

5663

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-5663
(10)

State FLORIDA

LOCALITY

ST. JOHNS RIVER

DOCTORS LAKE

AND VICINITY

photographs taken ¹⁹³⁸ Feb-Mar. 1935

CHIEF OF PARTY

Hubert A. Paton

U. S. GOVERNMENT PRINTING OFFICE: 1934

Applied to chart 685 (before review) October 28, 1940 fam.

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. 10

REGISTER NO. T-5663

T5663

State FLORIDA

General locality ST. JOHNS RIVER

Locality DOCTORS LAKE and vicinity

Scale 1:10101 Date of ^{photographs} survey Feb. 27, Mar. 1, 1935

Vessel Air Photographic Party No. 2-A

Chief of party Hubert A. Paton

Surveyed by Lester S. Leavenworth

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: Photographs taken by Army Air Corps Camera No. 32-2

Field Inspection September 1935 and July 1938.

...

Notes on Compilation

Sheet No. 10

Register No. T-5663

Photographs: Flight No. 7, Photographs Nos. 389 - 404,
Taken 11:00 A.M. Feb. 27, 1935

Flight No. 19, Photographs Nos. 756-776.
Taken 1:20 P.M. March 1, 1935.

Scale Plot: Hubert A. Paton.

Scale Factor used: 0.99

Projection by: Washington, Office.

Control Plotted by: H. A. P.

Control Checked by: Henry O. Fortin.

Smooth Radial Plot by: H. A. P.

Topography Transferred by: Franklin R. Gossett.

Topography Checked by: H. A. P.

Detail Inked by: Lester S. Leavenworth.

Overlay Sheet by: L. S. L.

Area of Detail Inked: 24.8 sq. statute miles

Length of Shoreline (over 200 meters) 18.3 statute miles.

Length of shoreline (under 200 meters) 45.6 statute miles.

Ref. Sta. SWING 1934 LAT. $30^{\circ}08'57.357''$ (1746.1 m)
LONG $81^{\circ}42'03.248''$ (86.8 m)

adjusted

*See Page 4 for
date of supplemental
survey and field
inspection.*

Plane Coordinates:

X = 278,472.83 Ft.

Y = 2,114,807.67 Ft.

-3-

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP NO. 10

REGISTER NO. T- 5663

October 25, 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 part of Flight No. 7, photographs Nos. 389 to 404, inclusive, and the whole of Flight No. 19, photographs Nos. 756 to 776 inclusive. The photographs were taken at an elevation of approximately 5000 feet. The projection was constructed on a scale of 1:10,101

While Flight No. 7 was well located and the individual pictures were free from excessive tilt and scale differences, great difficulty in these respects was found with Flight No. 19. In the first place the flight was made as an afterthought, and had not been laid out by the Washington Office. It should have been flown on a more north and south course instead of a southwest one and more area on the north side of Doctors Lake would have fallen within the tracing limits and the area along Black Creek could have been more accurately shown. Ordinarily, Black Creek would not have been traced at all on this sheet because it falls beyond the usual limits, but a special effort was made to show as much of it as possible, in order to furnish shoreline for the proposed hydrographic survey. The C-Wing photos of Flight No. 19 were very poor, being blurred and indistinct. Several photos were tilted more than usual. In all, considerable difficulty was experienced from a photographic viewpoint in the compilation of this flight.

CONTROL:

A total of 35 control points were used on this sheet, of which 26 lie within the tracing limits. Six of these were triangulation stations established by this party in 1934. Station Orange was established in 1932 by H. C. Warwick. Six control stations were traverse stations established by the Florida Geodetic Survey; one of which, A B 27, was tied in by this party in 1934 thereby making it a combination triangulation and traverse station. The other 13 control stations were located on Graphic Control Sheets, 9 of which are described station. All of the control stations were on the North American 1927 Datum and the triangulation stations including Station A B 27 have been office adjusted.

RADIAL PLOT:

Some difficulty was experienced in making the radial plot due to the location of the control points. Flight No. 19 extended three miles past the triangulation control and a mile and a half past the G. C. Control. The accuracy of the plot in the southwest corner of the map drawing is not as accurate as the rest of the sheet. All control station checked except 9 Aby which was found to be in error 6 meters. *and description corrected accordingly*

JUNCTIONS:

On the south this sheet is joined by Sheet No. T-5271 which has been completed and forwarded to Washington. The junction was found to be satisfactory. On the north, this sheet is joined by Sheet No. T-5664 which is being compiled at the present time and a satisfactory junction has been made with it. On the east this sheet is joined by Sheet No. T-5319 but no junction of detail is involved as the junction is made in the center of the St. Johns River.

LANDMARKS:

Three landmarks were selected as being suitable for charting, namely:

Diving Platform, at Boy Scout Camp.

Shed, on dock, at @ Aby

House, S. Gable, at Marine Railway.

Station removed from sheet.

A list for these landmarks is forwarded with this sheet.

GENERAL DESCRIPTION OF TOPOGRAPHY:

This sheet covers the territory along the west side of the St. Johns River from Hibernia on the south to Orange Point on the north and includes the entire area around Doctors Lake. Along the south side of the sheet is found a portion of Black Creek.

The shoreline along the St. Johns River and Doctors Lake is mostly sandy high ground with the exception of the area around Creighton Island. The area in the vicinity of the town of Doctors Inlet is good farming land as evidenced by many cultivated fields. On the south shore of Doctors Lake just to the west of Mill Cove lies an abandoned town site by the name of Neilhurst. Many proposed streets were laid out but their construction never passed the stage of digging the drainage ditches. These ditches are shown on the map drawing with the usual solid lines and they should not be construed as representing first class roads and should not be shown on the charts.

Training changed to show only along the shore line of Doctors Lake woods Bgg.

Only a narrow strip of topography could be shown on the north side of Doctors Lake and this only with great difficulty owing to the distance from the center line of the flight and the poor quality of the photographs. A large area on the south side of the sheet along Black Creek and head waters of Swimming Pen Creek fell outside the normal tracing limits but as this area consisted mostly of swamp land and due to a desire to provide shore line along Black Creek for a hydrographic survey, this area was compiled.

FIELD INSPECTION: and Supplemental Surveys

The field inspection by truck and boat was made in September 1935 and an additional inspection was made by truck in July 1938. Details on T-5663 are of the date of the photographs except the following:

1. See Page 9, Misc. - location of canal and plant scenes photos were taken. Exact date not given, but this inspection probably done in July 1938. Bgg.

ROADS:

There are only three paved highways shown on this sheet, namely : U. S. Route No. 17 between Orange Park and Hibernia; the old Jacksonville road, now used as a connecting road from Hibernia and Doctors Inlet and numbered State Route 259; and the road leading from Orange Park to Middleburg via Doctors Inlet, numbered State Route 68. All other solid double line roads are dirt or sand roads, well ditched and open to year round traffic. All second class roads are travelable except where noted on the overlay. Wherever trails led to the shoreline or to habitable houses they were shown as second class roads in accordance with recent instructions. In several cases trails were shown between two ditches. The ditches were undoubtedly constructed with the purpose of putting in a graded road, but the project was abandoned and these proposed right-of-ways are now practically impassable.

SWAMPS AND MARSHES:

The marsh and swamps on this sheet were delineated by the new standard symbols in compliance with the latest instructions. Between Creighton and Fleming Islands lies an extensive marsh. A canal has recently been dug into the marsh from the St. Johns River side for the purpose of recovering the peat therein. The swamp area between the headwaters of Swimming Pen Creek and Black Creek is known to have been navigated by small boats in periods of extreme high water.

COMPARISON WITH OTHER SURVEYS.

This compilation was compared in detail with Graphic Control Sheets DD and EE which were surveyed by this party in 1934 and 1935. Since these sheets were on a scale of 1:20,000 it was to be expected that there would be found many small differences. The larger discrepancies are listed. At the mouth of Swimming Pen Creek, station Aby was found to be in error as mentioned before. The point of land near Station Dutch was found to be out about 20 meters on G. C. Sheet DD. The mouth of Peters Branch was found to be in error by about 15 meters. All discrepancies have been carefully checked and it is believed that the shoreline as shown on this map drawing represents the true conditions.

A comparison was made with the U. S. C. & G. S. Surveys of 1877 of which we have reproductions on the same scale as this topographic map. It was found that the shoreline and topography checked remarkably well. A change was noted in the shoreline at the mouth of Duck Creek which can be attributed to natural erosion in the past 60 years. Several other minor changes in shoreline were caused by the building of the approaches to the bridge across Doctors Inlet.

This drawing also compares well with the U. S. G. S. Quadrangle Map "Orange Park", 1917, although the difference in scale makes a detailed comparison difficult.

GEOGRAPHIC NAMES:

Geographic names were secured from the following sources:

1. Local usage.
2. U. S. C. & G. S. Chart No. 682 and 683.
3. Graphic Control Sheets DD and EE.
4. U. S. C. & G. S. Topographic Survey of 1877.
5. U. S. G. S. "Orange Park" Quadrangle, 1917.
6. U. S. G. S. State of Florida Map, 1932.
7. Official Road Map, Florida State Road Department, 1936.
8. Florida Forest Service, District No. 4, 1934.
9. Sectional Map of Florida, Dept. of Agriculture, 1938.
10. Clay County Fire Control Map, Florida Forest Service, 1934.
11. Clay County Road Map, Florida State Road Dept. 1934.
12. Sinclair Road Map.
13. U. S. Engineer Dept., Waterway Map of Florida.
14. U. S. C. & G. S. Aeronautical Chart, "Jacksonville".
15. Atlantic Coast Pilot "D".
16. Clay County Plats, Land Surveys.
17. Blue print of Lands on Fleming Island.
18. Clay County Map, compiled by Calvert Scott, 1930.

- BLACK CREEK: Sources- 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 15, 16. The creek shown on the south side of the sheet.
- BRADLEY CREEK: Sources- 1 and 5. A tributary of Black Creek about half a mile upstream from the mouth of Mill Log Creek. Source No. 18 shows this as Bradleys Creek but the singular form is preferred.
- CAMP ECHOKOTEE: Source- 1. A Boy Scout Camp on the northwest side of Doctors Lake.
- CANE POINT: Sources- 1 and 3. A rounded point on the northwest side of Doctors Lake at Station Medico.
- CATFISH POINT: Sources- 1 and 3. The first large point from the southwest end of Doctors Lake and on the southeast side.
- CREIGHTON ISLAND: Source- 1. The area north of Fleming Island and separated from it by apeat marsh. This island forms the south side of Doctors Inlet.
- DEAD MANS SLOUGH: Source- 1. A short, broad, slough on the north side of Black Creek, just below the mouth of Little Black Creek.
- DIXTON SIDING: Source- 1. A railroad siding for the brick and tile plant just north of the town of Doctors Inlet. On source No. 9, a town of Dixston is shown but this form of the name is misspelled and the term is generally used with Siding.
- DOCTORS INLET: Source- 1. The short body of water connecting Doctors Lake and the St. Johns River.
- DOCTORS INLET: Sources- 1, 3, 5, 7, 9, 11, 12, and 18. A small town near the southwest corner of Doctors Lake. It derives its name from the inlet about five miles to

the northeast. There is a post office located at the railroad crossing on State Route No. 259. There are two churches, a school house, and a small town hall. A small portion of the locality is sometimes called Lettonia, after a boom-time townsite, but only the one name, Doctors Inlet, is recommended for this community.

- DOCTORS LAKE: All sources in agreement on this name. Sources Nos. 4 and 11 spell it DOCTOR'S but this form is no longer recommended.
- DUCK CREEK: Sources- 1 and 3. A small creek emptying into the southwest corner of Doctors Lake. On Source No. 4 this creek was named Little Black Creek but this is a mistake.
- SWIMMING PEN CREEK: Sources- 1, 2, 3, 4, and 5. A large creek emptying into the south end of Doctors Lake. Source No. 16 calls this Doctors Creek and Doctors Lake Creek, but these names were used over 50 years ago and are not in use at the present time. The name Swimming Pen Creek was derived from the one time necessity of penning cattle on the banks of the creek and then swimming them across when weather permitted.
- FLEMING ISLAND: Source- 1. The area bounded by the St. Johns River, Black Creek, Swimming pen Creek, Doctors Lake and the marsh between Creighton Island. Source No. 17 calls it Flemings Island but the possessive form is not recommended.
- GEIGERS POINT: Source- 1. A sharp point on the southeast side of Doctors Lake. It is the west end of Sand Island. On Source No. 3 it was spelled Giggers by mistake.
- HIBERNIA: See Sheet T-5271 for the discussion about this name.
- HOG POINT: Source- 1. A small rounded point on the south shore of Doctors Lake, about one mile west of Mill Cove.
- INDIGO BRANCH: Source- 1. A small branch emptying into Doctors Lake on the northwest side near Cane Point.
- LITTLE BLACK CREEK: Sources- 1, 4, 5, 10, 11, and 18. A tributary of Black Creek. Source No. 4 shows this name for Duck Creek but this is a mistake.
- LUCY BRANCH: Source- 1. A small stream on the northwest side of Doctors Lake about 3/4 of a mile north of Cane Point. The original name was believed to have been Volusia Branch, which was shortened to Lucia Branch and finally to Lucy Branch, which is now in common use.
- MACKS POINT: Sources- 1 and 3. The rounded point on the northwest side of Doctors Lake at Station Scout.
- MAINARD BRANCH: Source- 1. A small stream emptying into the southeast corner of Doctors Lake.

- . MILL COVE: Sources- 1 and 3. A deep cove on the east side of Doctors Lake.
- . MILL LOG CREEK: Sources 1 and 5. A small tributary of Black Creek.
- . MOCCASIN SLOUGH: Source- 1. A slough starting in the peat swamp between Creighton and Fleming Islands and emptying into Doctors Lake. On Source No. 3, it was used to indicate the shallow bight northeast of the mouth of the slough but this was a mistake.
- . NEILHURST TOWNSITE: Sources 1 and 16. An abandoned townsite on the southeast side of Doctors Lake. Only the ditches and clearings for proposed streets remain in evidence now.
- . ORANGE POINT: Sources- 1 and 16. A large point on the west bank of the St. Johns River just north of Doctors Inlet.
- . PEORIA: Sources- 1, 2, 3, 5, 6, 9, 12, and 14. A small community on the northwest shore of Doctors Lake about two miles north of the town of Doctors Inlet. Source No. 18 places the town too far to the south of its true location. There is a railroad station but no post office.
- . PEORIA POINT: Sources- 1 and 3. The sharp point on the northwest side of Doctors Lake near the community of Peoria.
- . PETERS BRANCH: Sources- 1. A small stream emptying into the St. Johns River just south of Station False 2. Source No. 3 calls it Peters Creek but to avoid confusion with the much larger stream that empties into Black Creek, the term Branch is recommended instead.
- . RAGGED POINT: Sources- 1, 2, 3, 4, and 5. The sharp point on the west bank of the St. Johns River about two miles south of Doctors Inlet.
- . RIDEOUT FERRY: Sources- 1, 5, and 18. The ferry across Black Creek in the extreme southwest corner of the sheet. The name is derived from a small community called Rideout which lies just to the west of this sheet and north of Black Creek.
- . ROCKY BRANCH: Source- 1. A small stream running through Peoria and emptying into Doctors Lake just north of Peoria Point. Source No. 16 calls this Rock Branch but it believed that the term Rocky Branch is more common.
- . ST. JOHNS RIVER: Term common to all sources.
- . SAND ISLAND: Sources-1. A small area of land lying between Greighton and Fleming Islands on the east side of Doctors Lake. This island is sometimes referred to as Mill Island but the term Sand Island is more common. A small portion of the island to the east of the main part is sometimes called Pine Island, but there are no pine trees on it and the term is not very common.
- . SUGARHOUSE COVE: Source- 1. The cove between Cane and Peoria Points. Name derived from an old sugarhouse which once existed on the shore of the cove.

The name Romeo Point is shown on G. C. Sheet DD to designate the point in Doctors Lake just west of the bridge. Several local inhabitants were questioned about this name and they all claimed that they did not have a name for it and had not heard of the term Romeo point. No name is recommended for the point, therefor.

Other names used on this sheet are believed to ^{be} self-explanatory, such as:

Atlantic Coast Line Railway.
U. S. Highway No. 17.
State Routes Nos. 68 and 259.
Old Hibernia to Doctors Inlet Road.

SYMBOLS:

All symbols used on this sheet are in accordance with recent instructions or in common practice on this project.. Cultivated fields have been left blank and labelled on the overlay wherever practical.

BRIDGES:

There are three bridges shown on this sheet. The data shown on the overlay for the swing highway bridge across Doctors Inlet and the fixed wooden highway bridge across Swimming Pen Creek, were taken from Hydrographic Sheet No. 20. The clearances checked within a few tenths of a meter with the clearances shown in the "List of Bridges over Navigable Waters in the United States", a publication of the U. S. Engineer Dept. or with the G. C. Sheet DD. The data for the swing railroad bridge over Black Creek was taken from the above book.

FERRIES:

Only one ferry is shown on this sheet - Rideout Ferry. This fell outside the normal tracing limits in the extreme southwest corner of the sheet and therefore no detail could be shown in its vicinity. The ferry can accommodate only one automobile and is seldom used.

MISCELLANEOUS:

Since the photographs were taken a project was launched to reclaim peat from the large marsh lying between Fleming and Creighton Islands. The name of the company, is Peat Products Plants of Florida, and its president is Dr. H. O. Roessling, 2796 Lydia Street, Jacksonville, Florida. A blue print of their layout was secured from Dr. Roessling and is forwarded with this sheet. All changes that have taken place since the photographs were taken were located by means of field inspection. In order to locate the canal which had been dredged from the St. Johns River, it was necessary to take a fix on the beacons and landmarks in the river. This was plotted on G. C. Sheet DD and it was found that the canal coincided exactly with the small creek on the photographs. The canal is approximately 15 meters wide at the mouth, and extends back from the river on a course slightly south of due west for a distance of 90 meters. It then bends about 120 north for about 60 meters and widens gradually to about 20 meters. It again bends toward the north on a course in the direction of Moccasin Slough and comes to an end at present about 200 meters from the last bend. At the time of the field inspection the dredge was not operating

These details at Lat 30° 07.3 Long 81° 41.7'

and was tied up about midway of the last mentioned tangent. A 6 inch pipe line leads from the dredge to the power plant, from which the peat is pumped into the drying beds. The pipe line was not shown on the map drawing as it is subject to change. The plans of the company are to dredge out all of the marsh to the east of the highway, ~~in converting it~~ into a large lake with only a narrow strip of wooded land separating it from the St. Johns River. Another such lake is planned in the vicinity of Moccasin Slough. However at the present time all activity seems to have stopped and it is problematical if any further dredging will be done.

DANGERS TO NAVIGATION:

A submerged wreck is shown in Doctors Inlet at the site where it was located on G. C. Sheet DD. The wreck is a sunken dredge and is reported to lie about two feet below mean low water. Two fishing stakes mark the north and south ends of the wreck and they are approximately 40 meters apart.

Respectfully Submitted,

Lester S. Leavenworth,
Draftsman, C&GS.

Geographic Names continued:-

Devils Elbow, derived from Hydrographic Sheet No. 55, M. V. MIKAWA,
Season, 1939.

Remarks.

Decisions

1		USGB
2	Use Creek as already applied H9296	301816
3		"
4		"
5		300817
6		301817
7	Abandoned: only ditches and clearings for streets	"
8	Approved for T5663 but not for charts remain.	"
9		"
10		"
11	Correction made on H9296 from Giggers Pt.	"
12	Stream, not bight as shown by error in H9296 report	"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21	Already applied per H9296; name continued	"
22		"
23		"
24		"
25		"
26		"
27		

GEOGRAPHIC NAMES

Survey No.

T-5663

#1

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrang. Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atl.	U. S. Light List	
A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>St. Johns River</u> ✓									1
<u>Peters Creek Branch</u> ✓									2
<u>Ragged Point</u> ✓									3
<u>Orange Point</u> ✓									4
<u>Hibernia</u> ✓									5
<u>Fleming Island</u> ✓									6
<u>Neillhurst (townsite)</u> ✓									7
<u>Doctors Lake</u> ✓									8
<u>Sand Island</u> ✓									9
<u>Mill Cove</u> ✓									10
<u>Geigers Point</u> ✓									11
<u>Moccasin Slough</u> ✓									12
<u>Creighton Island</u> ✓									13
<u>Doctors Inlet</u> ✓									14
<u>Catfish Point</u> ✓									15
<u>Camp Echochotee</u> ✓									16
<u>Hog Point</u> ✓									17
<u>Lucy Branch</u> ✓									18
<u>Indigo Branch</u> ✓									19
<u>Cane Point</u> ✓									20
<u>Romeo Point</u> ? ✓									21
<u>Sugarhouse Cove</u> ✓									22
<u>Peoria</u> ✓									23
<u>Peoria Point</u> ✓									24
<u>Dixton Siding</u> ✓									25
<u>Doctors Inlet (vill.)</u> ✓									26
									27

Remarks.

Decisions

1		301817
2		" USGB
3		"
4		"
5		"
6		300817
7		"
8		"
9		"
10		"
11		"
12		"
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GEOGRAPHIC NAMES

Survey No. T-5663

#2

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrang. 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>Duck Creek</u> ✓									1
<u>Swimming Pen Creek</u> ✓									2
<u>Macks Point</u> ✓									3
<u>Mainard Branch</u> ✓									4
<u>Rocky Branch</u> ✓									5
<u>Black Creek</u> ✓									6
<u>Mill Log Creek</u> ✓									7
<u>Bradley Creek</u> ✓									8
<u>Deadman Slough</u> ✓									9
<u>Devils Elbow</u> ✓									10
<u>Rideout Ferry</u> ✓									11
<u>Little Black Creek</u> ✓									12
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HECK ON 7/18/35

REVIEW OF AIR PHOTO COMPILATION NO. T-5663

Chief of Party: H. A. Paton.

Compiled by: L. S. L.

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) Charts should be 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. Piling and sunken logs were transferred from G. C. Sheet DD.
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) Fleming Island Blueprint is not an accurate map and is transmitted for name source only.
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) 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) No low water line shown.
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57) 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. 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, Lieut. C&GS
Chief of Party

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. (Computing machine)

Grid inked on machine by S.K.

Intersections inked by S.K.

Points used for plotting grid:

Minute intersections

ϕ 30-08'
 λ 81-42

ϕ 30-07
 λ 81-48

ϕ 30-08
 λ 81-47

ϕ
 λ

ϕ 30-06
 λ 81-42

ϕ
 λ

ϕ 30-06
 λ 81-47

ϕ
 λ

Triangulation stations used for checking grid:

1. ASwing (E-69) 5.

2. ORANGE (E-5) 6.

3. AB-32 (FLA Geod. Survey) p67. 7.

4. 8.

PLANE COORDINATES ON TRANSVERSE MERCATOR PROJECTION
(CALCULATING MACHINE COMPUTATION)

State Fla Zone E Station T 5663

λ (Central meridian) 81° -
 λ 81 47

ϕ 30° 08'

$\Delta\phi$ (Excess of ϕ over even 10' expressed as minutes and decimal)

$\Delta\lambda$ (Central meridian - λ) - 2820
 $\Delta\lambda$ (in sec.)

		$\left(\frac{\Delta\lambda''}{100}\right)^2$	
Tabular H (even 10')		Tabular V (even 10')	
Interpolated H (fraction of 10')	-	Interpolated V (fraction of 10')	+
Cor. for second dif.	+	Cor. for second dif.	+
H	<u>87.814838</u>	V	<u>1.068 824</u>
a	<u>- 0.715</u>	Tabular difference of y for 1' of ϕ	
b	<u>+ 10.223</u>	y (for minutes of ϕ)	
		y (for seconds of ϕ)	
H ($\Delta\lambda''$)		Tabular y	<u>2,108,333.02</u>
ab	-	$V \left(\frac{\Delta\lambda''}{100}\right)^2$	<u>849.972</u>
x'			
	<u>500,000.00</u>	c	<u>- 122</u>
x	<u>252,369.47</u>	y	<u>2,109,182.87</u>
$\frac{(\text{Tabular } y) + y}{2}$		$\Delta\lambda'' \sin \frac{\phi + \phi'}{2}$	
$\frac{\phi + \phi'}{2}$ (Interpolated from projection table)		$F (\Delta\lambda'')$	
$\sin \frac{\phi + \phi'}{2}$		$\Delta a''$	
		Δa	

5663

$$x' = H\Delta\lambda + ab$$

$$y = \text{Tabular } y + V \left(\frac{\Delta\lambda''}{100}\right)^2 + c$$

$$x = x' + 500,000$$

$$\Delta a'' = \Delta\lambda'' \sin \frac{\phi + \phi'}{2} + F (\Delta\lambda'')$$

PLANE COORDINATES ON TRANSVERSE MERCATOR PROJECTION
(CALCULATING MACHINE COMPUTATION)

State Fla Zone E Station T 5663

λ (Central meridian) 81° — ' "

ϕ 30° 08' "

λ 81 42' "

$\Delta\phi$ (Excess of ϕ over even 10' expressed as minutes and decimal) —

$\Delta\lambda$ (Central meridian— λ) —

$\Delta\lambda$ (in sec.) — 2520' "

		$\left(\frac{\Delta\lambda''}{100}\right)^2$	
Tabular H (even 10')		Tabular V (even 10')	
Interpolated H (fraction of 10')	—	Interpolated V (fraction of 10')	+
Cor. for second dif.	+	Cor. for second dif.	+
H	<u>87.814838</u>	V	<u>1.068824</u>
a	— <u>.715</u>	Tabular difference of y for 1" of ϕ	
b	+ <u>10.105</u>	y (for minutes of ϕ)	
		y (for seconds of ϕ)	
H ($\Delta\lambda''$)		Tabular y	<u>2,108,333.02</u>
ab	—	$V \left(\frac{\Delta\lambda''}{100}\right)^2$	<u>678.746</u>
x'			
	<u>500,000.000</u>		<u>.107</u>
x	<u>278,713.83</u>	y	<u>2,109,011.66</u>
$\frac{(\text{Tabular } y) + y}{2}$		$\Delta\lambda'' \sin \frac{\phi + \phi'}{2}$	
$\frac{\phi + \phi'}{2}$ (Interpolated from projection table)		$F' (\Delta\lambda'')$	
$\sin \frac{\phi + \phi'}{2}$		$\Delta\alpha''$	"
		$\Delta\alpha$	"

$$x' = H\Delta\lambda + ab$$

$$x = x' + 500,000$$

$$y = \text{Tabular } y + V \left(\frac{\Delta\lambda''}{100}\right)^2 + c$$

$$\Delta\alpha'' = \Delta\lambda'' \sin \frac{\phi + \phi'}{2} + F' (\Delta\lambda'')$$

PLANE COORDINATES ON TRANSVERSE MERCATOR PROJECTION
(CALCULATING MACHINE COMPUTATION)

State Fla Zone E Station T 5663
 ϕ 30° 06' λ (Central meridian) 81° 47'
 $\Delta\phi$ (Excess of ϕ over even 10' expressed as minutes and decimal) 0.1 $\Delta\lambda$ (Central meridian $-\lambda$) 2820
 $\Delta\lambda$ (in sec.) 2820

		$\left(\frac{\Delta\lambda''}{100}\right)^2$	
Tabular H (even 10')		Tabular V (even 10')	
Interpolated H (fraction of 10')	-	Interpolated V (fraction of 10')	+
Cor. for second dif.	+	Cor. for second dif.	+
H	<u>87844336</u>	V	<u>106811</u>
a	<u>- .717</u>	Tabular difference of y for 1" of ϕ	
b	<u>+ 10.223</u>	y (for minutes of ϕ)	
		y (for seconds of ϕ)	
$H (\Delta\lambda'')$		Tabular y	<u>2,096,211.01</u>
ab	-	$V \left(\frac{\Delta\lambda''}{100}\right)^2$	<u>849.405</u>
x'			
	<u>500,000.00</u>	c	<u>- .122</u>
x	<u>252,286.30</u>	y	<u>2,097,060.29</u>
$\frac{(\text{Tabular } y) + y}{2}$		$\Delta\lambda'' \sin \frac{\phi + \phi'}{2}$	
$\frac{\phi + \phi'}{2}$ (Interpolated from projection table)		$F (\Delta\lambda'')$	
$\sin \frac{\phi + \phi'}{2}$		$\Delta a''$	
		Δa	

$$x' = H\Delta\lambda + ab$$

$$x = x' + 500,000$$

$$y = \text{Tabular } y + V \left(\frac{\Delta\lambda''}{100}\right)^2 + c$$

$$\Delta a'' = \Delta\lambda'' \sin \frac{\phi + \phi'}{2} + F (\Delta\lambda'')$$

9
4

PLANE COORDINATES ON TRANSVERSE MERCATOR PROJECTION
(CALCULATING MACHINE COMPUTATION)

State Fla Zone E Station T5663

λ (Central meridian) 81° 42' ✓
 ϕ 30° 06' ✓

$\Delta\phi$ (Excess of ϕ over even 10' expressed as minutes and decimal)
 $\Delta\lambda$ (Central meridian - λ) -2520 ✓
 $\Delta\lambda$ (in sec.)

		$\left(\frac{\Delta\lambda''}{100}\right)^2$	
Tabular H (even 10')		Tabular V (even 10')	
Interpolated H (fraction of 10')	-	Interpolated V (fraction of 10')	+
Cor. for second dif.	+	Cor. for second dif.	+
H	87,844.336 ✓	V	1,068.111 ✓
a	- .717 ✓	Tabular difference of y for 1" of ϕ	
b	+ 10.105 ✓	y (for minutes of ϕ)	
		y (for seconds of ϕ)	
H ($\Delta\lambda''$)		Tabular y	2,096,211.01 ✓
ab	-	$V \left(\frac{\Delta\lambda''}{100}\right)^2$	678.293 ✓
x'			
	500,000.000 ✓		- 1.107 ✓
x	278,639.52 ✓	y	2,096,889.20 ✓
$\frac{(\text{Tabular } y) + y}{2}$		$\Delta\lambda'' \sin \frac{\phi + \phi'}{2}$	
$\frac{\phi + \phi'}{2}$ (Interpolated from projection table)		$F(\Delta\lambda'')$	
$\sin \frac{\phi + \phi'}{2}$		$\Delta\alpha''$	
		$\Delta\alpha$	

$$x' = H\Delta\lambda + ab$$

$$x = x' + 500,000$$

$$y = \text{Tabular } y + V \left(\frac{\Delta\lambda''}{100}\right)^2 + c$$

$$\Delta\alpha'' = \Delta\lambda'' \sin \frac{\phi + \phi'}{2} + F(\Delta\lambda'')$$

PLANE COORDINATES ON TRANSVERSE MERCATOR PROJECTION
(CALCULATING MACHINE COMPUTATION)

State Fla. Zone E Station T 5663

λ (Central meridian) 81° - ' "
 λ 81 45 ✓

ϕ 30° 07' ✓ "

$\Delta\phi$ (Excess of ϕ over even 10' expressed as minutes and decimal)
 $\Delta\lambda$ (Central meridian - λ)
 $\Delta\lambda$ (in sec.) - 2700 ✓ "

		$\left(\frac{\Delta\lambda''}{100}\right)^2$	
Tabular H (even 10')		Tabular V (even 10')	
Interpolated H (fraction of 10')	-	Interpolated V (fraction of 10')	+
Cor. for second dif.	+	Cor. for second dif.	+
H	<u>87.829591 ✓</u>	V	<u>1.068468 ✓</u>
a	<u>- .716 ✓</u>	Tabular difference of y for 1" of ϕ	
b	<u>+ 10.221 ✓</u>	y (for minutes of ϕ)	
		y (for seconds of ϕ)	
$H (\Delta\lambda'')$		Tabular y	<u>2,102,272.01 ✓</u>
ab	-	$V \left(\frac{\Delta\lambda''}{100}\right)^2$	<u>778.913 ✓</u>
x'			
	<u>500.000.000</u>	c	<u>- .116 ✓</u>
x	<u>262,867.42 ✓</u>	y	<u>2,103,050.81 ✓</u>
$\frac{(\text{Tabular } y) + y}{2}$		$\Delta\lambda'' \sin \frac{\phi + \phi'}{2}$	
$\frac{\phi + \phi'}{2}$ (Interpolated from projection table)		$F (\Delta\lambda'')$	
$\sin \frac{\phi + \phi'}{2}$		$\Delta a''$	"
		Δa	"

$$x' = H\Delta\lambda + ab$$

$$x = x' + 500,000$$

$$y = \text{Tabular } y + V \left(\frac{\Delta\lambda''}{100}\right)^2 + c$$

$$\Delta a'' = \Delta\lambda'' \sin \frac{\phi + \phi'}{2} + F (\Delta\lambda'')$$

DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5663

Graphic Control Surveys.

CS-M-173 (1935) 1:20,000

CS-M-174 (1935) 1:20,000

No descriptive reports were received from these surveys nor are there any Form 524 descriptions.

The wreck shown on Doctors Inlet on CS 174 M has not been carried forward on T-5663 as a slightly different and apparently preferable position of this wreck is shown on H-6296.

Previous Topographic Surveys.

1459b (1877) 1:20,000

1459c (1877) 1:20,000

2027 (1875) 1:80,000

T-5663 is complete and adequate to supersede the portions of the above surveys which it covers. For comparison with these surveys see descriptive report T-5663, page 5.

Contemporary Hydrographic Surveys.

H-6296 (1935) 1:20,000

H-6297 (1935) 1:20,000

The shoreline on the hydrographic surveys was taken from the graphic control surveys listed above and the hydrographic reviews were completed prior to the receipt of T-5663 in the office. The shoreline differs in minor details from T-5663 but no corrections to the shoreline on the hydrographic surveys are necessary.

Chart 682 (10-17-39).

T-5663 has been applied to chart 682 prior to this review.

Landmarks recommended by T-5663 are listed on the attached form 567. The landmark S. Gable of House on T-5663 apparently supersedes the landmark S. Gable of Ho. shown on the present chart and which is only a short distance away.

See H-6296 for the wreck at Doctors Point which has been removed from T-5663 during this review.

Topographic Stations.

A number of topographic stations shown with a (d) on the graphic control surveys are shown on T-5663 without the (d). Descriptions were never received in this office and were apparently destroyed in the fire on the MIKAWA.

Reviewed in office by - F. A. McBeth 9/40

Inspected by - B. G. Jones 9/30/40

Examined and approved:



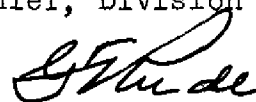
Chief, Section of Field Records.



Chief, Division of Charts.



Chief, Section of Topography.



Chief, Division of Coastal Surveys.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-5663

Record of Application to Charts

[illegible]

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.