	"	
GOP	"	T-11388	- COP (1943) 1956 (Topo.)
CAM	8814	"	
CAB	near 9123	T-11391	- Sextant Fix.
COOPS	"	"	- Δ COOPER, 1909
DAW	8837	T-11388	
DAY	"	"	- Daybn. No. 5
DEN	"	"	- Piling (Punta Gorda)
DIF	8813	T-11388	
DUE	8866	"	
ELF	"	T-11388	- Daybn. No. 1
ELM	"	"	- Piling
EDY	8887	T-11388	
END	8880	"	
EAR	8868	"	
EEL	8827	"	
EGG	8825	"	
EAT	8812	"	

LIST OF SIGNALS Con't.

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Peace River

Name	Number	T-Sheet	Remarks
FAN	8886	T-11388	
FAR	8898	"	
FUN	8867	"	
GEO		T-11391	- Punta Gorda Wreck Daybn. No. 2X
GORDA		"	- Δ GORDA (1934) 1956
GRT		"	- Piling
GIN	8879	T-11388	
GAS		"	- Daybn. No. 12
GRASS		"	- Δ GRASSY PT, 1860
GEM	8853	"	
GAM	8829	"	
GIG	8818	"	
HEM	9116	T-11391	
HARB		"	<u>NOTE</u> - Δ Punta Gorda Charlotte Harbor Hotel (Flagpole), 1934 Destroyed by fire after completion of survey.
HOT	8846	T-11388	
IRE		T-11391	- Piling
IVY		T-11388	- No. 4 piling.
JAR		T-11391	- Daybn. No. 8
JAY		"	- Piling
JIB	8878	T-11388	
JIM	8848	"	
JAP	8875	"	
JAW	8816	"	
KON	8870	"	
KIM	8862	"	
KEY	8849	"	
KED	8840	"	
LIP	8891E	T-11388E	
LAD	8854	T-11388	
LAW		"	- N. power pole (Punta Gorda)
MAX		T-11391	- Piling
MAL		T-11388	- Daybn. No. 10
MAN	8851	"	
MID	8801E	T-11388E	
MIM	8833	T-11388	
MILL		"	- MILL 1958 (Topo)
MAG	8830	"	
MAV	8888	"	- E. power pole of twin poles

LIST OF SIGNALS Con't.

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Peace River

Name	Number	T-Sheet	Remarks
NES	-	T-11388	- NES (1943) 1956 (Topo.)
NET	8873	"	"
NUT	8865	"	"
NORT	-	T-11388E	- Δ Hotel Cleveland N. Gable, 1909
NAT	8856	T-11388	"
OIL	9121	T-11391	"
OLD	-	"	- Piling
OHM	-	T-11388	- Daybn. No. 3
ORB	8872	"	"
OWL	8857	"	"
ORA	8823	"	"
OFF	8832	"	"
PUNTA	-	T-11391	- Δ Punta Gorda Lt. 2, 1956
POLE	-	"	- Δ Punta Gorda Weather Bureau Pole
PIL	-	"	- Piling
PEP	8863	T-11388	"
PAT	8861	"	"
PAM	8824	"	"
PIE	-	"	- End of pier (newly const.)
POP	8839	"	"
QUO	8852	"	"
RIP	9124	T-11391	"
ROT	-	"	- Daybn. No. 14
RIO	-	T-11388	" " 1A
RUB	8871	"	"
RUM	8890E	T-11388E	"
RED	8883E	"	"
RUE	8888E	"	"
RIM	8876	T-11388	"
ROY	8822	"	"
SPIRE	-	T-11391	- Δ Punta Gorda Presbyterian Church Spire, 1909
SUB	8876E	T-11388E	"
SUE	8860	T-11388	"
SAD	8889E	T-11388E	"
SKY	-	T-11388	- SKY (1943) 1956 (Topo.)
TUB	9118	T-11391	"
TOP	9127	"	"
TEND	-	T-11388	- TEND 1956 (Topo.)
TANKS	-	"	- Δ Punta Gorda Municipal Tank, 1934
TIN	8885	"	"
THY	8836	"	"
TOM	8834	"	"
TRY	-	"	- Daybn. No. 8
TWO	-	T-11391	- Punta Gorda Daybn. 12

LIST OF SIGNALS Con't.

H-8469

80-1258

Peace River

Name		Number		T-Sheet	Remarks
USE	-	8821	-	T-11388	
VAN	-	8859	-	"	
VAL	-	8841	-	"	
WIT	-	8885	-	"	
WAD	-	8842	-	"	
YET	-	8882	-	"	
YAK	-	8855	-	"	
YES	-	8864	-	"	
ZIG	-	8877	-	"	
ZAG	-	8835	-	"	
ZOO	-		-	"	- Daybn. No. 6.

STATISTICS

For Hydrographic Survey

H-8469 80-1258
(1958 - 1959)

Project CS-353

Skiff No. 735

Volume Number	Day Letter	Date	Pole Soundings	No. of Positions	Statute Miles of Sounding
1	a	15 Oct. 1958	39	52	8.23
1	b	17 " "	187	97	16.9
1	c	29 " "	201	72	14.50
2	d	30 " "	178	104	19.58
2	e	3 Nov. "	152	164	28.86
3	f	5 " "	277	129	17.7
3	g	6 " "	13	74	14.07
3	h	12 " "	4	4	0
3 & 4	j	19 " "	19	148	23.23
4	k	22 " "	12	153	23.23
4 & 5	l	2 Feb. 1959	95	145	29.09
5	m	3 " "	192	75	8.75
5	n	4 " "	182	99	19.78
6	p	9 " "	122	162	27.14
6	q	10 " "	174	108	13.34
7	r	11 " "	240	79	11.04
7	s	18 " "		150	17.48
7 & 8	t	11 Mar. "	CP	82	12.88
8	u	13 " "	0	1	0
8	v	23 " "	113	77	15.87
9	w	20 July "	40(L.L.)	40	0
9	x	21 " "	139 " "	139	0
9	y	22 " "	41 " "	41	0
9	z	23 " "	24 " "	24	0
9	aa	24 " "	1 " "	1	0
10	bb	12 Aug. "	CP	31	3.45
Totals			2445	2251	325.12

Total Area (square statute miles) = $\frac{7}{12.54}$

TIDE NOTE

H-8469 SO-1258

Peace River

Soundings were reduced to M L W on the portable tide gage established at the Gulf Oil Dock, Punta Gorda, Florida, Lat. $26^{\circ}-55'.66''$ N., Long. $82^{\circ}-03'.90''$ W. Mean Low Water corresponds to a reading of 1.90 feet on the staff. No time or range corrections were applied.

ABSTRACT OF BAR CHECKS

Skiff 735 808J-140SP

H-8469 50-1258

Peace River

Depths		3.0	4.0	5.0	6.0	8.0	10.0	12.0	Initial Set	Vol.	Page	Remarks
Dates	Day											
10/15/58	a								0.6'			
10/17/58	b								0.6'			
10/29/58	c								0.6'			
10/30/58	d								0.6'			
11/3/58	e			0.0	0.0	0.0			0.6'	2	31	
11/3/58	e			0.0	0.0	0.0			0.6'	2	56	
11/3/58	e	0.0		0.0	0.0	0.0			0.6'	2	68	
11/5/58	f	0.0		0.0	0.0	0.0			0.6'	3	5	
11/5/58	f			0.0	0.0	0.0			0.6'	3	32	
11/6/58	g			0.0	0.0	0.0			0.6'	3	39	
12/12/58	h											
12/16/58	j			0.0	0.0	0.0	0.0		0.6'	4	22	*
12/22/58	k			0.0	0.0	0.0	0.0		0.6'	4	43	
2/2/59	l			0.0	0.0				0.6'	4	59	
2/3/59	m			0.0	0.0				0.4'	5	26	
2/4/59	n			0.0	0.0	0.0			0.4'	5	44	
2/9/59	p			0.0	0.0	0.0	0.0		0.4'	6	6	
2/10/59	q			0.0	0.0	0.0			0.4'	6	44	
2/11/59	r			0.0	0.0	0.0	0.0		0.4'	7	5	
2/11/59	r			0.0	0.0	0.0	0.0	0.0	0.4'	7	22	
2/18/59	s								0.4'			
3/11/59	t								0.4'			
3/13/59	u											
3/23/59	v			0.0	0.0	0.0	0.0		0.4'	8	18	
7/20/59	w											**
7/21/59	x											**
7/22/59	y											**
7/23/59	z											**
7/24/59	aa											**
8/2/59	bb			0.0					0.4'			

* Renewed bottom of Skiff 735.

** Hand Lead Soundings.

APPROVAL SHEET

The boat sheet and field records are complete and therefore approved. The field work and boat sheet were inspected daily and the Chief of Party consulted with the hydrographers during the inspections.

The survey is complete and adequate and no additional work is recommended.

Robert C. Munson

Robert C. Munson,
LT., USC&GS,
Cdg. Ship SOSBEE.

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ...8469..

Records accompanying survey: Smooth sheets ..1...;
 boat sheets ...1...; sounding vols. 10.....; wire drag vols.;
 Descriptive Reports ..1...; graphic recorder envelopes 10...;
 special reports, etc. Blackline Impressions T-11387, T-11390,..
 T-11391, T-11391 (1:5,000 scale), T-11393, T-11396 & T-11397..

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

Number of positions on sheet		..2251..
Number of positions checked		..67...
Number of positions revised		..4....
Number of soundings revised (refers to depth only)		..167 * ..
Number of soundings erroneously spaced		..0....
Number of signals erroneously plotted or transferred		..1....
Topographic details	Time	..2 hr.
Junctions	Time	..16 hr. ** ..
Verification of soundings from graphic record	Time	..4....
Special adjustments (see Junction above)	Time	..0....

Verification by *George A. Merrill* Total time 262... Date 11-16-61

Reviewed by *Ernest E. Shores* Time 48... Date 11/24/1962

* .2' correction made to smooth out curves
 ** position HEM was plotted out of position at junction

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8469 (So-1258)

*Subbed shoreline from
receipt of S.S.*

GENERAL

The smooth sheet for this survey was prepared, and approximately 50% of the position plotting was accomplished, by the Tampa District Office. Personnel of this Office finished the plotting, penciled the soundings, and completed the remaining operations.

In areas of relatively flat bottom, soundings are in good agreement at crossings except for occasional discrepancies of one foot*. In areas where dredges have been working the bottom is lumpy. This is evidenced by the shoal soundings appearing in the channel between stations AGO and HOT.

* Rectified during verification.

SHORELINE

Shoreline changes, canals, piles, etc. not shown on the air-photo compilations, were applied to the smooth sheet in pencil for confirmation before inking. *Completed during verification*

Piers on the insert, in the vicinity of station Fan, have been lengthened to agree with sextant positions. Positions 14 & 15z, showing the location of an L shaped pier, were not smooth plotted as they could not be reconciled with boat sheet locations. *Corrected during verification*

The new canal west of station OIL - shoreline source unknown - was applied by Tampa Office in black ink. ~~The color should probably be changed to red.~~ *Canal appears on T-11391*

Norfolk, Va.
10 April 1961

Respectfully submitted,

Hugh L. Proffitt
Hugh L. Proffitt
Cartographer

GEOGRAPHIC NAMES

Survey No. H-3469

Name on Survey	<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On Chart No. <i>1255</i></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On previous survey No.</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On U. S. quadrangle Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">From local information</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On local Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">P. O. Guide or Map</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Rand McNally Atlas</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">U. S. Light List <i>SW</i></div> </div>										
	A	B	C	D	E	F	G	H	K		
Alligator Bay	x										1
Charlotte Harbor	x										2
Cleveland	x										3
Coon Key	x										4
Grassy Point	x										5
Live Oak Point	x										6
Peace River	x								x		7
Punta Gorda	x										8
Punta Gorda (point)	x										9
Solana	x										10
											11
											12
											13
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James M. Bee
GEOGRAPHIC NAMES SECTION
26 APRIL 1961

2. (cont.)

The shoreline originates with advance prints of photogrammetric surveys T-11388, T-11391 and T-10534 of 1953-58, with revisions by the hydrographer shown on the smooth sheet in red.

A microwave Radio Tower in lat. $26^{\circ}56.03'$ long. $82^{\circ}02.96'$, height is 157-ft. above M.S.L. recommended for Landmark Charting through letter 588/61, 427/59 and chart letter 36/57, is located on T-11391.

The addition of a boat ramp in lat. $26^{\circ}56.3'$ long. $82^{\circ}03.12'$ and revisions to a pier in lat. $26^{\circ}56.4'$ long $82^{\circ}03.10'$ were made from the boat sheet of the present survey and are called to the attention of the photogrammetric reviewer.

3. Hydrography

- a. Depths at the crossings are in good agreement.
- b. The usual depth curves are, in general, adequately delineated, with the low-water curve being determined where practicable. The three-foot curve was added to accentuate the shoal features.
- c. The development of the bottom configuration and the investigation of least depths is considered adequate, however no bottom characteristics were obtained on the present survey.

4. Condition of the Survey

The field plotting, sounding, records, and Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual.

5. Junctions

Adequate junctions were effected with H-8471(1959) on the north; H-8470(1959) on the southwest and H-8357(1956-57) on the west.

6. Comparison with prior surveys
H-1388b (1878) 1/20,000

The portion of the present survey west of long. $82^{\circ}00.5'$ falls within the area covered by this prior survey. The portion east of $82^{\circ}00.5'$ has no prior hydrographic surveys for comparison with the present survey.

A comparison with H-1388b shows that the bottom has remained fairly stable since 1878. Several areas where random differences exist are attributed to artificial alterations to the alongshore areas, as well as maintenance of both the project and private channels by dredging. The most notable change that has occurred in hydrography since the 1878 survey is in the vicinity of longitude $82^{\circ}01.5'$ where, in prior depths of 1 to 3 ft., new low-water formations tend to constrict the natural channels. Dredging operations were reported in progress in this vicinity by the hydrographer.

Bottom characteristics in stable areas were brought forward from H-1388b to supplement the present survey. With these additions the present survey is considered adequate to supersede the prior survey in the common area.

7. Comparison with chart 1255 (Latest print date August 14, 1961)

a. Main Chart Compilation - 1/80,000

1. Hydrography

The charted hydrography originates with H-1388b supplemented by critical information from the present survey through the boat sheet (BP-59501). No important discrepancies are noted between survey and charted depths. Attention, however, is directed to the following:

- a. An iron pipe in lat. $26^{\circ}56.10'$ long. $82^{\circ}04.53'$ from T-5876(1944) not previously charted was not disproved on the present survey. The feature should possibly be charted as submerged since it was not noted on lines of hydrography run at the time of low-water.

- b. A sunken wreck is charted from Chart Letter 458(1913) in lat. $26^{\circ}56.10'$ long. $82^{\circ}04.5'$ near the end of Long Dock, a railroad pier previously shown on chart 175. This letter notes that the pier pilings were in late stages of decay and the wreck was described as a "hulk". The hydrography in this general vicinity develops no indications of obstructions and is considered adequate to discredit both piling and the wreck.
- c. Numerous alongshore alterations such as dredging, fill, and other marine constructions, which are shown on the present survey, have not been charted.

The present survey entirely supersedes the charted hydrography in the common area.

2. Controlling depths

The channel in lat. $26^{\circ}55.5'$ long. $82^{\circ}04.75'$ has a reported controlling depth of 4 ft. from letter 588 of 1961 which is subsequent to the present survey.

3. Aids to navigations

The survey positions of aids to navigation are in substantial agreement with charted position and adequately mark the intended features. Attention, however is directed to the following:

Punta Gorda Wreck Bn "2x" in lat. $26^{\circ}56.11'$ long. $82^{\circ}04.58$ now marks a shoal area, with no evidence of the previously charted wreck; however in view of the submerged pipe, noted above in lat. $26^{\circ}56.10'$ long. $82^{\circ}04.55'$ the beacon should be retained in its charted position.

4. Landmarks

Punta Gorda, Florida Power and Light Co. water tank charted in lat. 26°56.00' long 82°02.82' from T-5876 does not appear on the present hydrographic survey nor on the contemporary photogrammetric manuscript of T-11391 and is recommended for deletion as a landmark by this review. A low-profile tank, in this vicinity was noted upon re-examination of photo 585-1666 of 1958.

b. Inset 1/40,000

1. Hydrography

The charted hydrography originates with the present survey prior to verification and review. No important discrepancies are noted between the survey and the charted depths.

The present survey entirely supersedes the charted hydrography in the common area.

2. Controlling depths

The controlling depths for the marked channels are charted from the present survey and are in agreement with chart letter 588/1961 (NM21/61) which is subsequent to the present survey.

3. Aids to navigation

The survey positions of aids to navigation are in substantial agreement with charted positions and adequately mark the intended features. The numbering of some fixed aids has occurred subsequent to the present survey.

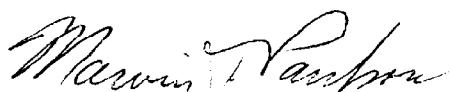
8. Compliance with instructions

The survey adequate complies with project instructions.

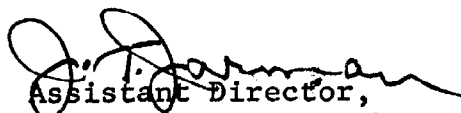
9. Additional field work

The survey is a good basic survey. Verification of the existence of the submerged pipe in lat. $26^{\circ}56.10$ long. $82^{\circ}04.53'$ would be desirable when practicable.

Examined and Approved:



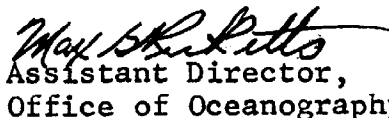
Chief,
Nautical Chart Division



Assistant Director,
Office of Cartography



Projects Officer,
Operations Division



Assistant Director,
Office of Oceanography

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys~~

11 May 1961

Division of Charts: R. H. Carstens

Plane of reference approved in
10 volumes of sounding records for

HYDROGRAPHIC SHEET 8469

Locality Peace River, Fla.

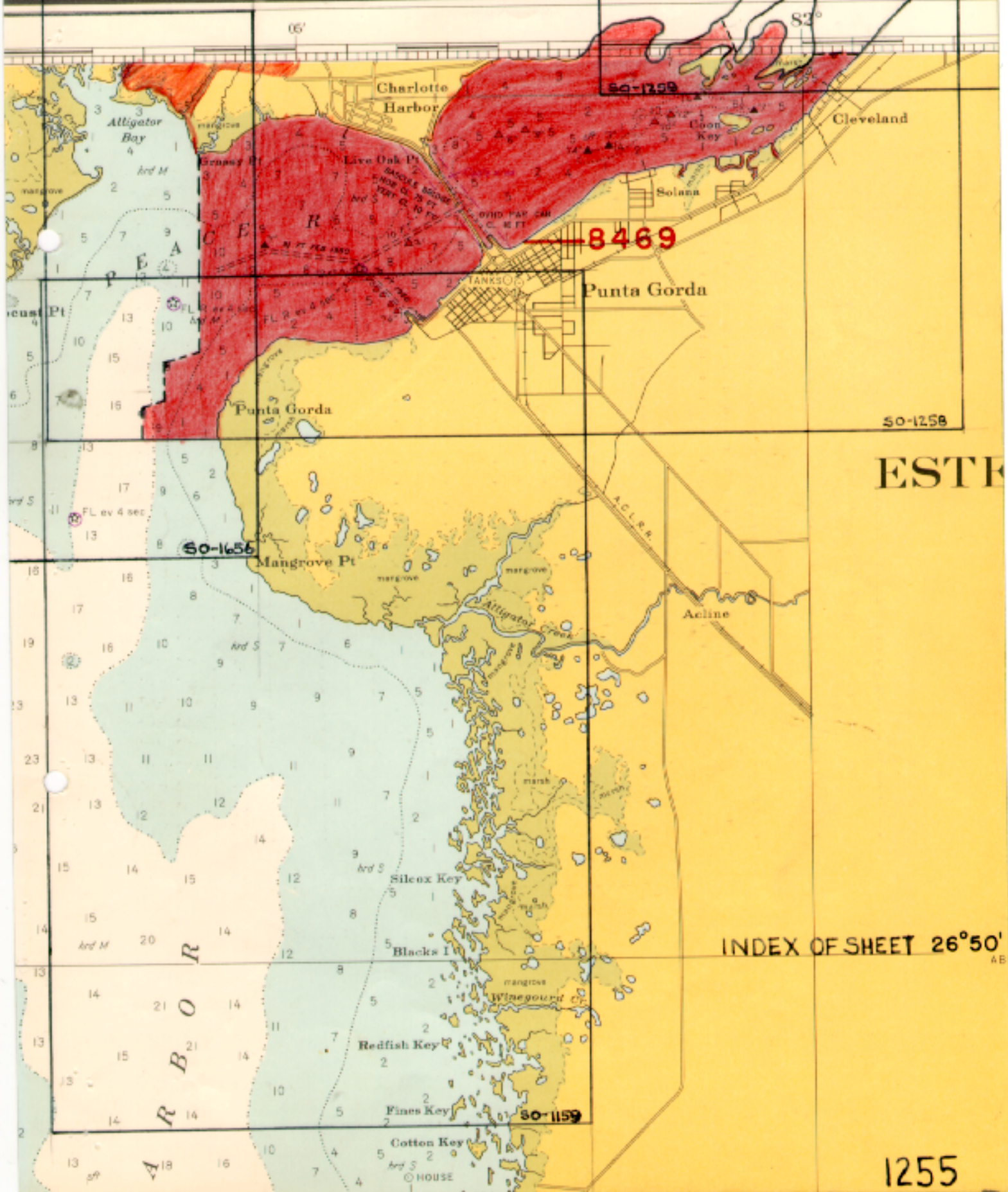
Chief of Party: R. C. Munson(1959)
Plane of reference is mean low water, reading
1.9 ft. on tide staff at Punta Gorda
5.4 ft. below B. M.1(1955)

Height of mean highwater above plane of reference is:1.2 ft.

Condition of records satisfactory except as noted below:

Burt W. Wilcox
Chief, Tides & Currents Branch

~~Chief, Division of Tides and Currents~~



SO-1258

SO-1656

SO-1399

8469

SO-1159

ESTR

INDEX OF SHEET 26°50' AB

1255

