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SUPPLEMENTAL T-5512

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Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5512
State	Florida
LOCALITY	
St. James Island	
Ochlockonee Bay.	
193 5	
CHIEF OF PARTY	
M. H. Reese	

(sketches)

Small change, Vic. of Ochlockonee Pt. } applied to drawing of
addition of Oyster Pass in Dickson's Bay Chart 182, July 1939 R.

FOR LATEST INFORMATION SEE SUPPLEMENTAL T-5512, filed 4-14-42

applied to chart 1261 3/16/43 HTE.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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

Field No.

REGISTER NO. T-5512 T5512

State.....Florida.....

General locality.....St. James Island.....

Locality.....Oohlookonee Bay.....

Scale.....1:20,618.....Date of ^{photos}~~survey~~.....Sept. 19....., 1934.....

Vessel.....Air Photo Compilation Party No. 24, Pensacola, Fla.....

Chief of party.....M. H. Reese.....

Surveyed by.....See data in descriptive report.....

Inked by.....Harry C. Ingerson.....

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated.....June 7....., 1934.....

Remarks:.....Compiled on a scale of 1:20,618. Enlarged and

printed by photolithography on scale of 1:20,000. Scale

factor 0.97.

182

- STATISTICS -

on

SHEET, FIELD NO. _____, REG. NO. T-5512

PHOTOS, NO. 1137 1151 ✓ TO NO. 1150 ✓
1151 ✓ 1163 ✓

DATE OF PHOTOGRAPHS 9/19/34 TIME 8:50 a.m.

	BY	DATE FROM TO
ROUGH RADIAL PLOT	--	
SCALE FACTOR (0.97)	--	
SCALE FACTOR CHECKED	--	
PROJECTION	<u>E. P. Hernandez, Jr.</u>	<u>4/25/35</u>
PROJECTION CHECKED	<u>E. L. Fitch</u>	<u>4/25/35</u>
CONTROL PLOTTED	<u>C. Carter Brown</u>	<u>4/26/35</u>
CONTROL CHECKED	<u>M. B. Gill, Jr.</u>	<u>4/27/35</u>
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT	<u>H. C. Ingerson</u>	<u>5/8/35</u>
RADIAL LINE PLOT CHECKED	<u>H. C. Ingerson</u>	
DETAIL INKED	<u>H. C. Ingerson</u>	<u>6/10/35</u>
PRELIMINARY REVIEW OF SHEET	<u>E. L. Fitch</u>	<u>6/18/35</u>

TOTAL AREA OF SHEET 139.4 sq. Statute Miles
 AREA OF DETAIL INKED 77.3 sq. Statute Miles (Land Area)
 AREA OF DETAIL INKED -- sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
77.0 Statute Miles
 LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
85.3 Statute Miles

GENERAL LOCATION St. James Island

LOCATION Ochlockonee Bay

DATUM North American 1927

STATION CHAIRES, 1859-1935 ✓
 (Unadjusted)

Latitude 29°57'38.310" (1179.6 m.)
 Longitude 84°22'58.974" (1581.2 m.)

Handwritten signature

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5512

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

Information used in the compilation of this sheet was obtained from notes and sketches on the field photographs. Where the draftsman could not completely determine the exact nature of the detail, such information was supplied by members of the field inspection party.

All names appearing on this sheet were taken from U. S. Coast and Geodetic Survey Charts Nos. 181 and 182, and from notes on the field photographs.

The area of land covered by this sheet is, in general, very low. The only high land is at the extreme northern portion of the sheet. The major part is marsh, and cypress and live oak swamp. These low areas are interspersed with many sand hummocks covered with pine and scrub oak. Much of the swamp land is covered with such dense vegetation that it is impenetrable and was interpreted directly from the photographs.

Because of the low nature of the land, it was very difficult in many areas to define the shore line accurately. In fact, members of the field party explained that in many places the marshy land was so merged with the water that they were unable even to define such shore line in the field. As a consequence, the draftsman has, with the information available and to the best of his ability, drawn such indefinite shore line with a broken line. This type of shore line predominates mainly in the east portion of the sheet and at the mouths of the Ochlockonee and Sockookhoppee Rivers.

There are numerous lakes in the area of this sheet. The majority of them are small and surrounded by marsh or cypress swamp. Many of these lakes have large growths of waterlilies in them; however, no attempt was made to show this growth.

The area represented by the sheet is sparsely inhabited except in and near the towns and seasonally at the summer resorts. There are also some scattered fishing settlements, especially near the oyster bars. Such bars have been shown by a broken line.

The only towns of any size are Panacea, Florida; Panacea Park, a subdivision and suburb of the former; St. Theresa, Florida, which is mainly a summer resort; and Surf, Florida. Many of the houses in the latter village were not shown since they are surrounded by overhanging trees and are impossible to define. On Florida Highway No. 10 are the towns of Buckhorn, Florida, and Medart, Florida. Not one house in either of these towns or along the highway was shown, as all this detail was at the extremity of the wing prints and, due to poor photographs, was impossible to interpret.

Florida Highway No. 10 (or U. S. Highway No. 319) traverses the sheet in the north and on the east, and is a good, hard-surfaced road. Florida Highway No. 110 traverses the sheet from a junction with Highway No. 10 south to Panacea, Florida. At the time of the photographs, this stretch of highway was under construction. Southwest from Panacea a right-of-way has been cleared in preparation for the construction of a new road to join with Florida Highway No. 110 on the south of St. James Island. This cleared right-of-way was shown by a double broken line. This proposed road will cross Ochlockonee Bay, and at the site of the crossing a bridge was under construction at the time the photographs were taken. This bridge is of the stationary wooden pile type with a steel and concrete roadbed. Near the center of the bridge will be a clear span of the following * specifications: clear channel span of 38 feet; clearance of 14 feet at mean high tide. Florida Highway No. 110 on St. James Island is a good, hard-surfaced road as far east as St. Theresa.

See
statement
in D.R.
to T-6353,
which has
been used
on other
sheets
A.L.S.

St. James Island is a labyrinth of dirt roads, fire lanes and trails. A good, graded dirt road runs from Panacea, Florida, to Surf, Florida, on the mainland. There are also many trails. All roads and trails have been shown by the conventional symbols.

All docks, piers and boathouses were shown as accurately as possible.

The area covered by this sheet has been traced from photographs Nos. 1137 to 1150 and 1151 to 1163, dated September 19, 1934, time 8:50 a.m., taken with Aero Service Corporation's H.U.I.-33 five-lens camera. Flight 1137 to 1150 runs in a northeast and southwest direction across the north portion of sheet, while flight 1151 to 1163 runs in an east and west direction across south portion of the sheet.

* clearance values changed to
36 ft and 13 ft. in accordance with
T6353 a. B.G.F.

II. CONTROL:

(A) Sources.

Triangulation in this area was executed by Lieut. George L. Anderson, 1934-35. *and by H.C. WARWICK - 1933.*

The geographic positions of the triangulation stations established by the above party were computed ~~from~~^{ON} the North American 1927 Datum ~~(adjusted)~~. *from adjusted values.*

(B) Character.

The control in this area was sufficient and well spaced. Very little difficulty was encountered in tying in and plotting control stations.

(C) Errors.

No errors were found in the control used in compiling this sheet.

III. COMPILATION:

(A) Method.

The usual five-lens radial line method of plotting was used in the compilation of this sheet.

(B) Adjustments of plot.

The majority of the photographs used in tracing this sheet were free of excessive tilt. Some of the extreme ends of wing prints had a scale difference, however, which necessitated adjustment when tracing the area in such wings.

(C) Interpretation.

The graphic symbols used are those authorized by the Board of Surveys and Maps (1932), except the symbol ({) used to denote brush. Also, the symbol (~~~~~) designating overhanging trees on the shore line, as approved by the Office, was used.

(D) Information from other sources.

No information other than that mentioned under "General Information" was used.

(E) Conflicting names.

The following conflicting name exists.
The name shown on the U.S. C. & G. Survey charts Nos. 181 and 182 was used.

U.S. C. & G. Charts Nos. 181 and 182	Submitted by Field Inspection Party
---	--

Sockookhoppee River.	Sopchoppy River. ^{OK.}
----------------------	---------------------------------

The field inspection party reported that the name "Sopchoppy River" is derived from the name of the town, Sopchoppy, Florida, near which the river passes. It was found to be in local use by fishermen and residents of that locality in conversations with members of the field party.

(F) New names.

Local names for features not previously names on U.S. C. & G. Survey charts Nos. 181 and 182 were obtained by the field inspection party and described as follows:

The names Buckhorn, Medart, Panacea, Panacea Park, Surf, and St. Theresa are names, in well established local usage, of settlements or towns. Signboards along the roads bear these names; there is a post office at Panacea; and it was reported by the field party that there is no doubt as to their permanent and accepted use. It is, therefore, recommended that these names be adopted for inclusion on future charts.

The following names were obtained from a member of the field inspection party, Sam MacIntyre, who is a permanent resident of Panacea, Florida. Mr. MacIntyre is a local guide, fisherman and hunter and is very familiar with all names and features in this section. Many of the names were used in conversations between the field inspection party and local inhabitants and they were found to be in local usage.

Whetstone Pt.	Levys Ditch
Fiddlers Pt.	Beckys Pond
Hungry Pt.	Otter Lake
Bonnett Pond	Otter Creek
Alligator Lake	Ulmores Fishery
Stockleys Landing	Ochlockonee Fishery
Silver Lake	Sand Creek
Lady Creek	Chaires Creek
	Ulmores Cove.

IV. COMPARISON WITH OTHER SURVEYS:

The junction of this sheet with sheet No. T-5511 on the west is satisfactory.

Comparison of the high-water line on this sheet, as determined by the radial line method of compilation, with that of the topo sheets of this area has not been made inasmuch as combined operations work is being executed by Lieut. C. A. Egner in the area covered by this sheet subsequent to the completion of this compilation. *See memo*

A notable change between this compilation and Chart No. 182 is that the small neck of land between the Ochlockonee and Sookoekhoppee Rivers, on Thom's Island, has been dredged out, and the two rivers now merge at this point.

V. LANDMARKS:

Landmarks of value to navigation will be submitted by Lieut. C. A. Egner.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all details of importance for charting purposes and no further surveys are recommended at this time.

Submitted by: *Harry C. Ingerson*
Harry C. Ingerson,
Draftsman.


Approved by: *M. H. Reese*
M. H. Reese,
Chief of Party.

MEMORANDUM TO ACCOMPANY SHEET NO. T-5512

At the time this sheet was forwarded to the Office, topographic surveys had been made by Lieutenant Egner of the whole area except in the vicinity of Alligator Harbor.

There were considerable discrepancies between the topo control sheets and the compilation in the eastern limits of this sheet. These have all been carefully investigated and have been rectified on the final compilation. The majority of these errors were found to be on account of mistakes made by the draftsmen in tracing the detail from the photographs. The photographs in some portions of the sheet were indistinct, but in other cases they were very clear.

All of the marked topo stations available this date (August 5, 1935) are shown on this compilation. If the hydrographic party complete their surveys in this locality there will in all probability be additional stations along the shoreline in the vicinity of Alligator Harbor. Additional triangulation stations have been established by the party of Lieutenant Egner since the compilation of this sheet, and these have been plotted by the geographic positions on the compilation.


M. H. Reese,
Chief of Party, C. & G. S.

Remarks

Decisions

1		
2	Given same name as BUCKHORN CREEK.	Buckhorn
3		
4		
5		
6		
7		
8		
9	Probably an error in D.R. (Δ STA. IS STOKEY)	Storley
10		
11		
12		
13		
14		
15		
16	R* 8/19/41	
17		
18		
19		
20	Sopchoppy is name of town, not river.	Sopchoppy R
21		
22	Probably named from Fiddlee crabs.	
23	R* 8/19/41	
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-5512

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>Medart</u> ✓				✓						1
<u>Buckhorn</u> ✓				✓						2
<u>U.S. Highway No. 29</u> ✓					✓					3
<u>State Highway No. 10</u> ✓					✓					4
<u>Bonnett Pond</u> ✓				✓						5
<u>Alligator Lake</u> ✓				✓						6
<u>Otter Creek</u> ✓				✓						7
<u>State Highway No. 110</u> ✓					✓					8
<u>Stokleys Landing</u> ✓				✓						9
<u>Oyster Bay</u> ✓	182									10
<u>Levys Ditch</u> ✓				✓						11
<u>Beckys Pond</u> ✓				✓						12
<u>Panacea</u> ✓						✓	✓			13
<u>Otter Lake</u> ✓				✓						14
<u>Panacea Park</u> ✓ (Suburban)				✓						15
<u>King's Bay</u> ✓	182									16
<u>Hungry Pt.</u> ✓				✓						17
<u>Porter's Island</u> ✓	182									18
<u>Bukhorn Creek</u> ✓	182									19
<u>Sackookhoppee River</u> ✓	182									20
<u>Levy Bay</u> ✓				✓						21
<u>Fiddler's Point</u> ✓				✓						22
<u>Dickson's Bay</u> ✓	182									23
<u>Whetstone Point</u> ✓				✓						24
<u>Apalachee Bay</u> ✓										25
<u>Ochlockonee River</u> ✓										26
<u>Thom's Island</u> ✓										27

Names underlined in red approved
by *[Signature]* 2-1-35

Remarks

Decisions

1	<u>Shell R</u> 8/14/41	
2		
3		
4		
5	R* 8/19/41	
6	R* 8/19/41	
7		
8		
9		OK Air Photo
10		" " "
11		
12		
13		
14		
15		
16		
17		
18		
19		
20	R* 8/19/41	
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T. 5512

GEOGRAPHIC NAMES		Survey No. T-5512											
Name on Survey													
	A	B	C	D	E	F	G	H	K				
✓ Ct. of Mex	182										1		
✓ Silver Lake				✓							2		
✓ Surf.				✓							3		
✓ Tide Creek	182										4		
✓ Marsh Island											5		
✓ Ulmore Cove				✓							6		
✓ Ochlockonee Bay	182										7		
✓ Ochlockonee Fishery				✓							8		
✓ Lady Creek				✓							9		
✓ Sand Creek				✓							10		
✓ Ochlockonee Point	182										11		
✓ St. James Island	182										12		
✓ Chaires Creek				✓							13		
✓ Bald Point	182										14		
✓ St. Theresa	182			✓	Road maps						15		
✓ Peninsula Point	182										16		
✓ Alligator Harbor	182										17		
✓ Ct. of Mex	182										18		
✓ Light House Point	182	all one word									19		
✓ Ulmore Fishery				✓							20		
✓ S. W. Cape	182										21		
Natural Springs (2) at Paines											22		
✓ St. George Sound	182										23		
											24		
											25		
											26		
											27		

Names underlined in red approved

by C. E. Jones on 2-1-36

M 234

Names underlined in red approved

by C. H. J. on 2-1-36

REVIEW OF AIR PHOTO COMPILATION T-5512

Comparison with Contemporary Graphic Control Surveys.

T-6352b (1935) 1:20,000; T-6353a & b (1935) 1:10,000
T-6354 (1935) 1:10,000.

A few small changes have been made in the compilation shoreline which is now in agreement with the Graphic Control Surveys.

All information and detail shown on the above Graphic Control surveys is shown on the compilation, except temporary topographic signals and magnetic meridians.

Comparison with Contemporary Hydrographic Surveys.

H-5868 (1935) 1:10,000.

The shoreline for H-5868 of Ochlockonee Bay was taken from the compilation and is in agreement with the soundings.

Comparison with Former Surveys.

T-771 (1859) 1:20,000; T-820.

The portions of the above surveys covered by the compilation show only minor time changes. The compilation is complete and adequate to supersede those portions of the above surveys which it covers.

Comparison with Chart 182.

A bridge has been constructed at latitude 29°58', longitude 84°23' since Chart 182 has been published. The compilation is much more complete in detail. Otherwise there are no outstanding differences.

Remarks

All the description cards turned in with Graphic Control Survey T-6354 had no additional information other than that shown on the Graphic Control Survey and for this reason have been destroyed.

Oyster bars at the entrance to Ochlockonee Bay have not been shown on this compilation as it is impossible to locate them accurately on the photos. Some of these Oyster bars have been sounded out on H-5868.

Lande
✓ B. G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. T-5512

Chief of Party: M. H. Reese

Compiled by: H.C. Ingerson

Project: Florida Compilation

Instructions dated: June 7, 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

Yes.

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

Yes.

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

No supplementary surveys necessary.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

None submitted.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

None yet available. Combined operations party of Lieut. C.A. Egner working in this area since completion of this compilation.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

Yes.

7. High water line on marshy and ^{sandy} ~~mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

Mentioned in descriptive report.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. ✓ The representation of ^{high} ~~low~~ water lines, ~~reefs, coral reefs and rocks, and legends pertaining to them~~ is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

Only high-water line shown.

9. ✓ Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

To be furnished by Lieut. C. A. Egner.

10. ✓ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

To be furnished by Lieut. C. A. Egner.

11. ✓ All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

Yes.

12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

Yes.

13. ✓ The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. (Unadjusted)

Yes.

14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Yes.

15. ✓ The drafting is ^{*Sai*} ~~satisfactory~~ and particular attention has been given the following: Yes.

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓3. All station points are exactly marked by fine black dots.
- ✓4. Closely spaced lines are drawn sharp and clear for printing.
- ✓5. Topographic symbols for similar features are of uniform weight.
- ✓6. All drawing has been retouched where partially rubbed off.
- ✓7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

✓16. No additional surveying is recommended at this time.

17. Remarks:

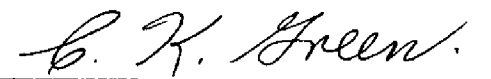

18. Examined and approved;

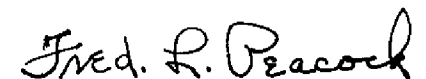
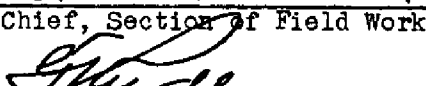

M. H. Reese
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *Lester C. Landy* ✓ *B. G. Jones*

Examined and approved:


Chief, Section of Field Records

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.

DIVISION OF CHARTS

SURVEYS SECTION

SUPPLEMENTAL DESCRIPTIVE REPORT OF
AIR PHOTOGRAPHIC SURVEY T-5512

The northern portion of T-5512 is superseded by air photographic survey T-5780 (1940); and has been deleted from published copies.

Numerous additions, which are shown on the supplemental in red, were made from nine-lens photographs taken December 3, 1939.

Sufficient control was available for making additions without a radial plot. Additions made by D. H. Benson, November 7, 1941.

The photographs covered only the area north of Lat. 29°58'. All additions and corrections were made in this area.

Field inspection was made by Lieut. George L. Anderson January 1940 in connection with field inspection for T-5780.

Reported to Nautical Chart Section April²⁰, 1942.



B. G. Jones, April 14, 1942