

10824

Diag. Cht. No. 1243-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Planimetric

Field No. Ph-5802 Office No. T-10824

LOCALITY

State Florida

General locality St. Johns River

Locality Eastport

1958-59

CHIEF OF PARTY

J.P.Randall, Chief of Field Party
A.L.Wardwell, Tampa District Office

LIBRARY & ARCHIVES

DATE October 1961

USCOMM-DC 5087

10824

DESCRIPTIVE REPORT - DATA RECORD

T - 10824

Project No. (II): Ph-5802 Quadrangle Name (IV):

Field Office (II): Jacksonville, Florida

Chief of Party: James P. Randall

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 3 July 1958

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Stereoscopic Instrument (Kelsh Plotter)

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): 1:5,000

Scale Factor (III): Pantographed to 1:10,000

Date received in Washington Office (IV): MAY 3 - 1960 Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): 1/18/61

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): MHW

~~Mean sea level~~ except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): DRUMMOND, 1935 ✓

Lat.:

Long.:

Adjusted

~~Unadjusted~~

Plane Coordinates (IV):

State: Florida

Zone: East

Y= 2,210,137.90 FT.

X= 309,673.03 FT.

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): **Jerome E. Tolodziecki**
Joseph K. Wilson
Oliver J. Weber Date: **Oct. 1958**
Feb. 1959
Feb. 1959

Planetable contouring by (II): **Inapplicable** Date:

Completion Surveys by (II): **Inapplicable** Date:

Mean High Water Location (III) (State date and method of location):
Air Photo Compilation. Date of photography: 8 May 1958

Projection and Grids ruled by (IV): **P. Dempsey (W.O.)** Date: **Aug. 1958**

Projection and Grids checked by (IV): **R. Shoup (W.O.)** Date: **Aug. 1958**

Control plotted by (III): **E. Pursel** Date: **Feb. 1959**

Control checked by (III): **I. I. Saperstein** Date: **Feb. 1959**

~~Radial Plotter~~ Stereoscopic **Washington Office** Date: **Jan. 1959**
Control extension by (III):

Planimetry Date: **May 1959**
Stereoscopic Instrument compilation (III): **I. I. Saperstein**

~~Contours~~ Date:

Manuscript delineated by (III): **I. I. Saperstein** Date: **May 1959**

Photogrammetric Office Review by (III): **E. T. Ogilby (Kelsh Plotter review)** Date: **May 1959**
Photogrammetric Office Review
of Map Manuscript by: **W. H. Shearouse** **June 1959**

Elevations on Manuscript
checked by (II) (III): **Inapplicable** Date:

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): **Single-lens, WILD "S" AVIAGON AND "L" INFRAGON**

4

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
58-S-2933	8 May 1958	0953	1:10,000 Ratio	0.9
58-S-2934	"	0954	"	0.9
58-S-2835	"	0954	"	0.9
58-S-2955	"	1007	"	1.0
58-S-2956	"	1007	"	1.0
58-S-2957	"	1008	"	1.0

Predicted Tide (III)

Reference Station: **MAYPORT**
Subordinate Station: **DAME POINT & PHOENIX PARK**
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
-	4.5	5.3
0.56	2.5	2.9

Washington Office Review by (IV):

W. Streifler

Date: *Aug. 1960*

Final Drafting by *W.H.* V.P. Cackowski, Tampa District Office

" " reviewed by: W.H. Shearouse, Tampa District Office

Date: June 1959

December 1959

Drafting verified for reproduction by (IV):

W. Streifler

Date: *Aug. 1960*

Proof Edit by (IV):

W. Streifler

Date: *18 Jan. 1961*

Land Area (Sq. Statute Miles) (III): **8.0**

Shoreline (More than 200 meters to opposite shore) (III): **23.4 linear miles**

~~Shoreline (Less than 200 meters to opposite shore) (III):~~

Control Leveling - Miles (II): **None**

Number of Triangulation Stations searched for (II): **11** Recovered: **8** Identified: **3**

Number of BMs searched for (II): **8** Recovered: **4** Identified: **2**

Number of Recoverable Photo Stations established (III): **0**

Number of Temporary Photo Hydro Stations established (III): **0***

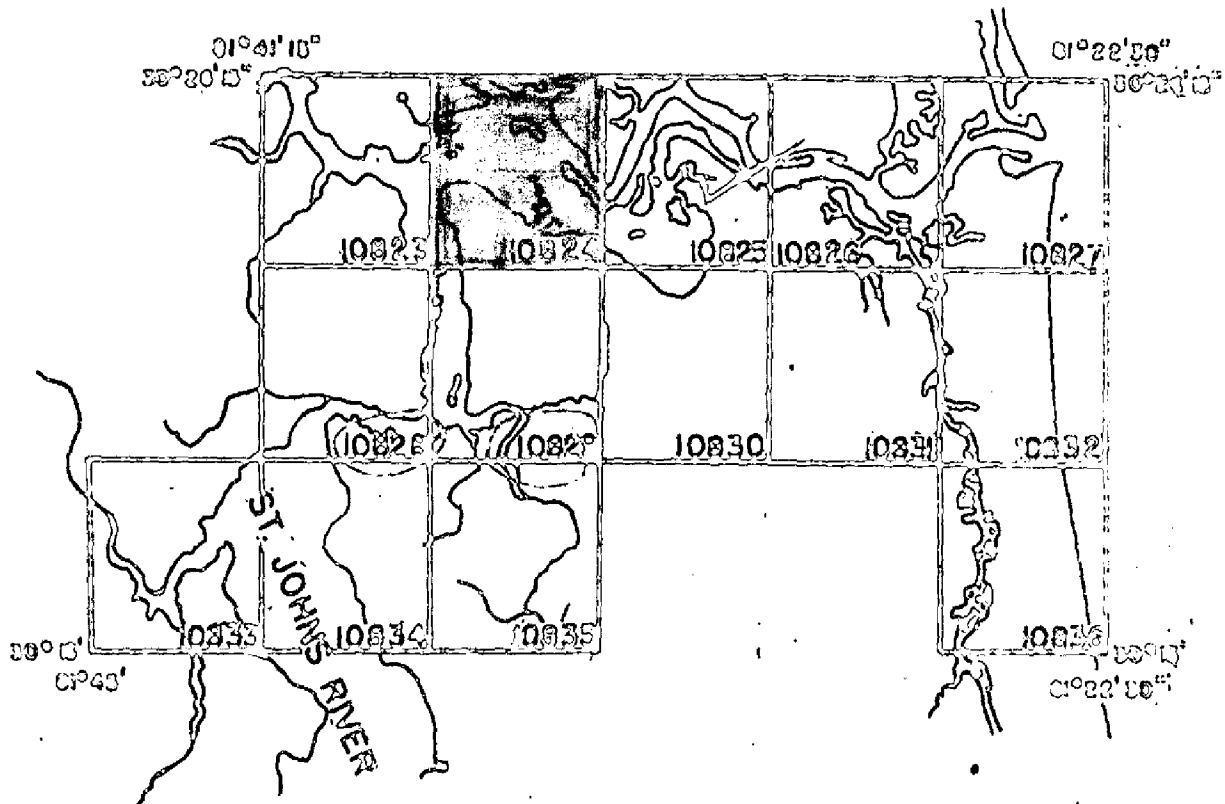
Remarks:

*Several hydro stations were established by photogrammetric support of hydro party. (See Report of photogrammetric support to East Coast Field Party).

PROJECT PH-5802

Planimetric Mapping

Florida, St. Johns River



Official Mileage for Cost Accounts

Sheet No.	Area Sq. Mi.	Lin. Mi. Shaded			
10823	11.9	16.7			
10824	8.0	22.4			
10825	11.9	24.1			
10826	14.3	27.1			
10827	6.4	15.6			
10828	13.5	9.2			
10829	12.7	12.6			
10830	12.7	2.0			
10831	15.6	10.1			
10832	11.1	8.2			
10833	10.2	21.5			
10834	8.0	7.6			
10835	15.6	6.2			
10836	12.7	8.8			
			Total	Area	Lin. Mi.
				164.7	203.2

SUMMARY
To Accompany Planimetric Map Manuscripts
T-10823 through T-10836

Subject surveys represent Planimetric Mapping Project PH-5802. It consists of fourteen (14) T-sheets, which cover the northern portion of the St. Johns River - from the entrance on the Atlantic Coast to the city of Jacksonville - in the State of Florida.

T-10823 through T-10836 were compiled by stereoscopic instrument methods (Kelsh Plotter) in 1958-59 at the Tampa District Office. The compilations are based on single-lens photography of May 1958 and field inspection of 1958-59. Advanced shoreline information and control (compiled at the Washington Office by stereoplanigraph) was made available to support hydrographic surveys of 1958-59.

The submitted map manuscripts are the result of adequately scribed sheet and after minor corrections and improvements during Washington Office Review, suitable for direct reproduction of permanent file copy.

Cronar film positives at the compilation scale of 1:10,000 and the Descriptive Reports will be registered and filed in the Bureau Archives.

October 1960

PRELIMINARY FIELD INSPECTION REPORT
Project Ph-5802
Maps T-10823, T-10824, T-10828,
T-10829, T-10833 and T-10834

2. AREAL FIELD INSPECTION

This report is submitted for a portion of six 3-3/4 minute planimetric maps located along the St. Johns River from Drummond Point to Hollingwood.

In accordance with Project Instructions, the work at this time was limited to only those phases required to provide shoreline and control for hydrography. This report discusses only those phases.

Shoreline Inspection has been shown on the following 1:10,000 scale photographs: 58-S-2933, 2956, 2958, 2975, 2999, 3000, 3002, 3004, 3015, 3016, 3017, 3020, 3048 and 3051.

The 1958 photographs were of good quality and most features were easily interpreted.

3. HORIZONTAL CONTROL

All horizontal control stations within this area have been searched for and reported on form 526.

The following stations are reported on form 526 as "destroyed", "lost", or "not recovered":

- CUMMER 2, 1926
- GULF REFINING CO. WATER TANK, 1926
- ARLINGTON, 1926
- FORD, 1926
- TERMINAL(USE), 1908
- JACKSONVILLE, "I" IN CARLING HOTEL SIGN, 1932
- JACKSONVILLE, U.S. CUSTOMS HOUSE CUPOLA; 1932
- SEMINOLE, 1926
- BIGHT, 1876
- BALCONY, 1934
- BROWARD POINT, BROOKS*SCANLON CORP. WATER TANK, 1926
- BROWARD POINT, STEEL SHED GABLE, 1926
- DUNN 2, 1935
- HARBOR LINE R.M. 30, 1926
- COMMODORE A(USE), 1908
- LAKESIDE, 1934
- LA VISTA REFERENCE MARK, 1876

Triangulation stations JACKSONVILLE SOUTH WEST BASE, 1876 and BEACON#26, 1926 were reported destroyed previously.

Stations BEN(USE), 1926 and CHASE 2(USE), 1926 were recovered in good condition.

No supplemental control was established.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high-water line along the rivers was determined from visual inspection. No attempt was made in this area to locate the low-water line. However, the field inspector has indicated an approximate low-water line in numerous places.

The foreshore along the rivers is mostly mud.

Several power and communication cables have been indicated on the photographs. The clearances of the overhead cables were not measured in accordance with Hydrographic Instruction 12, dated 3 March 1958.

8. OFFSHORE FEATURES

Several piling, groins, dolphins, wrecks etc. have been shown on the photographs. No other offshore features were noted.

9. LANDMARKS AND AIDS

All previously charted landmarks within this area are recommended on form 567 for charting. Eleven additional landmarks are also recommended. The landmarks were identified on the 1:10,000 scale photographs with one exception: See contact photograph 58-S-3012.

All fixed aids to navigation were identified by the direct method on the 1:10,000 scale photographs. Form 567 is submitted for each aid. The position of triangulation station BEACON#57, 1926 is believed to be correct.

The azimuth for Trout River Cut Range, Drummond Creek Range and Long Branch Range are shown on photograph 58-S-2958. The azimuth for Arlington Cut Range is shown on photograph 58-S-3000.

11. OTHER CONTROL

There were no monumented topographic stations established.

Several water tanks, radio and television towers, which had not been previously located by triangulation, were identified on the photographs as landmarks. Identification cards are not submitted for these objects as all can be easily seen on the photographs.

Several photo hydro objects were identified along the river shore. Form 567 is not submitted at this time for the aero aids.

12. OTHER INTERIOR FEATURES

Several bridge clearances were measured in accordance with project instructions. These clearances will be tabulated in the regular field inspection report.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Transmittal to Washington of contact photographs, identification cards and form 526 on 11 August 1958.

Letter to Chief, Division of Photogrammetry on 11 August 1958.

Letter from Chief, Division of Photogrammetry on 14 August 1958.

Joseph K. Wilson
Joseph K. Wilson
Cartographer

Submitted by:
29 August 1958

FIELD INSPECTION REPORT
 Maps T-10823 thru T-10824
 T-10828 thru T-10829
 T-10833 thru T-10835
 Project Ph-5802

2. AREAL FIELD INSPECTION

This report is submitted for seven 3-3/4 minute planimetric maps located in the western portion of the project. The maps include an area in and around the city of Jacksonville.

The city of Jacksonville is the only incorporated town within the limits of these maps. The area is served by several highways, namely; U. S. Highways 1, 17, and 90, Florida State Highways 5, 10, 13, 15, 105, and 228. Several new highways are under construction. See city map which is submitted with the data for these sheets.

The St. Johns River runs in a north-south direction through these maps. Two bridges crossing the river are toll bridges, namely; John E. Mathews Bridge and Fuller Warren Bridge.

The suburban area of Jacksonville is rapidly developing. Many new subdivisions were under construction during the field inspection.

The remainder of the area, surrounding the outer limits of Jacksonville is typical north Florida country; composed of pine, palmetto, small swamps, and intermittent ponds.

The 1958 photographs were of good quality and most of the features were easily interpreted.

See Preliminary Field Inspection Report submitted for maps T-10823, T-10824, T-10828, T-10829, T-10833, and T-10834 on 29 August 1958.

3. HORIZONTAL CONTROL

In accordance with Project Instructions, all horizontal control stations within the limits of these maps have been searched for and reported on form 526.

The following stations have been reported on form 526 as "destroyed", "lost", or "not Recovered".

T-10823

AB 1 (Fla. Geod. S.), 1934

AA 1 (Fla. Geod. S.), 1934

AA 2 (Fla. Geod. S.), 1934

RIVERVIEW, 1932
 JACKSONVILLE MUNICIPAL AIRPORT BEACON, 1932
 CUMMER 2, 1926

T-10824

DUNN 2, 1935
 BROWARD POINT, BROOKS SCANLON, CORP. WATER TANK, 1926
 BROWARD POINT, STEEL SHED GABLE, 1926

T-10828

AJ 24 (Fla. Geod. S.), 1934
 AJ 25 (Fla. Geod. S.), 1934
 AJ 26 (Fla. Geod. S.), 1934
 GULF REFINING CO. WATER TANK, 1926
 FORD, 1926
 TERMINAL (USE), 1908
 COMMODORE A (USE), 1926
 JACKSONVILLE "I" IN CARLING HOTEL SIGN, 1932
 SEMINOLE, 1926
 SPUR, 1917
 JACKSONVILLE U. S. CUSTOMS HOUSE CUPOLA, 1932
 JACKSONVILLE CITY FIRE STATION NO. 11 WATER TANK, 1926

T-10829

PAULINE (USE), 1908
 HARBOR LINE R. M. 30, 1926
 ARLINGTON, 1926
 AA 19 (Fla. Geod. S.), 1934
 AA 20 (Fla. Geod. S.), 1934
 AA 21 (Fla. Geod. S.), 1934

T-10833

LAKESIDE, 1934
 BALCONY, 1934
 BIGHT, 1876
 AB 14 (Fla. Geod. S.), 1934

T-10834

SOUTH JACKSONVILLE SILVER MUNICIPAL WATER TANK, 1932
 LA VISTA REFERENCE MARK, 1876

T-10835

AJ 3 (Fla. Geod. S.), 1934
 AJ 17 (Fla. Geod. S.), 1934
 AJ 19 (Fla. Geod. S.), 1934
 AJ 20 (Fla. Geod. S.), 1934

The following stations were destroyed previously. Form 526 is not submitted.

JACKSONVILLE TRACTION CO. WATER TANK, 1926
 BEACON # 62, 1926
 AJ 33 (Fla. Geod. S.), 1934
 AA 3 (Fla. Geod. S.), 1934
 CLUB (USE), 1909
 YARD (USE), 1934
 BEACON # 48, 1926
 BEACON # 26, 1926
 JACKSONVILLE SOUTH WEST BASE, 1876
 JACKSONVILLE PRESBYTERIAN, 1909
 JACKSONVILLE ST. LUKES HOSPITAL, 1909

JACKSONVILLE CITY FIRE STATION NO. 11 WATER TANK, 1926 has been destroyed since the date of identification.

Two substitute stations were identified for triangulation station JAX, 1932.

Other stations identified for use in control for compilation were either USC&GS stations, USE stations, or Florida Geodetic Survey stations.

There was no supplemental control established.

4. VERTICAL CONTROL

All tidal bench marks within the area were searched for and reported on form 685A.

5. CONTOURS AND DRAINAGE

Contouring is inapplicable.

The drainage has been delineated on the photographs throughout the limits of these maps for the most part. In many areas there is no definite drainage due to the flatness of the land.

6. WOODLAND COVER

The cover was classified in accordance with Project Instructions and the Topographic Manual.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline of the river was inspected by skiff. The mean high-water line was determined by visual inspection. An approximate low-water line along the river in many places. has been shown.

The foreshore is composed of mud, sand, and shell.

Docks, wharves, piers, landings etc, have been shown on the photographs.

All submarine and overhead cables, crossing navigable waters, have been shown on the photographs. Photogrammetric Instructions 27, Amendment No. 1, dated 11 March 1958 was observed.

Shoreline Inspection has been shown on the following 1:10,000 scale photographs: 58-S-2930, 2932, 2934, 2956, 2958, 2960, 2975, 2999, 3000, 3002, 3004, 3015, 3016, 3017, 3020, 3048, and 3051.

8. OFFSHORE FEATURES

Several piling, groins, dolphins, wrecks etc, have been shown on the photographs. No other offshore features were noted.

9. LANDMARKS AND AIDS

All previously charted landmarks, within this area with the exception of one stack and one water tank, are recommended on form 567 for charting. The stack is not considered a good landmark and the water tank was razed in December 1958. Twelve additional landmarks were identified on the 1:10,000 scale photographs. with one exception: See contact photograph 58-S-3012.

The water tank, shown on chart 577 at Eastport, is believed to be slightly in error. See new position determined from this compilation plot.

All fixed aids to navigation were identified by the direct method on the 1:10,000 scale photographs. Form 567 is submitted for each aid. The position of triangulation station BEACON # 57, 1926 is believed to be correct.

The azimuths for the points on range have been shown on the photographs.

10. BOUNDARIES, MONUMENTS, AND LINES

The boundaries of the corporate limits of Jacksonville, U. S. Naval Depot, and Imeson Airport are shown on the photographs. Boundary maps for these limits are submitted with the data for these sheets.

11. OTHER CONTROL

There were no monumented topographic stations established. Many prominent objects were identified on the photographs which had not been previously located by triangulation. An identification

card was not made for these objects, but all can be easily seen on the photographs.

Several photo-hydro objects were identified on the photographs along the river shore.

Form 567, for four AERO aids is submitted with the data for these maps.

12. OTHER INTERIOR FEATURES

Roads and buildings have been classified on the photographs in accordance with Photogrammetric Instructions 54 and 56.

One airport is located within the limits of these sheets.

Field inspection of map T-10833 was done on both the 1:10,000 scale photographs and the contact prints. See contact photographs 58-S-3007, 3013, 3014, 3052, 3053, 3054, and 58-L-3572. All other interior inspection was done on the 1:10,000 scale photographs.

In accordance with Project Instructions, horizontal and vertical clearances were measured of specific bridges. Listed below are the structures requested:

NAME OF BRIDGE	APPROX. POSITION		TYPE	CLEARANCE (FT.)	
	LAT.	LONG.		HOR.	VERT.
Ribault R. Hwy Bridge	30-22.5	81-43.6	F	16.0	4.6
Ribault R. Hwy Bridge	30-23.4	81-43.2	B	25.0	4.2
Trout R. Hwy Bridge (C. Ray Greene)	30-25.1	81-41.8	F	40.0	18.7
Trout R. Hwy Bridge	30-25.1	81-41.8	SW	Destroyed	
Ribault R. Hwy Bridge	30-23.7	81-41.0	F	42.6	19.4
Trout R. Hwy Bridge	30-24.0	81-39.9	F	52.8	29.3
Trout R. R.R. Bridge	30-23.6	81-38.9	SW	50.6N	2.6
				50.8S	
Trout R. Hwy Bridge	30-23.6	81-38.9	B	Destroyed	
Trout R. Hwy Bridge	30-23.6	81-38.9	F	52.0	37.0
Trout R. R.R. Br. (chart)	30-23.4	81-38.3	SW	60.0N	2.2
				60.0S	
Broward R. Hwy Bridge	30-25.0	81-36.0	B	39.8	9.0
Broward R. R.R. Bridge	30-25.1	81-36.6	SW	40.8E	8.0
(chart)				40.8W	
Dunn Creek Hwy Bridge	30-24.7	81-35.0	F	29.0	7.6
San Carlos Cr. Hwy Bridge	30-24.7	81-33.0	F	50.0	7.2
Browns Cr. Hwy Bridge	30-25.0	81-31.9	F	28.0	5.6
Cedar Creek Hwy Bridge	30-16.4	81-44.0	F	33.4	13.3
(Chart 685)					

10824

13. GEOGRAPHIC NAMES

A full scale investigation was not required. The geographic names investigation was restricted to an investigation of specific names indicated on the preliminary geographic names sheet and any new discrepancies discovered during the course of field operations. The preliminary names sheets, with recommendations in red are submitted with the map data.

The following names have become obsolete due to the rapid development of the city of Jacksonville. These names were once well known for the area they represented but they have now been included either with other developments or are referred to at present as just a street address:

CEDAR HEIGHTS	T-10823
PHOENIX	T-10823
VENETIA PENINSULA	T-10833
ORTEGA TERRACE	T-10833
ST. JOHNS PARK	T-10833
LAKESIDE PARK	T-10833
HOLLINGWOOD	T-10834
PHILLIPS	T-10834
BROOKLYN	T-10828 ✓
NEW SPRINGFIELD	T-10828 ✓
BRENTWOOD	T-10828 ✓
ARLINGTON HEIGHTS	T-10829
PANAMA PARK	T-10823

The following names are discussed individually:

NEWCASTLE T-10829 This name is obsolete and not recommended. The present owners do not use any name.

RUDOLPH ISLAND = RANDOLPH ISLAND T-10824 Neither of these names are recommended. None of the local residents know this small island by any name.

LONG BRANCH CREEK T-10828 ✓ This name is well known and is recommended. The city map shows this name correctly.

HIGHWAY North of T-10833 This name not recommended. See city map for highway routes.

MURRAY HILL T-10833 This name is well known and is recommended.

WILLIS BRANCH - WHITE BRANCH - WILLS BRANCH West of T-10833 None of these names are recommended. None of the local people use these names today.

WILLOW BRANCH CREEK T-10833 This name is well known and is recommended.

SANFLY POINT T-10823 The name is not recommended. None of the

Transmittal to Washington of shoreline photographs, form 567,
and form 526 on 29 August 1958

Transmittal to Washington of contact photographs, identification
cards, and form 526 on 13 November 1958.

Transmittal to Washington of contact photographs on 29 November
1958.

Transmittal to Tampa on 21 January 1959.

Transmittal to Tampa on 11 February 1959.

16 February 1959
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Sub Unit Chief
Photo Party 723

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Tampa District Office
P O Box 190 Tampa 1 Florida

6 August 1959

To: Chief, Photogrammetry Division
Coast and Geodetic Survey
Washington, D. C.

Subject: Geographic Names in Ph-5802

The Field Inspection Report for Ph-5802 recommends all "names checked in red" on a "recent map of Jacksonville". This office is in doubt about the desirability of showing all these subdivision names and solicits your advice.

There are enclosed copies of pages 12 and 13 (GEOGRAPHIC NAMES) from the Field Inspection Report for Ph-5802, and two U.S.G.S. quadrangles sent by the Washington Office to use as Name Sheets. The "checked" names are circled in red on the overlay of the Jacksonville map and some conflicts are noted. The maps concerned are now being compiled and your early attention is invited.

Arthur L. Wardwell
CDR, C&GS, Tampa District Officer

William A. Masun
By direction of the District Officer

WAS/o

732/rtrj

10 August 1959

To: Tampa District Officer
Coast and Geodetic Survey
P. O. Box 190
Tampa 1, Florida

Subject: Geographic Names, Project FN-5802

Reference: Your letter, same subject, dated
6 August 1959

Reference letter and associated data were referred to the Geographic Names Section for checking and their recommendation. Their comments appear in blue wax pencil on the overlay cover.

All names are acceptable and should be mapped except that HOGAN and OAKWOOD VILLA are to be omitted and FOWDER MARSH, WY, NICKO and SCUFF SAKBOW are to be retained as name recommended for mapping.

Your office shall make copies of this and the reference letter as part of each descriptive report written for this project.

Data furnished with reference letter are being returned herewith.

J. W. Marsh, Acting Chief
Photogrammetric Division

Enclosures

Project PH-5801 (Back River, S.C.)
 Obtain clearances on all
 bridges and overhead cable lines within project area

PH-5802 (St Johns River, Florida) Chart 685
 Lat. 30°16'24"
 Long 81°44'00" Obtain status
 of old bridge and clearances on new structure.

Lat	Long.	Chart	Hwy	R.R.	Type	Remark	River		
31°44"	81°38'18"	577	✓		S	Obtain status of structure and clearances	Trout River		
31°43"	81°40'58"	577	✓		F	Obtain complete clearance data	Ribault River		
31°42"	81°36'30"	577	✓		S	Obtain status of structure and clearances	Broward F.		
Clearances on the following ³²² are given do not agree with Bridge Book						Clearance			
						Hor. Ft.	Vert Ft.		
31°42"	81°32'55"	577	✓		F	31	6	Verify clearances	San Carlos Creek
31°43"	81°35'50"	577	✓		F	28	6	" "	Dunn Cr.
31°25'02"	81°31'52"	577	✓		F	30	6	" "	Brown's Cr.

Measure clearances on all crossings over
 Trout and Ribault Rivers shown on T-5668,
 extending to longitude 81°45'W.

6-10-58

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 18874 PROJECT NO. 5802 SCALE OF MAP 1:19000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
Jones 2 (USE) 1926	P.C. 35	NA 1927	2202 559.97 ✓	671.341.62 ✓					
Crab (USE) 1908	P.C. 41	NA 1927	322 034.85 ✓	98.156.42 ✓					
Drummond 1935	P.C. 67	NA 1927	2202 515.88 ✓	671.328.18 ✓					
Drummond Point (USE) 1926	P.C. 39	NA 1927	314 170.78 ✓	95.759.47 ✓					
Chase 2 (USE) 1926	P.C. 36	NA 1927	2210 137.90 ✓	673.651.38 ✓					
Berlin 1932	P.C. 4	NA 1927	309 673.03 ✓	94.388.53 ✓					
Broward Point, Brooks (1952)	P.C. 9	NA 1927	2209 917.00 ✓	673.584.05 ✓					
Seabn Cove, Water Tank	P.C. 35	NA 1927	309 796.10 ✓	94.426.04 ✓					
Broward Point, Steel	P.C. 39	NA 1927	2208 664.79 ✓	673.202.38 ✓					
Shed Gable 1926	P.C. 39	NA 1927	317 096.66 ✓	96.651.26 ✓					
Ben (USE) 1908	P.C. 35	NA 1927	2198 550.84 ✓	670.119.64 ✓					
Pauline (U.S.E.) 1908	P.C. 39	NA 1927	303 954.41 ✓	92.645.49 ✓					
			2207 337.09 ✓	672.797.69 ✓					
			321 832.89 ✓	98.094.86 ✓					
			2213 693.61 ✓	674.735.16 ✓					
			310 039.16 ✓	94.500.14 ✓					
			2211 919.50 ✓	674.194.41 ✓					
			310 642.75 ✓	94.684.11 ✓					
			2202 028.38 ✓	671.179.59 ✓					
			305 621.29 ✓	93.153.56 ✓					
			2,197,141.31 ✓	2,141.31 (2858.69) FT					
			317,921.24 ✓	2,991.24 (2008.76) FT					

[Handwritten signature]

DESTROYED

DESTROYED

COMPILATION REPORT T-10824PHOTOGRAMMETRIC PLOT REPORT

Submitted by the Washington Office and is bound with T-10827.

31. DELINEATION

Manuscript was delineated using the Kelsh Plotter.

The field inspection was generally adequate but the compiler was doubtful about certain swamp areas. However, swamp limits were shown as indicated by the field inspector. Certain buildings were omitted from the manuscript, though circled by the field inspector, as they are small, could not be seen from offshore and would serve no useful purpose.

Two sets of photographs were furnished. They were "S" series (Aviagon) contact and ratio prints; and "L" series (Infragon) 1:25,000 contact prints only. The diapositives furnished for the Kelsh plotter were of the "S" series.

32. CONTROL

See photogrammetric plot report.

33. SUPPLEMENTAL DATA

Three (3) maps were used to clarify roads, railroads and boundaries that were not too clear on the photographs:

1. Blueprint of St. Regis Paper Co.
2. Print of the Navy Fuel Depot.
3. Print of Imeson Airport

34. CONTOURS AND DRAINAGE

Contours inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS

The mean high-water line was delineated using the field inspector's notes, generally; but the infra-red photography was also used to clarify certain areas. The shoreline inspection as a whole was adequate. The low-water line was delineated by office interpretation of the photographs. All alongshore details have been shown as indicated by the field inspector. No shoal lines were shown.

36. OFFSHORE DETAILS

All offshore details were shown as indicated by the field inspector.

37. LANDMARKS AND AIDS

Eight (8) nonfloating aids to navigation and two (2) landmarks (including one aeronautical aid) were established and reported on Form 567.

38. CONTROL FOR FUTURE SURVEYS

No topographic stations were established. Thirty-six (36) photo-hydro points were located by the Washington Office. No list of descriptions for the photo-hydro stations were furnished this (Tampa) office.

39. JUNCTIONS

Junctions have been made with T-10823 to the west, T-10825 to the east, T-10829 to the south and USGS Quadrangle EASTPORT to the north.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with USGS Quadrangle EASTPORT, 1:24,000, edition of 1950. Many man-made changes have occurred, such as large piers, railroads, a trestle, and elongation of Quarantine Island.

Comparison has been made with planimetric maps T-5669 and T-5670, 1:10,000, surveyed to 1939. Many similar differences appear as on the quadrangle.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart 577, 1:40,000, revised to 22 June 1959. The chart appears to be in good agreement with this manuscript.

A cable area near the highway bridge across Broward River shown on the chart was not indicated by the field inspector.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

A large pier near the mouth of Broward River has been constructed. Notice to Mariners No. 18-59 states a sewer line and catwalk has been constructed here, but the compiler believes this is in error. The 8 May 1958 photograph shows an oil tanker tied up at the pier.

ITEMS TO BE CARRIED FORWARD

None.

Irving I. Saperstein
Irving I. Saperstein
Cartographer (Photo)

APPROVED AND FORWARDED

Arthur L. Wardwell
Arthur L. Wardwell
Tampa District Officer

48. GEOGRAPHIC NAME LIST

Atlantic Coast Line

Broward Point
*Broward River

Chaseville
Crab Island

Drummond Creek
Drummond Point
*Dunn Creek
Duval County

Eastport
Eulalia

Fip Island
Florida

Imeson Airport

Newcastle Island
Nichols Creek

Pauline Island
Polly Town

Quarantine Island

*Reddie Point

Seaboard Air Line
*St Johns River

Terrapin Creek

William Island

* B.G.N. Decision


GEOGRAPHIC NAMES SECTION
21 OCTOBER 1960

49. NOTES FOR THE HYDROGRAPHER

No marked recoverable topographic stations were established.

Several hydro stations were established by photogrammetric support of hydro party. (See Report of Photogrammetric Support to East Coast Field Party) No descriptions are available in the Tampa District Office.

50. PHOTOGRAMMETRIC OFFICE REVIEW OF ADVANCE MANUSCRIPT

T. 10824

1. Projection and grids WHS 2. Title WHS 3. Manuscript numbers WHS 4. Manuscript size WHS

4a. Classification label Unclassified

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy WHS 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) XX 7. Photo hydro stations XX 8. Bench marks WHS
9. Plotting of sextant fixes XX 10. Photogrammetric plot report W.O. 11. Detail points XX

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline WHS 13. Low-water line WHS 14. Rocks, shoals, etc. WHS 15. Bridges WHS 16. Aids to navigation WHS 17. Landmarks WHS 18. Other alongshore physical features WHS 19. Other along-shore cultural features WHS

PHYSICAL FEATURES

20. Water features WHS 21. Natural ground cover WHS 22. Planetable contours XX 23. Stereoscopic instrument contours XX 24. Contours in general XX 25. Spot elevations XX 26. Other physical features WHS

CULTURAL FEATURES

27. Roads WHS 28. Buildings WHS 29. Railroads WHS 30. Other cultural features WHS

BOUNDARIES

31. Boundary lines WHS 32. Public land lines XX

MISCELLANEOUS

33. Geographic names WHS 34. Junctions WHS 35. Legibility of the manuscript WHS 36. Discrepancy overlay XX 37. Descriptive Report WHS 38. Field inspection photographs WHS 39. Forms WHS

40. William H. Shearouse
Reviewer
William H. Shearouse

Milton M. Slavney
Supervisor, Review Section of Charts
Milton M. Slavney

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler Supervisor

43. Remarks:

NONFLOATING AIDS ~~NAVIGATION~~ FOR CHARTS

TO BE CHARTED }
~~TO BE REVISED~~ } STRIKE OUT TWO
~~TO BE DELETED~~ }

Tampa, Florida 7 March 1960

I recommend that the following objects which have ~~(names)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(charts)~~ the charts indicated.
 The positions given have been checked after listing by

I. I. Saperstein

Arthur L. Wardwell Chief of Party

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE*		LONGITUDE*								DATUM
				° /	"	° /	"							
	FLORIDA													
		<u>ST. JAMES RIVER</u>												
LIGHT		DANE POINT CUTOFF RANGE REAR		30 22	53.32	81 24	16.37	1927	Photo			577		
					16.2		137	1950	Pilot			1243		
LIGHT 56		BULLS CUT RANGE FRONT		30 24	10.89	81 35	17.16							
					12.59		1.66							
LIGHT		BULLS CUT RANGE REAR		30 24	19.33	81 35	26.60							
		(also DIAMOND CREEK RANGE REAR LT.)			15.19		710							
LIGHT 58		DIAMOND CREEK RANGE FRONT		30 24	42.28	81 35	39.53							
					13.02		10.55							
DAYB 60		DIAMOND CREEK CUT		30 24	28.22	81 36	28.29							
					30-24-22		7.55							
LIGHT 62		TROUT RIVER RANGE FRONT		30 24	01.07	81 37	20.64							
					33		5.51							
LIGHT		TROUT RIVER RANGE REAR		30 24	10.00	81 37	17.68							
					3.08		1.72							
DAYB		CHASEVILLE		30 23	18.84	81 37	23.37							
					5.60		6.24							
		*taken from date of field inspection. Day of month not available.												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS

Review Report of
Planimetric Map Manuscripts T-10823 through T-10836
October 1960

62. Comparison with Registered Topographic Surveys:

T-411	1:10,000	1853
T-550	1:10,000	1855
T-551	1:10,000	1855
T-552	1:10,000	1855-56
T-712	1:10,000	1858
T-713	1:10,000	1858
T-963	1:10,000	1864
T-965	1:10,000	1864
T-1232b	1:20,000	1871
T-1459a	1:20,000	1876-77
T-2027	1:80,000	1875
T-4068	1:20,000	1924
T-4084	1:20,000	1924
T-5235	1:10,000	1933
T-5664	1:10,000	1935
T-5665	1:10,000	1933-39
T-5666	1:10,000	1933-39
T-5667	1:10,000	1933-39
T-5669	1:10,000	1933-39
T-5670	1:10,000	1939
T-5671	1:10,000	1933
T-5672	1:10,000	1933
T-6376b	1:10,000	1934
T-6487a&b	1:10,000	1934
T-6488a&b	1:10,000	1934
T-11093	1:20,000	1957-58
T-11454	1:10,000	1951-54

Cultural and shoreline changes have been continuous and extensive. Considerable differences exist between topographic survey of 1951-54 and the land area of effected sheet of subject surveys. T-10823 through T-10836 are to supersede above-listed surveys of identical areas and detailing for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

Trout River, Fla.,	1:24,000, 1948,	U.S. Geological Survey
Eastport, Fla.,	1:24,000, 1948,	" " "
Mayport, Fla.,	1:24,000, 1948,	" " "
Jacksonville, Fla.,	1:24,000, 1948,	" " "
Arlington, Fla.,	1:24,000, 1948,	" " "
Jacksonville Beach, Fla.,	1:24,000, 1948,	" " "

These topographic quadrangles seem inadequate in consideration of all the changes caused by growth and development of subject area.

64. Comparison with Contemporary Hydrographic Surveys:

H-8107	1:10,000	1954
H-8412 (plus add. work)	1:20,000	1958-59
H-8462	1:20,000	1958-59
H-8463	1:10,000	1958-59
H-8464	1:10,000	1959

Fort George Inlet as shown on H-8107 has been subjected to considerable changes - see T-10827 for shoreline of 1958-59. Advanced shoreline and control of subject surveys was furnished to aid in the construction of remaining hydrographic surveys (H-8412, 8462 through 8464) and in the comparison, no major differences were noted.

65. Comparison with Nautical Charts:

569	1:40,000	Revised to 12/8 1958
577	1:40,000	" " 12/21 1959
685	1:40,000	2nd Ed. 12/7 1959
1243	1:80,000	Revised to 2/22 1960

There are minor shoreline differences throughout. Considerable differences exist at Fort George Inlet and at the entrance of St. Johns River as depicted on Chart 569 (with inset of these features at scale 1:10,000). Charts 577 and 1243 are effected accordingly. The position of "RIBAULT CHANNEL DIRECTIONAL LIGHT" at the southwest corner of Mayport Basin - as shown on Chart 569 - should be corrected also from available information from 1958 and as indicated on T-10827.

Dome Point - Fulton Cutoff Light 40, 1958 at the mouth of Alligator Creek should be added to Chart 577 (see T-10825).

