

5236

5 Form 529 Descriptive
Filed

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-5236 (Field No. 17)
State FLORIDA	
LOCALITY	
SAINT JOHNS RIVER	
CEDAR CREEK	
AND VICINITY	
Photographs taken Feb. 27 & 28,	
<u>1935</u>	
CHIEF OF PARTY	

U. S. GOVERNMENT PRINTING OFFICE: 1934

Applied to Chart Comp. 686 January 2, 1940 H. MacLewen
Applied to Chart 685. May 1940. F. M. S. saw.

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. 17

T5236

REGISTER NO. T-5236

State FLORIDA

General locality ST. JOHNS RIVER

Locality CEDAR CREEK and VICINITY

Scale 1:10,101 Photographs
Date of ~~survey~~ February 27 & 28, 1935

Vessel Air Photographic Party M 2-a

Chief of party 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 used.

Field inspection done March and May 1939.

NOTES ON COMPILATION

Sheet No. 17 (Field)

Register No. T-5236

See Page 1 for date of field inspection and supplemental surveys

PHOTOGRAPHS:

<u>File</u>	<u>Lens</u>	<u>Flight No.</u>	<u>No.</u>
10	508-537		
"	"	"	" 12 " 290-303
"	"	"	"
"	"	"	"

SCALE PLOT: *X*

HUBERT A. PATON

SCALE FACTOR USED: *X*

0.99

PROJECTION BY: *X*

WASHINGTON OFFICE

CONTROL PLOTTED BY: *X*

HUBERT A. PATON

CONTROL CHECKED BY: *X*

F. R. GOSSETT

SMOOTH RADIAL PLOT BY: *X*

HUBERT A. PATON

TOPOGRAPHY TRANSFERRED BY: *X*

F. R. GOSSETT

TOPOGRAPHY CHECKED BY: *X*

R. J. SIPE

SHORELINE INKED BY: *X*

JESSE A. GILES

DETAIL INKED BY:

JESSE A. GILES

OVERLAY SHEET BY: *X*

JESSE A. GILES

DESCRIPTIVE REPORT BY: *X*

JESSE A. GILES

REVIEWED BY: *X*

RILEY J. SIPE

AREA OF DETAIL INKED:

14.98 Square Statute Miles

LENGTH OF SHORELINE (Over 200 m):

9.6 Statute Miles

LENGTH OF SHORELINE (Under 200 m):

5.4 Statute Miles

LENGTH OF SHORELINE OF SMALL LAKES:

None Statute Miles

Ref Sta.

Snake, 1935

29-48-13,430 (413.5 m) (adjusted)
81-34-42,845 (1150.6 m)

X coordinate: 316,497.37 Ft.

Y coordinate: 1,988,932.77 Ft.

FIELD INSPECTION AND SUPPLEMENTAL SURVEYS

Photographs take Feb. 27 & 28, 1935

Field inspection in March and May 1939

Details on T 5236 are of the date of the photographs except for the following:

1 Waterfront details such as piling , stakes and piers located by the Graphic Control Surveys in May and June 1935. .

2 A few items of new construction since the date of the photographs located by field inspection, note shown on Field Photos Nos 294 and 296B, Acc941, and on 523B, Acc 939.

TIME SHEET

#17

T-5236

Before time records were begun the radial plot had been completed. This included the field inspection, plotting of control and the smooth radial plot. The following is an accurate record of the time spent on each item.

Plotting additional control	11 hrs.
Detailing roads, bridges, fences, trails, etc.	167 "
Detailing symbols	72 "
Additional field inspection	62 "
Report (Writing and typing)	20 "
Field review	25 "
Overlay sheet	20 - ?

Total - - - 377 hrs.

54 day

2 months +

May 26, 1939

DESCRIPTIVE REPORT
MAP DRAWING No. 17
REGISTER NO. T-5236

CONTROL:

Twenty-four control stations were used. Nine of these were U. S. Coast & Geodetic Survey Triangulation stations and all were established or recovered in 1935 by Lieut. Hubert A. Paton, Chief of Party.

Ten control stations were located on Graphic Control sheets J.J., H H and G G in 1935. Of these five were described stations, Lieut Hubert A. Paton, Chief of Party.

Five traverse stations established by the Florida Mapping Project were used.

RADIAL PLOT:

Radial lines were drawn directly on the sheet. No difficulty was experienced.

INTERPRETATION OF THE PHOTOGRAPHS:

The photographs were clear and no unusual condition was found.

FIELD INSPECTION AND SUPPLEMENTAL SURVEYS:

Field inspection was accomplished by truck in March, 1939. Supplemental field inspection necessary to clear up points in doubt was made May, 1939. Topographic details on T-5236 are of the date of the photographs (February, 1935) except for measurements taken in field in March, 1939, for new buildings, wharfs and the like. These measurements, along with necessary sketches, were recorded on the field photographs. A list of such sketches follows:

Flight No. 12	Photograph B-294	Acc. 941
" " 12	" B-296	Acc. 941
" " 10	" B-523	Acc. 939

GRAPHIC CONTROL SURVEYS:

No considerable disagreement was found between the Graphic Control Surveys for this area (Sheets JJ, HH and GG) and the air photographic survey.

The wharf (ruins, G. C. Sheet JJ) on the north side of Bridgeport has been rebuilt on old site as shown on this Map Drawing.

A slight disagreement in shoreline immediately south of Cedar Creek is due to a matter of interpretation.

All details on the above graphic control surveys within the area of this air photographic survey are shown on the Map Drawing except:

Magnetic Declination.

(No azimuth ranges come within the tracing limits)

Temporary stations for control of hydrography.

(Landmark) House on Pine Bluffs used as topo signal 'sic' has been torn down.

(Landmark) A small cabin shown on sheet JJ at Bridgeport which is no longer there.

HYDROGRAPHIC SURVEYS:

All hydrography in the area covered by this sheet was done prior to the delineation of the shoreline from air photographs. None of this shoreline has been transferred to the hydrographic smooth sheet.

COMPARISON WITH SURVEYS BY OTHER ORGANIZATIONS:

No important differences were noted on maps available.

According to their index the U. S. E. D. has not mapped the area covered by this air photographic survey.

COMPARISON WITH EARLY COAST AND GEODETIC SURVEYS:

The shoreline along the river compares favorably with T-1465 (1884). Up Cedar Creek, however, just beyond the second bend, the photographs show the creek running due east and west whereas the old survey shows the course to be southwest and northeast.

The shoreline compares favorably with T-1564a (1884-5) in general. It is to be noted that erosion has taken place at all prominent points which project out into the St. Johns River. At elbow Branch there is a considerable disagreement. The general direction of the source of the branch seems to agree but the width at the mouth does not, by approximately sixty meters.

COMPARISON WITH CHARTS 683 and 684:

Existing differences between these charts (683 and 684) and Map Drawing are identical with those outlined above under "COMPARISON WITH EARLY C & G SURVEYS". This is due to the fact that the topography shown on these charts (683 and 684) is a copy of the early surveys (T-1465 and T-1564a) reduced to 1:40,000.

At Graphic Control station Pinca (d) near the northern limits of this sheet the old road bed shown is believed to be the site of the St. Johns Railway. No such Railroad Company is now operating or in existence and it is recommended that this be removed from the chart.

On chart 684 at Palmetto Bluff, which is the prominent point half way between Bridgeport and Nine Mile Point, a wharf and two buildings are shown which no longer exist save for old pilings which are remnants of the wharf. Removal from chart is recommended.

At Bridgeport--Chart 684--- a sizable wharf is shown on the extreme eastern tip of the point, along with two houses. On the south shore is another wharf and just north of Bridgeport a wharf ruins. None of these wharfs or buildings are now in existence and it is recommended that they be deleted from the chart.

LANDMARKS AND AIDS:

Landmark list was forwarded June 4, 1935, Lieut Hubert A. Paton, Chief of Party.

House on Pine Bluffs used as Topo Signal SIC has been torn down.

There are no fixed aids shown as topographic stations on this sheet.
(These were located by ~~topographic~~ ^{photogrammetric} ~~survey~~ ^{photogrammetry} ~~and~~ ^{and} ~~not~~ ^{not} ~~found~~ ^{found})

PREPARATION FOR INKING:

All of the sheet save the area south of the Bostwick road was prepared for inking by rubbing the section about to be inked with dry carbonate of magnesia. It was found that this absorbed grease, dirt or other foreign matter that had accumulated on the sheet causing the ink to adhere well. There was practically no retouching to be done on this sheet. This was due, principally, to having covered each inked area, as soon as it was finished, with clear celluloid. By using this clear covering all control points and finished detail could be seen after covering as well as before. The sheet could be reviewed, checked etc. without removing covering and exposing ink to rubbing, thus saving time usually devoted to retouching. The celluloid covering can be used indefinitely.

The area south of the Bostwick Road was not prepared before inking on symbols. All shoreline and important roads were inked without the use of magnesia for preparation of surface. At the start of the sheet magnesia was not being employed to clean with in this office.

BLUFF BRANCH:

A small branch half way between Bridgeport and Palmetto Bluff, on the southern part of the sheet.

BRIDGEPORT:

Prominent point on the west side of the St. Johns River just south of Bluff Branch.

CEDAR CREEK:

Large creek in the central part of the sheet the banks of which are swampy land.

CEDAR CREEK POINT:

This is the first point south of Cedar Creek from which it derives its name. Some sources give the name of this point, "Cedar Point" but inquiry among local residents discloses that Cedar Creek Point is in general usage. The following named persons, all of whom have lived in the vicinity for more than twenty years say that Cedar Creek Point is correct:

Mr. Coy Messer, Mrs. W. R. Stanley and Mr. F. W. Carter all of Bostwick, Fla. (RFD). Cedar Creek Point is recommended.

CEDAR POINT:

(SEE ABOVE)

CLAY LANDING:

This place is just above Nine Mile Point and although there is now only a sandy foot path leading from the highway to the shore, it is well known locally.

DEADMAN POINT:

This point is halfway between Pine Bluffs and Nine Mile Point. It is well known locally.

EAGLE HEAD:

The point between Elbow Branch and Cedar Creek Point. Known locally as Flint Point.

ELBOW BRANCH:

The small stream immediately north of Pine Bluffs. Is well known by this name locally.

FLINT POINT:

The point between Elbow Branch and Cedar Creek Point. U. S. Coast & Geodetic Survey Charts since 1884 give this point as Eagle Head. The following three local residents, all of whom have lived in the area for more than twenty years, say that it is generally known locally as Flint Point:

Mr. F. W. Carter, Mr. C. C. Woods and Mr. J. E. Woods all of Bostwick, Fla.

It is likely that Eagle Head is more widely known in maritime circles and for this reason it is recommended that it not be deleted from the charts.

HURDYVILLE:

At this point, which is at the mouth of Elbow Branch, a man by the name of Hurdy once operated a turpentine distillery. It is no longer there but the site is still well known locally as Hurdyville.

NINE MILE POINT:

This is the prominent point ~~midway~~ between Deadman Point and Palmetto Bluff.

PALMETTO BLUFF:

High bluff on point between Nine Mile Point and Bridgeport at the end of the paved highway from Bostwick.

PINE BLUFFS:

Area along west bank of St. Johns River just south of Elbow Branch. Well known locally.

BRIDGES:

There are no important bridges in the area covered by this Map Drawing.

MISCELLANEOUS:

There is a fish house and platform at Nine Mile Point which is not connected to the shore by a dock; can be reached only by boat.

Some trouble was experienced with station Head, 1935. Station seems to have been picked incorrectly on the photographs.

At triangulation station Bridgeport the distance to High Water line differs from that given in description of stations. Evidently description is in error.

Respectfully submitted,

Jesse A. Giles

 JESSE A. GILES, HAND

APPROVED:

Riley J. Sipe

 LIEUT. RILEY J. SIPE,
 CHIEF OF PARTY.

SOURCES OF GEOGRAPHIC NAMES

Field Sheet 17

Register No. T-5236

	Local usage	USCGS Chart # 684	G.C. Sheet H & J J	Coast Pilot	Light List	U.S. C. & G. S. T-1564a and 1465-Part 3	Putnam County Precinct Map.	Putnam County Com- missioners Map	Soil Map of Putnam County	Road Dept. State Of Florida.
BLUFF BRANCH	X									
BRIDGEPORT	X	X	X			X	X	X	X	
CEDAR CREEK	X	X	X			X			X	
CEDAR CREEK POINT	X									
CEDAR POINT			X				X	X		
CLAY LANDING	X	X				X				
DEADMAN POINT	X		X							
EAGLE HEAD	X	X	X			X				
ELBOW BRANCH	X		X							
FLINT POINT	X									
HURDYVILLE	X								X	
NINE MILE POINT	X	X	X	X	X	X	X	X		
PALMETTO BLUFF	X		X				X	X	X	X
PINE BLUFFS	X					X				

T-5236

Remarks.

Decisions

1		297815
2		"
3		298815
4	For T5236 only : deleted from chart 684	297815
5		"
6	Referred to Board 10/11/39 U.S.G.B. decision for Flint Pt. D.R. recommends retention as against Flint Pt.	" 3/5/41
7		"
8		"
9		"
10	Bluff preferred to Bluffs	"
11	Preferred to Cedar Creek Point	298815
12	For T5236 only	297815
13		USGB
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. **T-5236**

GEOGRAPHIC NAMES											
Survey No. T-5236											
Name on Survey		On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
A,	B,	C,	D,	E,	F,	G,	H,	K,			
✓ Bluff Branch										1	
✓ Bridgeport										2	
✓ Cedar Creek										3	
✓ Clay Landing										4	
✓ Deadman Point										5	
✓ Eagle Head Flint Point										6	
✓ Elbow Branch										7	
✓ Ninemile Point										8	
✓ Palmetto Bluff										9	
✓ Pine Bluff										10	
✓ Cedar Point										11	
Hurdyville	Nothing known T-5236 and name not shown on map.									12	
St. Johns River										13	
Masons Creek										14	
										15	
										16	
										17	
										18	
										19	
										20	
										21	
										22	
										23	
										24	
										25	
										26	
										27	

M 234 2

James H. Heck, Jr., Surveyor

L. Heck 7/17/39

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Riley J. Sipe

Compiled by: Jesse A. Giles

Project: A. P. #2-a

Instructions dated: March 4, 1935.

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)

None

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

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.

Hydrographic Surveys not compared.

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 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)
None
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)
Furnished with G. C. Sheets JJ, HH and GG
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)
None
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)

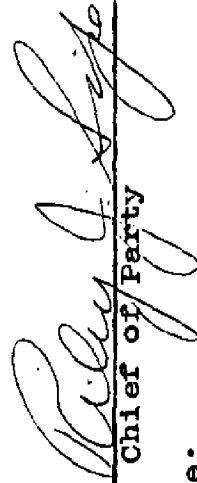
Yes

16. No additional surveying is recommended at this time.

None

17. Remarks:

18. Examined and approved;


Chief of Party

19. Remarks after review in office:

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5236

Comparison with Graphic Control Surveys.

CS 160M (1:10,000) 1935.
CS 161M (1:10,000) 1935.
CS 162M (1:10,000) 1935.

These surveys were made primarily for location of control for hydrography and do not include much shoreline detail. Comparison with T-5236 shows good agreement. Details such as pier ruins, stakes and piling which were not clear on the photographs were transferred to T-5236 by the field party.

All detail (on the above surveys) now in existence and within the area covered by T-5236 are shown on T-5236 except temporary topographic stations and magnetic declination. Magnetic declinations have been compared with charts covering the area and agree within less than 2 degrees.

For comparison made by the field party see page 1 of the Descriptive Report for T-5236.

Comparison with Contemporary Hydrographic Surveys.

H-6298 (1:10,000) 1935.
H-6299 (1:10,000) 1935.

These surveys had been reviewed by the hydrographic verifying unit prior to comparison with T-5236. Shoreline from T-5236 has not been transferred to H-6298 and H-6299. Other omissions have been noted in pencil on the smooth sheets and reported to the hydrographic verifying unit. Numerous piles and fish stakes which appear on the hydrographic surveys did not show on the photographs and, therefore, were not transferred to T-5236.

Comparison with Previous Topographic Surveys.

Comparison of T-5236 with the previous topographic surveys listed below shows good agreement considering the time since these surveys were made. There have been numerous cultural changes and some shoreline changes especially in areas which are more subject to erosion by stream flow. T-5236 is considered complete and adequate to supersede the sections of those surveys which it covers.

Comparisons made by the field party may be found on page 2 of the descriptive report for T-5236.

T-1465a (1:20,000) 1878.
T-1564 (1:10,000) 1884-85.
T-2027 (1:80,000) 1875.

Comparison with Charts 683 (December 7, 1938), and
684 (December 3, 1937)

T-5236 shows numerous cultural changes, and also changes in shoreline. Fixed aids to navigation were located by triangulation and are shown on T-5236. For comparison by the field party see page 2 of the descriptive report for T-5236.

Landmarks in this area as listed in Chart Letter 539 (1935) are no longer in existence. This fact has been reported to the Nautical Chart Section. (Refer to page 1, Descriptive Report T-5236 "Graphic Control Surveys").

Recoverable Topographic Stations.

Five descriptions, Form 524, for recoverable topographic stations on T-5236 are filed under T-5236.

Conclusion.

The descriptive report and compilation of details on T-5236 are complete and the drafting is good.

Reviewed in office by - H. D. Reed, Jr.,

Inspected by - B. G. Jones.

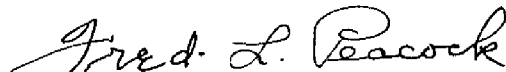
Examined and approved:



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 Sholom Kass

Positions checked by Joseph P. Dunich

Grid inked on machine by Sholom Kass

Intersections inked by Joseph P. Dunich

Points used for plotting grid:

$\phi = 29^{\circ} - 45' - 00''$
 $\lambda = 81^{\circ} - 38' - 00''$

$\phi = 29^{\circ} - 45' - 00''$
 $\lambda = 81^{\circ} - 34' - 00''$

$\phi = 29^{\circ} - 50' - 00''$
 $\lambda = 81^{\circ} - 38' - 00''$

$\phi = 29^{\circ} - 50' - 00''$
 $\lambda = 81^{\circ} - 34' - 00''$

$\phi = 29^{\circ} - 48' - 00''$
 $\lambda = 81^{\circ} - 36' - 00''$

X
Y

X
Y

X
Y

Triangulation stations used for checking grid:

- | | | | |
|---|----------------------------------|---|----------|
| $\phi = 29^{\circ} 48' 13.430''$
$\lambda = 81^{\circ} 34' 42.845''$ | 1. <u>ASNAKE, 1935</u> | $X = 316,497.37$
$Y = 1988,932.77$ | 5. _____ |
| $\phi = 29^{\circ} 45' 13.390''$
$\lambda = 81^{\circ} 33' 52.999''$ | 2. <u>BRIDGEPORT, 1885, 1935</u> | $X = 320,844.01$
$Y = 1,970,724.227$ | 6. _____ |
| | 3. _____ | | 7. _____ |
| | 4. _____ | | 8. _____ |