

5202

5202

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, Director	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. T-5202
State FLORIDA	
LOCALITY	
ST. JOHNS RIVER	
PALATKA and Vicinity	
Photographs taken Feb. 1935	
Feb. & Mar. 1935	
CHIEF OF PARTY	
Hubert A. Patton - Riley J. Sipe	

Applied in part to Chart comp. 686. Jan. 1940. R.A. McE.

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. 21

REGISTER NO. T-5202

**T5202**

State FLORIDA

General locality ST. JOHNS RIVER

Locality PALATKA and Vicinity

Scale 1:10000 Date of Photographs Feb. & Mar. 1935

Vessel Air Photographic Party No. 2-A

Chief of party Hubert A. Paton - Riley J. Sipe

Surveyed by See Notes on Compilation

Inked by " " " "

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

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

Instructions dated March 4, 1935, 19

Remarks: U.S. Army Air Corps Five Lens Camera No. 32-2

Field Inspection; Winter 1935; Summer 1937; Fall 1938;  
Spring 1939.

NOTES ON COMPILATION

Sheet No. 21 (Field)

Register No. T-5202

*See next page for date of field work and supplemental surveys.*

PHOTOGRAPHS:

<u>Five</u>	<u>Lens</u>	<u>Flight No.</u>	<u>12</u>	<u>No.</u>	<u>259 to 274</u>	<u>-</u>
"	"	"	"	<u>13</u>	" <u>334</u>	" <u>350</u>
"	"	"	"	<u>15</u>	" <u>654</u>	" <u>655</u>
"	"	"	"	<u>17</u>	" <u>691</u>	" <u>704</u>

SCALE PLOT: Hibert A. Paton & Henry O. Fortin

SCALE FACTOR USED: 1.00

PROJECTION BY: Washington Office

CONTROL PLOTTED BY: Hubert A. Paton - Franklin R. Gossett

CONTROL CHECKED BY: J.M.P.

SMOOTH RADIAL PLOT BY: Hubert A. Paton

TOPOGRAPHY TRANSFERRED BY: Henry Mach

TOPOGRAPHY CHECKED BY: Henry O. Fortin

SHORELINE INKED BY: Henry Mach

DETAIL INKED BY: Henry Mach

OVERLAY SHEET BY: Henry Mach

DESCRIPTIVE REPORT BY: Henry Mach

REVIEWED BY: Henry O. Fortin

AREA OF DETAIL INKED: 26.0 Sq. Stat. Miles.

LENGTH OF SHORELINE (Over 200 m): 17.4 Stat. Miles.

LENGTH OF SHORELINE (Under 200 m): 10.25 Stat. Miles.

LENGTH OF SHORELINE OF SMALL LAKES: 14.47 Stat. Miles.

Ref. Sta.

PALATKA, EAST TRANSMISSION TOWER 1933 Lat. 29° 37' 43.70" (1536.5 m) *adjusted*  
Long. 81° 35' 26.623" (716.2 m)

*See*  
X = 312,318.43  
Y = 1,925,967.59

## FIELD INSPECTION AND SUPPLEMENTAL SURVEYS

Details on T-5202 are of the date of the photographs, February 1935, except for the following:

1. Piers, stakes, piling, wrecks, etc. located by Graphic Control Surveys of June - July 1935.
2. Waterfront Details at Palatka - inspected and revised to spring of 1939.
3. Lower Palatka Light No. 53A located by plane-table after it was established in November 1937. Exact date of location not stated.
4. Various interior details listed on page 5 located by field inspection since 1935, but exact dates not given in each instance.

DESCRIPTIVE REPORT  
TOPOGRAPHIC MAP NO. 21  
REGISTER NO. T-5202

April 17, 1939.

GENERAL INFORMATION.

The sheet was compiled from air photographs taken by the U. S. Army Air Corps, using a five lens camera, No. 32-2. The sheet was covered by flights Nos. 12, 13, 15, and 17. Only two photographs of flight 15 were used in the northeast corner of the sheet. The scale of the sheet was selected so that the scale factor was 1.00. The flights were made at an approximate elevation of 5000 feet.

A small part of the west side of the sheet was left blank because it fell outside the normal tracing limits.

CONTROL.

A total of 28 triangulation stations and 16 Florida Geodetic Survey Traverse stations were used for control on this sheet. Three of the triangulation stations and one of the traverse stations fell outside the tracing limits of the sheet. There are three Graphic Control Sheets, MM, NN, and LL, from which parts of shoreline, piles, docks, stakes, bridges and the location of Wilson Cypress Mills were transferred. Nine H & T stations were also used for control, five of which were recoverable. These descriptions have been sent in with the G. C. Sheets. In addition, V 42 a stamped traverse station, Standpipe Ravine Gardesn, Stack Palatka City Waterworks, Dome Incinerator Wilson Cypress Mills and Center Stack of three tall Stacks Wilson Cypress Mills have been submitted as recoverable stations on Form 524.

JUNCTIONS.

On the north this sheet joins T-5203; on the south it joins T-5195 and T-5196; and on the east T-5196 and T-5204. All the junctions were satisfactory.

LANDMARKS.

Five objects have been selected in this area and are listed on Form #567, a copy of which is attached to this report.

#### GENERAL DESCRIPTION OF THE TOPOGRAPHY.

The part of the St. Johns River shown on this sheet includes the towns Palatka on the west shore and East Palatka on the east shore. A concrete bridge across the river is used by State Highways #28 and #14, and also U. S. #17.

Both communities are surrounded by a dense farming population and the topography shows numerous and good roads of communication.

The area is mostly high ground with some exceptions which represent swamps, the largest of which is located in the south part of the sheet between Wilsons Cove and the St. Johns River to the east. About one-half mile south of the bridge we find the Wilson Cypress Mills with its extensive storage piers representing one of the largest lumber yards in the country.

The Ravine Gardens about one mile south from the main Railroad Station are the chief point of attraction for the tourist passing through Palatka.

There are two different railway systems, Atlantic Coast Line and Georgia Southern & Florida Railroad leading to Palatka's extensive railroad yards, and the Florida East Coast Railroad going south and east from East Palatka. A railroad bridge of the Florida East Coast Railway crosses the river near the above mentioned vehicular bridge.

The sheet also shows the power transmission line of the Florida Power and Light Company coming from the south, crossing the river at its most narrow point in the south part of the sheet and leading to a substation at the Ravine Gardens. From this station the power transmission line continues along the State Highway #14 to the westward. Before crossing the river the power transmission line branches towards East Palatka and continues east along State Highway #14. There is also shown a branch of the Rural Electrification Administration power transmission line in the southwest corner of the sheet.

#### ROADS AND TRAILS.

The manner of showing the roads follows the latest instructions. All the roads which are graded and maintained are shown as first class roads. All trails are not shown on this sheet, especially the ones of minor importance. Any trail leading to the waterfront is impassable to vehicular traffic.

#### FIELD INSPECTION.

A preliminary inspection was made in the winter of 1935. Additional inspection was made in the summer of 1937, in November 1938, and in the spring of 1939.

# PILING, SUNKEN BARGES AND FISH STAKES.

Most of the piling, sunken barges and fish stakes was transferred from G. C. Sheets LL, MM & NN and are fully discussed in these reports.

CS 163M T6388 T6389

## GROVES.

All groves on this sheet are of citrus nature.

## COMPARISON WITH OTHER SURVEYS.

CS 163M

In comparison with G. C. Sheet LL, H. A. Paton, 1935, the shoreline checked for a few exceptions just northeast of the St. Johns River Wood Tower 1935, and on G. C. Sheet MM, H. A. Paton, 1935, just northeast of the east end of the bridge to East Palatka. In both cases the interpretation of the edge of the swamp led to the accepting of the position of this map drawing.

T6388

In comparing the U. S. Army Engineers Map No. 3, Route 13-B, of this district, it was found that the two compared favorably.

## BRIDGES.

The vehicular bridge across the river at Palatka is a concrete double leaf bascule bridge. The horizontal clearance is 101 feet and vertical clearance is 22.5 feet at M. L. W. This information is taken from G. C. Sheet MM. The following is taken from the List of Bridges over Navigable Waters of U. S. 1935.

Clearance normal to channel	100 feet.
Clearance, vertical	22 " MLW.
	21 " H.W.

The Railroad Bridge of the F. E. C. Ry. Co., is a swing bridge. The horizontal clearance is 98 feet, vertical clearance 3 1/2 feet at M. L. W. These figures are taken from G. C. Sheet MM. The following is taken from the List of Bridges over Navigable Waters of the U. S. 1935.

Clearance normal to channel	100.67 feet.
Clearance, vertical	4.2 " MLW.
	3.2 " H.W.

Values of U.S. Engineers  
Bridge built for 1955  
shown on the sheet

## TRANSMISSION LINE AND TELEPHONE LINE.

The aerial transmission line crossing the river at its most narrow southeast of Devils Elbow, consists of 12 cables. They have a clearance of 160 feet at M. L. W. This information is taken from G. C. Sheet NN.

T6389

A discussion of the telephone toll line which is located near the eastern edge of the sheet is fully covered in the descriptive report for Sheet T-5197. By means of field inspection the ends of this line was properly tied to the connecting ends of Sheet T-5196 on the south and T-5203 on the north.

Accepted  
C. P.



As the distances from the power lines and the telephone lines to the centerline of the highways varied from 15 to 20 feet, the lines are shown on the sheet slightly exaggerated in order that it might print more clearly.

#### CABLE CROSSINGS AND FERRIES.

No ferries are shown on this sheet. A cable crossing is situated at the swing bridge of the F. E. C. Ry. just north of the main highway bridge across the river. This crossing is for the telephone line as shown on the sheet.

*Evidently means a submerged cable.*

#### SWAMPS, PONDS AND LAKES.

Swamps have been discussed under General Description of Topography. There are a number of grassy and intermittent ponds, with an occasional patch of open glade land on the sheet. Any pond labeled "grassy pond" is not to be used as a geographical name. There is only one lake on the sheet, that being Davis Lake near the southeast corner of the sheet.

#### STREAMS.

There are only four small streams or branches on this sheet. Namely; Cow Creek on the north edge of the sheet, White Water Branch in the Ravine Gardens, Mills Branch just across the river from Devils Elbow and Bray Creek in the southeast corner of the sheet.

#### RADIAL PLOT.

The radial plot was made by drawing radial lines directly on the sheet.

The control was adequate and no photographs were found to be badly tilted.

Stations B-69 and B-68c were relocated by radial plot and are shown as nearby radial points on the sheet.  
*B-69 taken off sheet. Difference with B-68c very small - computed position shown on sheet.*

V-42 "marked station" was found to be about 270 meters easterly of geographic position of V-42 which was "unmarked". This marked station is described on Form #524. The pricking of triangulation station City 1935, did not check exactly on several pictures.

B-69a field inspection position and computed geographic position do not agree. *Computed position shown on sheet.*

P-36 appears out of position on Print 702C.

#### BUILDINGS.

Only public buildings were shown in East Palatka and Palatka. In the surrounding rural area most of the buildings were shown except those obscured by trees and erected since the pictures were taken.

SUPPLEMENTARY SURVEYS.

1. Central Academy was built after the pictures were flown and was located by field inspection in December 1938. Notes for the location will be found on Print 342 A.

<sup>725163M → T6389 → T6389</sup>  
G. C. Sheets LL, MM & NN refer to the G. C. S Sheets of H. A. Paton, 1935. Hydrographic Sheet #25 is also by H. A. Paton. Details taken from these sheets have already been discussed.

One field inspection note book pertaining to pricking control stations on prints apply to this sheet.

2. Farmers Market was built since the pictures were taken and the measurements for its location will be found on Print 266 A.

MISCELLANEOUS.

Beacon #68, 1935, has been taken off the chart as it no longer exists. This was the first beacon just north of the Palatka Bridge. The old triangulation station Woodenware Mill Stack, Palatka, has been destroyed and is not shown on the sheet.

The south side of Wilsons Cove is foul with old barges and sunken piling.

The projection lines on this sheet are much too heavy.

3. A number of buildings and piers as shown on the G. C. Sheets that cover this area have not been inked in. This was due to the fact that the buildings have been destroyed or the piers removed since the sheets were completed. ~~The~~

4. The sextant fixes for the two outer piling NW of the Palatka F. E. C. Ry. bridge appear on picture 343 c, Flight #13, field print. On print 338 B, Flight #13 appears the fixes for the piling at the mouth of the Humite Canal.

This report is not written in accordance with the latest instructions as most of it had been completed before the instructions were received.

Respectfully submitted,

*Henry Mach*  
Henry Mach

Approved & Forwarded.

*Henry J. Rife*

## SOURCES OF GEOGRAPHIC NAMES

Field Sheet 21

Register No. T-5202

[illegible]

## GEOGRAPHIC NAMES

- COW CREEK. Located on the north part of the sheet and on the east shore of the river. Some of the sources give this as Cow Branch but Cow Creek is recommended for charting purposes.
- CARMAN COVE. This cove is located on the east shore of the river opposite Palatka. This name was not found on any chart or map but the following; Randall Wells (tax collector), R. Hanley, Butler Dowda, residents of Palatka and very well acquainted with the river in this vicinity give this name as the one locally used by the fishermen. This name is recommended for charting purposes.
- DEVILS ELBOW. All sources give this name to the point of the west shore of the river south and opposite East Palatka.
- FRANCIS STATION. This was a station on the abandoned Ocala Northern Branch or Oklawaha Valley Railroad. It was located at the intersection of the railway and State Highway #14. No one was found who knows of this station. It is not recommended for charting purposes.
- HARTS POINT. This point is located on the east shore near the Palatka Bridge.
- LUNDY. It is located about three quarters of a mile south of the Ravine Gardens.
- LOG LANDING. Authority for this name are; R. Hanley, Randall Wells and Butler Dowda of Palatka.
- MORITANI POINT. This point is also known as One Mile Point. G.C. Sheet LL gives the name of this point as Moritani which seems to be the best known local name.
- PALATKA HEIGHTS. The section on somewhat higher ground west of Palatka.
- PALATKA POINT. See Descriptive Report accompanying G. C. Sheet MM, H. A. Paton, 1935.
- ROLLESTOWN. (Sometimes spelled Rawlestown) The name of the locality on the east shore where the power transmission line crosses the river. There are only one or two houses including a gasoline station. As this name does not appear on any of the maps it is not recommended.
- RIVERCREST. This name is now given to the locality of Rollestown. Authority - R. Hanley, Randall Wells and Butler Dowda of Palatka.
- PORTERS COVE. It is the name of the rounding cove just south of the west transmission tower on the west shore of the St. Johns River. Authority - R. Hanley, Randall Wells, Butler Dowda of Palatka.
- WHITE WATER BRANCH. Located in the Ravine Gardens.

	Remarks	Decisions
1		USGB
2		296816 USGB
3		"
4		296815
5		"
6		"
7		"
8		"
9		296816
10	Devils Elbow Light USGB decision	"
11		"
12		"
13	Do not ink pending USGB decision 11/1/40 decision	" USGB
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24	No longer exists (On USGS "Palatka")	"
25	It should be Penial and not Peniel, according to USGS "Palatka"	
26		
27		

# GEOGRAPHIC NAMES

Survey No. T-5202

Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrang. Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
<u>St. Johns River</u> ✓										1
<u>Palatka</u> ✓										2
<u>East Palatka</u> ✓										3
<u>Rivercrest</u> ✓										4
<u>Mill Branch</u> ✓										5
<u>Porters Cove</u> ✓										6
<u>Bray Creek</u> ✓										7
<u>Davis Lake</u> ✓										8
<u>Wilson Cove</u> ✓										9
<u>Carman Cove</u> ✓										10
<u>Devils Elbow</u> ✓										11
<u>Harts Point</u> ✓										12
<u>Moritani Point</u> * ✓										13
<u>Cow Creek</u> ✓										14
<u>Lemon Heights</u> ✓										15
<u>Palatka Heights</u> ✓										16
<u>Sunny Heights</u> ✓										17
<u>Lundy</u> ✓										18
<u>Hog Eye Point</u> ✓										19
<u>Log Landing</u> ✓										20
<u>Mulholland Park</u>										21
<u>Whitewater Branch</u> ✓										22
<u>Ravine Gardens</u> ✓										23
<u>Francis Station</u>										24
<u>Penial Road</u>										25
										26
										27

by L. Heck 7/12/37

✓ WILSONS COVE. The deep cove south of the Wilson Cypress Company has been known in the past as Butlers Cove from the name of an old inhabitant but is now known and called throughout the country "Wilsons Cove". This name is recommended for charting.

✓ PENIEL ROAD. This road is known locally by this name. Not recommended for charting.

✓ SUNNYHEIGHTS. This is the name given to the small community at the south end of Sunnyheights road. All residents recommend this name.

✓ BRAY CREEK. It is located on the east shore  $\frac{1}{2}$  mile south of the power transmission line. This name was furnished by local fishermen.

✓ HOG EYE POINT. The point on the west side of the river just north of triangulation station "St Johns River Wooden Tower".

✓ MILL BRANCH. It is the branch on the west shore of the river south of East Palatka.

✓ DAVIS LAKE. It is the name of the small lake on the south-east corner of the sheet. It was formerly known as Wiggs Lake. However the following authorities recommended Davis Lake. Jim Millican, Randall Wells and Dowda Butler of Palatka.

✓ LEMON HEIGHTS. The name of the heights near the west end of Lemon Street in Palatka. All residents in that section know it by that name and it is recommended.

The following names need no explanatory remarks.  
✓ St. Johns River, Palatka and East Palatka.





REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Hubert A Paton - Riley J. Sipe Compiled by: Henry Maoh

Project: HT-168

Instructions dated: 3/4/35

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)  
Yes
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)  
Street layout of Palatka is forwarded.
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.  
Yes
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)  
No unusual or large adjustments necessary.
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)  
Yes

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 low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)  
Yes
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)  
Yes
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)  
Yes
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.  
Yes
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)  
Yes
15. The drafting is satisfactory and particular attention has been given the following:
  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)

Yes

16. No additional surveying is recommended at this time.

None

17. Remarks: As the greater part of this sheet was compiled under Lieut. Paton his name is used as Chief of Party except where a signature was necessary.

18. Examined and approved;

  
Chief of Party

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

No. H

No. T *5202*

received  
registered  
verified  
reviewed  
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
<del>24</del>			
26			
<i>Coast Pilot</i>		<i>Hbl</i>	<i>Page 3 last Par</i>
<del>30</del>			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	<i>Jones</i>	<i>promptly</i>
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## REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5202

Scale 1:10,000  
August 12, 1939.

### CONTEMPORARY GRAPHIC CONTROL SURVEYS.

T-6388 (1935) 1:5,000.  
T-6389 (1935) 1:5,000.  
CS-163M (1935) 1:10,000. Filed in Air Photo Unit.

The Graphic Control surveys show only short sections of detail except for T-6388, which shows the bridges and the most important piers at Palatka. Since T-6388 is on a scale of 1:5,000 as compared to the 1:10,000 scale of T-5202, it should be used in preference to T-5202 where the larger scale waterfront survey is needed.

At latitude 29° 38.6', long. 81° 37.8', several docks and buildings which are shown on T-6388 have been purposely left off the air photographic survey as they have recently been removed.

All details on the Graphic Control surveys within the area of T-5202 are shown on T-5202 except the following:

1. Magnetic declination. Values differ less than 2° from those shown on the chart.

2. Temporary topographic stations.

3. *Details no longer existing as mentioned above.*

### CONTEMPORARY HYDROGRAPHIC SURVEYS.

H-6300 (1935) 1:5,000.  
H-6327 (1935) 1:10,000.

The shoreline has not been applied to H-6300 from T-5202. When the shoreline is added to H-6300 by the reviewing unit any discrepancies noted will be taken care of at that time. T-5202 has been compared with H-6327 and no discrepancies were found.

### PREVIOUS TOPOGRAPHIC SURVEYS.

T1564b (1884).

T1564b is in good agreement with T-5202 except through the city of Palatka where there has been considerable changes in docks and the bridges. T-5202 is complete and adequate to supersede the portion of T-1564b which it covers.

Chart 684, December 3, 1937.

<sup>chart</sup> T-684 agrees closely with T-5202, but T-5202 is much more complete as to detail. No landmarks are shown on Chart 684. The recommended landmarks have been reported on Form 567.

T-5202 shows numerous additions to details on Chart 684. Landmarks have been reported.

DESCRIPTIONS OF TOPOGRAPHIC STATIONS.

Descriptions are filed under T-5202 and T-6389.

Four card descriptions of prominent objects, submitted with T-5202 have not been filed as descriptions <sup>and</sup> are not needed for topographic stations which are readily recoverable without a written description.

GENERAL.

The drafting on T-5202 is very good and the descriptive report and compilation of details are complete.

Reviewed in office by - L. C. Lande.

Inspected by - B. G. Jones.

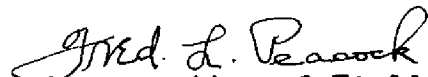
Examined and approved:



T. B. Reed,  
Chief, Section of Field Records.



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H.&.T.

## PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by S. KASS

Positions checked by S. K (ON RULING MACHINE)

Grid inked on machine by S.K.

Intersections inked by J. L. Lunnick..

Points used for plotting grid:

MINUTE INTERSECTIONS

$\phi$  29° 40'  
 $\lambda$  81° 41'

29-37  
81-35

29-40  
81-35

x  
y

29-39  
81-38

x  
y

29-37  
81-41

x  
y

Triangulation stations used for checking grid:  $\Delta$  CHECKED BY J.D.

1. B 68  $X=289,558.01$  ✓  
PALATKA E. TRANS. TOWER
2.  $X=312,318.43$  ✓  
 $Y=1,415,967.69$

3. \_\_\_\_\_
4. \_\_\_\_\_

5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_