

5271

5271

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Air Photographs Topographic Hydrographic	Sheet No. T-5271 (12)
State <u>Florida</u>	
LOCALITY	
<u>St. Johns River,</u>	
<u>Hibernia. and Vicinity</u>	
<u>to Green Cove Springs</u>	
<u>Photographs taken Feb. 1935</u>	
<u>1938</u>	
CHIEF OF PARTY	
<u>Hubert A. Patton</u>	

applied to chart comp. 685. (before review) Oct 21, 1940. LAM.

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. 12

T5271

REGISTER NO. T-5271

State FLORIDA

General locality STEEPHENS RIVER

Locality HIBERNIA and vicinity to Green Cove Springs

Scale: 10,204 Date of ^{photographs} survey February 27, 1935

Vessel AIR PHOTOGRAPHIC PARTY NO. 2-A

Chief of party Hubert A. Paton

Surveyed by See Sheet No. 2

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: Army Air Corps Camera No. 32-2 used.

Notes on Compilation

Sheet No. 12

Register No. T-5271

PHOTOGRAPHS: Five Lens Flight No. 7, Nos. 405-419, Feb. 27, 1935
Five Lens Flight No. 8, Nos. 420-435, Feb. 27, 1935

SCALE PLOT:	Hubert A. Paton.
SCALE FACTOR USED:	0.98
PROJECTION BY:	Washington, Office.
CONTROL PLOTTED BY:	HAP
CONTROL CHECKED BY:	Henry O. Fortin.
SMOOTH RADIAL PLOT BY:	HAP
TOPOGRAPHY TRANSFERRED BY	Franklin R. Gossett.
TOPOGRAPHY CHECKED BY:	HOF
DETAIL INKED BY:	Robert H. Young.
OVERLAY SHEET BY:	RHY
AREA OF DETAIL INKED	14.7 sq. statute miles
LENGTH OF SHORELINE (over 200 m)	7.2 statute miles
LENGTH OF SHORELINE (under 200m)	15.1 statute miles
<i>Field Inspection in 1935 and for entire sheet in July 1938</i>	
<i>Graphic Control Surveys 1935</i>	

Wilkie's 1934 Lat. $30^{\circ}02'00.810''$ (24.9 m.)
Long. $81^{\circ}41'56.806$ (1522.0 m) *adjusted*
N.A. 1927 Datum
Florida System of Plane Coordinates
 $X = 278,772.37$ Ft.
 $Y = 2,072,724.55$ Ft.

Date of Survey: Details on T5271 are of the date of the ~~14~~ photographs except for items listed below. The 1938 Field Inspection located no details later than the photographs except as listed below

1. Bldgs. located by Field Inspection 1938
2. Piling ~~and~~ ~~Box~~ in several places and Bench marks at Green Cove Springs.

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC MAP NO. 12
REGISTER NO. T-5271

September 13, 1938

GENERAL INFORMATION:

This 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 parts of two flights, No. 7, photographs Nos. 405-419 inclusive; and No. 8, photographs Nos. 420-435, inclusive. The photographs were taken at an elevation of approximately 5000 feet. The average scale of Flight No. 7 was 1:10,225 and for Flight No. 8, 1:10,245. The projection was constructed on a scale of 1:10,204.

The individual pictures were found to be free from excessive tilt or scale differences, the flights were well located, and the photographs were well spaced. Flight No. 7 ends just south of "Fellowship Park" and flight No. 8 begins about one mile southeast of Russell and continues in a southeastern direction off the sheet. No difficulty from a photographic viewpoint was experienced in compiling the detail shown on this sheet.

CONTROL:

A total of 16 control points were used on this sheet. Nine of these were traverse stations along U. S. Highway No. 17 and the Atlantic Coast Line Railway. These were established by the Florida Geodetic Survey in 1933 to 1934. The triangulation stations were established by this party in 1934. No control points were taken from the Graphic Control Sheets, partly because of the density of better control and partly because of the scale of the G. C. Sheets - 1,20,000. All control stations were on North American, 1927, datum and the Triangulation Stations have been office adjusted.

RADIAL PLOT:

The radial plot went through without difficulty, and all stations checked very well. The mounting of the photographs was tested on eight of the photographs and it was found that the values would not agree with those found on Sheet No. 6. On the flights on this sheet, the E wing appeared to be offset instead of the D wing as had been found on Sheet No. 6.

JUNCTIONS:

On the north, this sheet is joined by Sheet No. T-5663, which is being compiled at the present time and a satisfactory junction has been made with it. On the south, this sheet is joined by Sheet No. T-5239, which has not been compiled as yet. The detail has been transferred however and the junction will be discussed in the report of the latter sheet. On the East this sheet joins Sheet No. T-5240, but the junction line falls entirely in the River.

LANDMARKS:

All of the landmarks and Non-floating Aid to Navigation have been reported previously and are not repeated.

(Boat house, N. Gable)	(Triangulation Station Spring)
(Center of Bridge)	" " Peter.)
Large White House ✓	(Topographic " Afin)
Largest House //	" " Lia)

Hybernia Beacon No. 44 (Triangulation Station)
Magnolia Beacon No. 46 " "

These landmarks are shown by the customary triangle for the triangulation stations. For the houses, the outline of the building is shown and no circle was used.

GENERAL DESCRIPTION OF TOPOGRAPHY:

This sheet covers that territory along the west side of the St. Johns River, between Green Cove Springs on the south and Hibernia on the north. It extends inland about three miles to Russell, Florida. Black Creek empties into the St. Johns River, near the middle of the sheet. Most of the shoreline along the St. Johns River is high ground, while the shoreline of Black Creek is swampy. Peters Creek, making off of Black Creek, has a swampy shoreline and at the time of the latest field inspection it was clogged with hyacinths. Most of the land covered by this sheet has been cut over and is now grown up with scrub oak and pine.

Fellowship Park, one mile northeast of Green Cove Springs, is a Florida "boom town", now practically deserted. The street layout has been shown with the trail symbol.

The stage of the tide of the river at the time of the photographs is not known exactly but it was apparently near the normal stage. The tidal range is about one foot in this area.

See Descriptive Report for Graphic Control Sheet EE for further description of the shoreline.

FIELD INSPECTION:

Field inspection was done in the usual manner by truck and by boat. Some of it was done in 1935 but the entire sheet was inspected in July 1938.

ROADS:

The roads on this sheet were drawn in accordance with the latest instructions. All roads that are graded and maintained for year-round traffic are shown with double solid lines with a minimum width of 0.6 mm between them. Private roads and roads in common use but not graded are shown as broken double lines. The more important trails are shown as a single dashed line and unimportant trails are omitted.

The Green Cove Springs - Middleburg Road is a sand road seldom traveled at present. Since the photographs were taken several new roads have been constructed. The one leading to the river from

Traverse Station AB35 is a new W.P.A. road. Another runs westerly from Fellowship Park and at present ends on the Green Cove Spring-Middleburg Road. The foreman in charge of the work said that he did not know where the road would finally end, but that it might be extended to the Penny Farms Road to the west of Green Cove Springs.

BUILDINGS:

Some buildings have been added in this area since the photographs were taken. Those which could be spotted in the field have been added on this compilation. Many of the houses on this sheet, especially around Hibernia, were obscured by the dense trees. Only after close field inspection and stereoscopic study, were houses put on this map. Those shown are believed to be accurate.

The road in the extreme southwest corner of the map leads to a group of about 12 shacks and one dwelling. They could not be located due to their small size and to the distance from the flight lines. The large barn showing on the photographs in this locality is now wrecked.

In Green Cove Springs, only the buildings along the water front, together with the schools and churches, have been shown. In Camp Chowewna and in Magnolia Springs all of the buildings were not shown because they were obscured by the trees.

SYMBOLS:

Standard symbols, according to the latest instructions have been used throughout on this sheet. The light shoreline was used in swampy and marshy areas and the heavy shoreline was used on fast ground. The old tram road bed is shown by a broken line, the dashes being twice the length of those used on a trail. This symbol has become standard practice for all the sheets of this project.

COMPARISON WITH OTHER SURVEYS:

This compilation was compared in detail with the Graphic Control Sheets EE and FF, which had been surveyed by this party in 1934 and 1935. There were a few minor discrepancies and where errors were found the shoreline was corrected.

The U. S. C. & G. S. surveys of 1877 are to the same scale as this map and it was found that the shorelines checked very accurately. On the U. S. Geological Survey Quadrangle map of this area there is shown an intermittent stream, Pecks Branch, just south of Russell. This stream could not be followed through the swamp but is shown at the point where it crosses the railroad and highway.

Some slight discrepancies were noted in the street layout of Green Cove Springs in comparison with the map of the city drawn by S. C. Kenny. On the latter, Governors Street, is shown crossing the A. C. L. tracks and continuing into Maple Street. Governors street has now been abandoned over the part west of the railway.

GEOGRAPHIC NAMES:

Geographic names were secured from the following sources:

1. U. S. C. & G. S. Chart No. 683
2. Clay County Map, compiled by Calvert Scott.
3. U. S. Geol. Surv. Quad. "Orange Park".
4. Florida Forest Service, Clay County Fire Control Unit, map.
5. U. S. G. S. Map of the State of Florida.
6. Florida Forest Service County Map, District No. 4.
7. Sinclair Road Map of Florida.
8. Sectional Map of Florida, Dept. of Agriculture.
9. Map of Green Cove Springs, by S. C. Kenny.
10. U. S. C. & G. S. Surveys of 1877.
11. Graphic Control Sheets EE and FF.
12. Names in common use by local residents.
13. Private Survey Map of Fleming's Island.
14. Sectional Aeronautical Chart "Jacksonville".
15. Road Map of Florida, State Road Department.

BLACK CREEK. Sources - Nos. 1, 2, 3, 4, 5, 7, 8, 10, 11, 12, 15. The large stream flowing southeastward into the St. Johns River near the middle of this sheet.

CAMP CHOWENNAW. Sources - Nos. 12.
A Girls Scout Camp on the south side of Black Creek near its mouth.

CHURCH ROAD. Source No. 12. A road in Hibernia.

FELLOWSHIP PARK. Sources - Nos. 2 and 12.
A proposed town site northwest of Green Cove Springs.

FLEMING ISLAND. Source - No. 12: The high ground bounded by the St. Johns River, Black Creek, Doctors Lake and the connecting swamp and marsh lands. The name is derived from George Fleming, the former owner of the area. See Triangulation Station Fleming on Map No. 10. On Map No. 13, the term "Fleming's" is used and this form of the name is used by some of the local inhabitants. However the name "Fleming" is in use by the newspapers of Jacksonville and since it is the preferred practice, it is recommended that this form be adopted.

GOVERNORS CREEK. Sources - Nos. 1, 3, 9, 10, 11, and 12. The stream emptying into the St. Johns River northwest of Green Cove Springs. It is always clogged with hyacinth above the highway bridge. The possessive form is always used.

GREEN COVE SPRINGS. All sources are in agreement. This is the county seat of Clay County. Only the northern portion is shown in the southeast corner of this sheet. Although there is only one principal spring the plural form is always used.

GREEN COVE SPRINGS POINT. Sources - 1, 11, and 12. The rounded point on the west bank of the St. Johns River at Green Cove Springs. On source No. 10, it is shown as Green Cove Point. Both names are in use but the majority of them prefer the former.

GREEN COVE SPRINGS STREET NAMES. Source- No. 9. A copy of this map will be forwarded to the office.

HIBERNIA. Sources - Nos. 1, 2, 3, 5, 8, 10, 11, and 12. The community on the west bank of the St. Johns River about two miles north of the mouth of Black Creek. On the Description of Station Cards and in the Light List this name is spelled Hybernica but that form is not in use on any other source.

MAGNOLIA POINT. Sources - Nos. 1, 3, 10, 11 and 12. The point on the west bank of the St. Johns River about one-half mile north of the mouth of Governors Creek.

MAGNOLIA SPRINGS. SOURCES - Nos. 1, 2, 3, 7, 8, 9, 11, and 12. The small community on the west bank of the St. Johns River just north of Governors Creek. On source No. 10 it is shown as Magnolia but the former name is now preferred by the local residents.

PECKS BRANCH. Source - No. 3. The short, intermittent stream south of Russell.

PETERS CREEK. Sources - Nos. 1, 2, 3, 4, 10, 11 and 12. The small stream flowing northeast into Black Creek. The possessive form is always used.

PINE AVENUE. Source - No. 12. A road in Hibernia. It circles into Church Road.

RUSSELL. Sources - Nos. 2, 3, 5, 7, 8, 12, and 14. The small community in the northwest part of this sheet.

ST. JOHNS CHURCH. Sources - Nos. 3 and 12. A small church near the highway about one-half mile west of Hibernia.

ST. JOHNS RIVER. All sources are in agreement on this stream.

WILKIES POINT. Sources - Nos. 1, 3, 11, and 12. The rounded point on the west bank of the St. Johns River just south of Black Creek. On Map No. 10, there is shown a triangulation Station Wilkies.

On Maps Nos. 1 and 3, a small community by the name of Self is shown just north of Fellowship Park at the A. C. L. junction with the road. This name is no longer used and the village is now practically deserted. A turpentine still was formerly at this location.

MISCELLANEOUS:

Bridge clearances shown on this map were taken from G. C. Sheet EE. The List of Bridges Over Navigatable Waters of the U. S. gives the following for the Black Creek Bridge:

Horizontal Clearance - 60 feet.

Vertical Clearance closed 8 feet at Mean Low Water.

Sheet EE gives 62.5 feet and 10.6 feet respectfully for these measurements. The latter are shown on the map.

The information about the railroad trestle and the telephone line crossing Governors Creek was obtained by field inspection.

*Fixed wood bridge Horiz cl. ⁸⁰ ~~70~~ ft
vert cl. 12 ft
Telephone line & vert cl. 11 ft*

In 1935, the U. S. Engineers made surveys for the proposed Cross State Canal and constructed range marks on the centerline (extended) and on each side of the tentative channel. The marks have not been maintained and are now shown on this sheet as ^a pile. The centerlines (extended) for cuts Nos. 7 and 8 were transferred from G. C. Sheet EE and shown on the reverse side of the celluloid in blue ink.

Respectfully submitted,

Robert H. Young,
Draftsman, C&GS.

Geographic Names continued:-

Russels Landing, Jessies Island, Little Jessies Island, and Dead Lake, were derived from the Hydrographic Sheet No. 54, M/V. MIKAWA, season 1939.

Remarks.

Decisions

1		US-6B
2		300817
3	See D.R. H 6296 for spelling of "Flemming" I.; 1 m preferable	³⁰¹⁸¹⁷
4		300816
5	Green Cove Pt. on G.N.S. 683	300816
6		299816
7		300817
8		300816
9		300816
10		300817
11		"
12		"
13	Deleted from G.N.S. 683	(300817)
14	For TS271 only	300817
15	" " "	300817
16		300817
17		300817
18	" " "	300817
19	" " "	300817
20	" " "	"
21	" " "	"
22	" " "	"
23	" " "	"
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. **T5271**

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.
<u>St. Johns River</u>	✓✓								1
<u>Black Creek</u>	✓✓								2
<u>Fleming Island</u>	✓✓								3
<u>Governors Creek</u>	✓								4
<u>Green Cove Springs Pt.</u>	✓								5
<u>Green Cove Springs</u>	✓								6
<u>Hibernia</u>	✓								7
<u>Magnolia Pt.</u>	✓								8
<u>Magnolia Springs L.</u>	✓								9
<u>Peters Creek</u>	✓								10
<u>Russell</u>	✓								11
<u>Wilkie's Pt</u>	✓								12
<u>Self</u>									13
<u>Camp Chowanaw</u>	✓								14
<u>Church Road</u>	✓								15
<u>Fellowship Park</u>	✓								16
<u>Peters Branch</u>	✓								17
<u>Pine Avenue</u>	✓								18
<u>St. Johns Church</u>	✓								19
<u>Russell Landing</u>	✓								20
<u>Little Jessie I.</u>	✓								21
<u>Dead Lake</u>	✓								22
<u>Jessie I.</u>	✓								23
									24
									25
									26
									27

REVIEW OF AIR PHOTO COMPILATION NO. T-5271

Chief of Party: Hubert A. Paton

Compiled by: R.H.Y.

Project: H.T.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) Charts should be completely revised.
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. G. C. Sheet EE used for pilings, sunken logs, old docks, etc.
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) Maps of Clay County, Green Cove Springs, and Fleming Island will be transmitted when adjacent sheets are finished.
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 difficulties were encountered in the radial plot.
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) Yes. A light solid line was used.

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) No low water line was 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) Sufficient control stations to fulfil requirements for recoverable stations. No H&T stations submitted.
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) Submitted previously. The houses, to be used as landmarks, have been plotted in outline with descriptive title on overlay sheet. No circles were used.
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 *adjusted* ✓ and the reference station is correctly noted. Yes
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) Junction with T-5663 is satisfactory. T-5239 has not been compiled as yet.
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. Yes
 2. The degrees and minutes of Latitude and Longitude are correctly marked. Yes

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

Hubert A. Paton
Hubert A. Paton
Chief of Party

19. Remarks after review in office:

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 JOSEPH P. DUNICH...

Positions checked by JOSEPH P. DUNICH...

Grid inked on machine by JOSEPH P. DUNICH...

Intersections inked by JOSEPH DUNICH...

Points used for plotting grid:

$$\begin{array}{l} \phi \pm 30^{\circ}-04'-00'' \\ \lambda \mp 81^{\circ}-44'-00'' \end{array} \left\{ \begin{array}{l} x = 268,025.48 \\ y = 2,084,832.87 \end{array} \right.$$

$$\begin{array}{l} \phi \pm 30^{\circ}-01'-00'' \\ \lambda \mp 81^{\circ}-44'-00'' \end{array} \left\{ \begin{array}{l} x = 267,903.96 \\ y = 2,066,551.43 \end{array} \right.$$

$$\begin{array}{l} \phi \pm 30^{\circ}-02'-00'' \\ \lambda \mp 81^{\circ}-43'-00'' \end{array} \left\{ \begin{array}{l} x = 273,216.95 \\ y = 2,072,667.08 \end{array} \right.$$

x
y

$$\begin{array}{l} \phi \pm 30^{\circ}-04'-00'' \\ \lambda \mp 81^{\circ}-41'-00'' \end{array} \left\{ \begin{array}{l} x = 283,837.65 \\ y = 2,084,734.89 \end{array} \right.$$

$$\begin{array}{l} \phi \pm 30^{\circ}-01'-00'' \\ \lambda \mp 81^{\circ}-41'-00'' \end{array} \left\{ \begin{array}{l} x = 283,729.08 \\ y = 2,066,551.43 \end{array} \right.$$

x
y

x
y

Triangulation stations used for checking grid:

1. A MAGNOLIA - 2 - 1934 $\left\{ \begin{array}{l} x = 280,936.34 \\ y = 2,068,115.26 \end{array} \right.$ 5. _____
2. _____ 6. _____
3. A WILLKIES, 1934 $\left\{ \begin{array}{l} x = 278,772.37 \\ y = 2,072,724.55 \end{array} \right.$ 7. J
4. _____ 8. _____

DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5271

October 5, 1940

Graphic Control Surveys

C.S. 170 M (1:20,000) 1935

C.S. 173 M (1:20,000) 1935

No descriptive reports were received for the graphic control surveys and they were probably lost in the fire on the MIKAWA.

All details on the graphic control surveys within the area of T-5271 are also shown on T-5271 except as noted below.

Positions of topographic stations were not transferred from the graphic control sheets to T-5271 because of the difference in scale except in the case of the bench marks at Green Cove Springs. These are shown by the general symbol, a cross, instead of by circles to denote topographic stations.

Items not carried on T-5271

1. Temporary topographic stations
2. Topographic station STACK at Green Cove Springs

Hydrographic Surveys

H-6297 (1:20,000) 1935

H-6297 has been reviewed and applied to chart 685 prior to the review of T-5271. The following shore line details on T-5271 are not on H-6297 nor is it considered necessary that they be transferred at this late date since they will be charted from T-5271:

1. Small piers at Green Cove Springs
2. Engineer range marks (piles) at Green Cove Springs and near Hibernia

Part of the hydrographic signals for the hydrographic survey of Black Creek were located on T-5271 and are indicated on an ozalid print in the air photo unit. The stations are not permanent and will not appear on the printed copies of T-5271.

Previous Topographic Surveys

T-1459b (1:20,000) 1877
T-2027 (1:80,000) 1891

T-5271 supersedes the sections of the above surveys which it covers.

Chart 685 (compilation in progress)

T-5271 was applied to chart 685 prior to this review but no changes have been made during the review which affect the chart.

General

T-5271 was submitted to the office as a smooth drawing. The descriptive report and compilation of map details are complete and the drawing is satisfactory for reproduction.

Reviewed in office by H. F. McBeth and B. G. Jones ^{MAX} 10-5-40

Examined and approved:

Thos O Baird

Chief, Section of Field Records.

J. S. Borden

Chief, Division of Charts.

K. T. Adams

Chief, Section of Topography.

G. H. Rude

Chief, Division of Coastal Surveys.

1

Record of Application to Charts

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.