

5664

5664

Form 501 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5664 (8)
State FLORIDA	
LOCALITY	
ST. JOHNS RIVER	
VENETIA - ORANGE PARK <i>1938</i>	
<i>See Date of Survey in the report</i>	
CHIEF OF PARTY	
Hubert A. Paton	

Applied to chart comp. 685. November 4, 1940. L.Am.

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. 8

REGISTER NO. 5664

State FLORIDA

General locality ST. JOHNS RIVER

Locality Venetia - ORANGE PARK

Scale 1:10,101 photographs
Date of ~~survey~~ February, 1935

Vessel AIRPHOTOGRAPHIC PARTY NO. 2-A

Chief of party Hubert A. Paton

Surveyed by See Page 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

Field Inspection: 1935 and 1938

DATE OF SURVEY

Five Lens Photographic taken February 23rd and February 28th, 1935.

Single Lens Photographs taken November 27th, 1933.

Nine Lens Photographs taken February, 16th, 1939.

Field Inspection in 1935 and in July, 1938.

Graphic Control Surveys in 1935.

Details on T-5664 are of the date of the five lens photographs.

February, 1935, except for the following details:

- 1) Numerous houses from top of the sheet to latitude 30° 13.6' added from nine lens photographs.
- 2) The road along the shore from Piney Point to longitude 81° 40.9' added from 9 lens photograph.
- 3) Addition of roads in Sherwood Forest (Subdivision) from Field Inspection, 1938.
- 4) Second class road along beach of Mylburn Triangle from 1938 field inspection.

NOTES ON COMPILATION

SHEET NO. 8

REGISTER NO. T-5664

Photographs: Flight No. 6, Nos. 158-171, Feb. 23, 1935
Flight No. 7, Nos. 369-388, Feb. 28, 1935

Scale Plot by: T. M. Price, Jr.
Scale Factor Used: 0.99
Projection by: Washington Office.
Control Plotted by: Hubert A. Paton
Control Checked by: William C. Russell.
Topography Transferred by: H. A. P.
Topography Checked by: David R. Shallenberger
Smooth Radial Plot by: H. A. P.
Detail Inked by: D. R. S.
Overlay Sheet by: D. R. S.
Descriptive Report by: D. R. S.
Sheet Reviewed by: H. A. P.
Corrections Made by: D. R. S.
Corrections Checked by: H. A. P.

Area of Detail Inked	23.5 square statute miles
Length of Shoreline(over200meters)	17.6 statute miles
Length of Shoreline(under200meters)	27.8 statute miles
Length of shoreline of small lakes	1.5 statute miles

Reference Station: Clay, 1934

Latitude: 30° 11' 22.313" (687.1 meters)
Longitude: 81° 41' 34.186" (914.5 meters) (Adjusted)

Florida System of Plane Coordinates (Section 3)

x coordinate: 281,104.85 FT.

y coordinate: 2,129,435.72 FT.

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP NO. 8.

REGISTER NO. T#5664

November 30, 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, and a single lens camera, number not known.

The main part of the sheet was covered by part of Flight No. 7, photographs Nos. 369 to 388 inclusive. Flight No. 6, photographs Nos. 158 to 171 inclusive were used for the northeast section and in the extreme northwest corner a small area was traced from the single lens photographs Nos. 168 and 169. Single lens photographs Nos. 127 and 128 fell on the northeast part of the sheet but were not used because this area was covered by the five lens flight which were taken more recently. The single lense photographs were taken November 27, 1933 on a scale of about 1:20,000 and then enlarged to a scale of 1:10,000. The scale of the five lens photographs was about 1:10,101 so the projections was made with a scale factor of 0.99.

No difficulty from a photographic viewpoint was experienced in compiling the detail shown on this sheet. In the vicinity of Triangulation Station Mulberry₂, the tracing extended beyond the usual tracing limits of the photographs in order to show all of the shore of the St. Johns River. The detail however was considered to be sufficiently definite for accurate tracing.

CONTROL:

A total of 33 control points were plotted on this sheet, of which 23 lie within the tracing limits. Seven of these were triangulation stations established by this party in 1934. Twelve were traverse stations established by the Florida Geodetic Survey. The other four were established by plane table of which two were described stations.

RADIAL PLOT:

All control checked very nicely with the following exceptions:

Mulberry₂. This station was very far out on the wing and the field inspection station selected near it did not check on all photographs.

Clay. The detail was poor in this vicinity and the F.I.S. failed to check on all the photos.

The H&T described station Boat and Span were found to be about 30 meters out in longitude. They were located on a G. C. Sheet CC which was of a scale 1:20,000. The topographer had a dangling

These stations were used on H6296, 1:20,000, 1935 and the discrepancy was not investigated when H6296 was reviewed as this report T5664 was not available until 1939. The area has subsequently been resounded on a scale of 1:5000.

traverse up McGirts Creek and he evidently got off in azimuth.

The hydrographic signal PIS was in error by 16 meters. This signal had been cut in by a rod reading from Triangulation Station Olive and either the rod was read wrong or the distance scaled wrong.

No photographs were tilted more than 3° but several were tilted 2° or more. There was good overlap on the flights and the flights were well spaced except for the small portion near Station Mulberry

A new system was tried out on the radial plot of this sheet. Radial points were first located in the vicinity of each station and then expanded to the other portions of the sheet. There was little control on the C wing of Flight No. 7, but the plot went through without trouble.

*Navigation
1937*

After the plot was completed, several of the photographs were tested for mounting factors. It was found that the factors differed from those found on Sheet No. 6. The offset on the outer end of the D wing was the same but most of the wings had to be moved out about $\frac{1}{2}$ mm.

GENERAL DESCRIPTION OF TOPOGRAPHY:

This sheet covers the territory along the west side of the St. Johns River from Ortega Terrace on the north to Orange Park on the south. A small portion of Doctors Lake is shown on the south. The principal part of McGirts Creek is shown in the northwest section.

With the exception of several minor areas of marsh and swamp the shoreline of the St. Johns River in this section is high ground with a bluff at Orange Park extending approximately $1\frac{1}{4}$ miles with a maximum height of 15 feet; a bluff at Mulberry Cove extending south approximately one mile with a maximum height of 10 feet and a bluff at Black Point approximately $\frac{1}{2}$ mile long with a maximum height of 12 feet. The shoreline along McGirts is principally dense deciduous swamp.

West of and adjacent to the town of Venetia, is an abandoned subdivision. The street layout shown as trails never got beyond the preliminary grading stage. West of the Yukon R. R. Station is an abandoned townsite. There was no development here except for the intersections on the paved streets as shown. The dog race track at Orange Park has not been in use since 1935. It is understood that it will be used for midget automobile racing in the near future.

Field Inspection:

The field inspection by truck and boat was made in 1935 and an additional inspection was made by truck in July, 1938.

JUNCTIONS:

On the south this sheet is joined by Sheet No. 5663 which has been completed. The junction was found to be satisfactory. On the north, this sheet will be joined by Sheet No. 5666 which has not been compiled. On the east, this sheet is joined by Sheets Nos. 5665 and 5319. No junction of detail is involved as the junction is made in the St. Johns River.

COMPARISON WITH PREVIOUS SURVEYS:

This compilation was compared in detail with Graphic Control Sheets CC and DD which were surveyed by this party in 1934 and 1935. Although it was expected that there would be differences due to the change in scale, many large discrepancies in the shoreline were noted, namely: at Station Park - 14 meters; at piling between stations Clay and Mulberry, 30 meters; at Mulberry Cove, 20 meters; at Camp Foster, 15 meters; and just south of Johnson Slough, 25 meters;

At the inlet between Black Point and Piney Point the difference is probably due to inaccurate sketching on the plane table. On the east shore of the Florida Yacht Club peninsula, the discrepancy is about 20 meters. At McGirts Creek, the shoreline conforms closely in detail but the plane table is about 30 meters too far east. The bridge across this creek is out about 22 meters. The outer end of the dock at Camp Foster is in error about 15 meters. The buildings and streets at Orange Park show differences up to 20 meters.

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 sheet. The shoreline and topography agreed remarkably well, including a small section of Fishing Creek and a larger section of McGirts Creek. It was noted that the position of McGirts Creek apparently checked much closer than the Graphic Control Sheet. The outstanding differences in shoreline are the dredged inlet at Camp Foster and the peninsula on which the Florida Yacht Club is situated. By bulkheads and dredging the originally marshy land has been converted into a peninsula and inlet.

This sheet also compares well with U. S. G. S. Quadrangle, Orange Park, 1917, although detailed comparison is impossible due to difference of scale.

POWER LINES:

That portion of the power line extending north from the Orange Park R. R. Station and parallel to the railroad has been displaced to the east 10 meters in order to show a second class road. In all other instances power lines were kept as close as practical to roads and streets, the width of which were frequently less than the minimum 6 meters symbol allowance.

ROADS:

The double line road marked "under Construction", extending in a northwesterly direction from Ortega Farms Blvd. and across Fishing Creek, is in process of construction at the present time. It is understood that the bridge across Fishing Creek will be built in the near future.

At Sherwood Forest, are two new roads, Huntingdon Drive and Nottingham Road. These have been built since the photographs were taken. They were located by measurements made in the field together with maps furnished by Mr. C. W. Zaring, Jacksonville, Fla.; tracings of which accompany this sheet.

The second class road along the shoreline at Mylburn Triangle could not be located on the air photographs. From field inspection it was estimated at an average of 20 meters from the shoreline. *and shown on the map*

River Blvd., between McIntosh Ave. and Campbell Ave., Orange Park, could not be picked out continuously on the air photographs. The location as shown on the Graphic Control Sheet was used as the shoreline checked very closely here.

In accordance with recent instructions, trails leading to houses or to the shoreline were shown as second class roads.

BUILDINGS:

All buildings that could be seen on the photographs including those located by field inspection are shown on this sheet, except those within town limits. In these places only those visible from the water and all of the buildings of a public nature were shown. In West Connett, there is a general system of streets laid out but all of them have not been constructed as yet. The locality has been built up with small dairy and poultry farms so some of the more prominent buildings were shown.

LANDMARKS:

The landmarks for this area have been submitted previously with the Graphic Control Sheets. Of those reported the following changes have occurred:

Span (d), the center of the draw span on the bridge over McGirts Creek has been destroyed. A new bridge has been built here with a fixed opening.

Boat ~~(d)~~ *shown on TS664 as N.E. Cor. B.H.*, the northeast corner of the north one of two small boat houses. The location of this station was in error. The old position was:

Lat. 30° 15' 912 meters
Long. 81 42 243

The correct position as scaled from this sheet is:

Lat. 30° 15' 912 meters
Long. 81 43 275

A prominent house at Camp Foster was recommended as a landmark. This building has been plotted in outline and labeled on the overlay.

*Added to
sheet in the office.
Position of property
on by Mr. Zaring
- county plan.*

Note: This bridge was formerly
a ~~small~~ swing span as
listed on page 380 of the
1935 Bridge list under
Ontaga River. MJS

WRECKS:

The sunken barge north of Piney Point is grounded and bares one foot at Mean Low Water.

LIGHTS:

The new beacon at Orange Park was located by sextant angles and plotted on the G. C. Sheet. It has been reported to the office previously. According to the latest Light List the correct name for this beacon is "Orange Park Light No. 38.

BRIDGES:

The clearances of the new bridge on McGirts Creek were obtained by the field inspection party. This bridge is a fixed steel span. Horizontal clearance is 12.2 meters and vertical clearance is 5.5 meters. The height of the tide was not known but the tidal range is only about one foot.

GEOGRAPHIC NAMES:

The names shown on the overlay were obtained from the following sources:

1. Name established by local usage.
2. Graphic Control Sheets CC and DD.
3. U. S. C. & G. S. Chart No. 682.
4. U. S. C. & G. S., T-1459, Survey of 1877.
5. U. S. G. S., Orange Park Quadrangle, 1917.
6. U. S. G. S., State of Florida, 1932.
7. Official Road Map, Florida State Road Department, 1936.
8. Florida Forest Service Map, Florida District No. 4, 1934.
9. Sectional Map of Florida, Department of Agriculture, 1938.
10. Clay County Fire Control Map, Florida Forest Service, 1934.
11. Clay County Road Map, Florida State Road Department, 1934.
12. Sinclair Road Map.
13. Duval County Commissioners Map, 1938.
15. Dept. of Agri., Soil Map, Duval County Sheet.
14. Dept. of Agri., Soil Map, Jacksonville Sheet 1910.
16. U. S. Army Engineers, Waterway Map, 1934.
17. U. S. C. & G. S. Sectional Aeronautical Chart "Jacksonville".
18. Atlantic Coast Pilot, Section D.
19. Topographic Survey map, Duval County Engineers Office.

✓ **BLACK POINT:** Sources, 1, 2, 3, 4, 5, 13, 14, 15. A point of land between Piney Point and Mulberry Cove at Camp Foster.

✓ **BLUFF LANDING:** Sources, 1 and 14. On the east shore of McGirts Creek, approximately 1.3 miles north of bridge at Collins Road, a small section of fast land. It may be reached from from Highway No. 17 by a good trail. There are no houses within a half of a mile.

✓ **BUTCHERPEN CREEK.** Sources, 1, 4, and 14. A small stream flowing into Cedar Creek just north of Fishing Creek. Source 4 shows the name as two words, Butcher Pen, but the single name as shown is believed to be more correct. The name is supposed to have its origin in the fact that at some time a slaughter house was located on its shore.

✓ **CAMP J. CLIFFORD R. FOSTER:** Sources, 1, 2, 9, 13, 17. A state camp and rifle range at Black Point. It is commonly known as Camp Foster and so named on all of the above sources. On Source 6 it is shown simply as "Camp" and on source 14 as "Camp Site". On Source No. 4 it was shown as Black Point Plantation. The full name was obtained from the gate over the road leading into the camp. This camp was a part of Camp Johnston during the World War, but the state took over part of it for a National Guard Camp. It has been used as a Transient Camp and A. W. P. A. camp in recent years. The buildings and roads are maintained in good condition. The rifle range is used as a emergency landing field.

✓ **CAMP JOHNSTON PARK:** Sources, 1. The remaining portion of Camp Johnston not included in Camp Foster, is now a subdivision known by the name of Camp Johnston Park. The street names were obtained from a town plat.

✓ **CASA LINDA COLONY:** Sources, 1. Another portion of the old Camp Johnston, lying south of Camp Johnston Park.

Dick Branch and Duke Branch. Conflicting names were obtained for the two streams, flowing into McGirts Creek about one-half mile south of Collins Road. As the persons interviewed differed in the identity of these streams, the names were omitted.

✓ **DOCTORS LAKE:** All sources in agreement. The large lake south of this sheet.

✓ **FISHING CREEK:** Sources, 1, 2, 3, 4, 5, 14, 15. A small tributary of Cedar Creek, flowing in a northerly direction east of St. Johns Avenue.

FLORIDA YACHT CLUB. Sources, 1 and 2. The prominent building on a peninsula north of Venetia.

✓ **JOHNSON SLOUGH:** Source, 1. A swamp along the south side of Orange Park.

✓ **MCGIRTS CREEK:** Sources, 1, 4, 6, 14, and 15. The large stream in the north west part of the sheet. Sources Nos. 2, 12, 13, and 16 give this stream the name of Ortega River, and Source No. 5 shows it as Ortega Creek. A large number of the local inhabitants were interviewed and they all agreed that the name should be McGirts Creek. The confusion arose from the attempt of the real estate agents about 1920 to change the name to a more imposing one in order to facilitate the sale of lots in this district. The local inhabitants refuse to change however. The possessive "S" is always used. It is recommended that the Name Ortega River be used to designate the lower portion of the stream below the junction of Cedar Creek and McGirts Creek. The same people have tried to change the name of Cedar Creek to Cedar River for similiar reasons. See report for Sheet No. 6 for a discussion on this name.

- ✓ **MULBERRY COVE:** Source, 1. The cove between Black Point and Mulberry Grove.
- ✓ **MYLBURN TRIANGLE:** Source, 1. The wooded area bounded by the St. Johns River, Elgredge Ave., and New York Ave.,
- ✓ **ORANGE PARK:** Sources all in agreement. The town in the southeast part of the sheet. Was originally the Old Laurel Grove Plantation as shown on source No. 4. Moose Haven, a home for the aged, is located in this town.
- ✓ **ORANGE PARK LANDING:** Sources, 1, 3, 4, 5. The pier extending out into the St. Johns River at Orange Park. It is principally a support for the sewer outfall. The water is too shallow for large boats to use this pier.
- ✓ **ORTEGA TERRACE:** Sources, 1 and 13. A suburb of Jacksonville, located in the northeast corner of this sheet.
- PIERSON TRACT:** Sources, 1. An undeveloped area east of Highway No. 17, between Sherwood Forest and Yukon.
- PINEY POINT:** Sources, 1, 2, 3, 4, 5, 13, 14, and 15. The point about one mile north of Black Point
- Reeds Crossing:** Sources 3, 5, and 15. On Source No. 4 it is shown as Reeds. Formerly a town on the railroad about one mile north of Collins Road. It is now deserted and the name is not in use. Was not shown on the overlay and is not recommended.
- ✓ **SHERWOOD FOREST:** Source 1. a new subdivision recently established in the old Mulberry Grove Plantation. There are two paved streets and one new residence at the present time. (*House not shown on sheet.*)
- SPIERS SUBDIVISION:** Source 1. A small section north of Wesconett between St. Johns Ave., and Fishing Creek.
- TIMUQUANA COUNTRY CLUB:** Sources 1 and 13. A golf club south of Venetia.
- ✓ **VENETIA:** Sources, 1, 2, and 9. A suburb of Jacksonville, east of Highway No. 17 and south of Ortega Terrace.
- VISTE VERDE:** Source No. 19. Name given to a small section near the intersection of Morse and Seaboard Avenues, south of Wesconett. Not substantiated by any one interviewed.
- ✓ **WADESBORO SPRING:** Source No. 1. A spring situated west of Orange Park and north of Doctors Lake, near State Road No. 68.
- ✓ **WESCONETT:** Source No. 1. The large area west of McGirts Creek. The street names in this section were obtained from source No. 19. *"West Conett" is form of spelling found in newspapers of Jacksonville.*
- YUKON:** Sources, 1, 2, 3, 5, 6, 7, 9, 12, 15, and 17. The town west of Camp Foster. On Source No. 14, the post office and the railroad station are shown as Youkon but this form of the name is not in use at present.

The following names are self-explanatory, sources all in agreement and well established by local usage:

St. Johns River,
Atlantic Coast Line Railroad.
U. S. Highway No. 17, (State Road No. 3)
State Road No. 68.
Yale Laboratory of Primate Biology, Inc.

The principal street in Wesconett was formerly known as the Old Orange Park Road. The County Commissioners changed its name in November 1938 to St. Johns Avenue. It is State Road No. 139 and also U. S. Truck Route No. 17.

MISCELLANEOUS:

Street Names in Venetia and Ortega Terrace have not been obtained at the present time. The streets are not marked in the field and the local inhabitants are not always in agreement as to the name of the street on which they live. A letter was sent to the Real Estate Agents of these subdivisions but no answer was received.

There have been some slight changes in the small boat harbor at Camp Foster since the photographs were taken but no attempt was made to show them on this compilation. For all practical charting purposes, the shoreline as shown will be sufficient.

Respectfully submitted,

David R. Shallenberger
David R. Shallenberger, Draftsman.

GEOGRAPHIC NAMES (continued);

On December 13, 1938, the following names were obtained from Mr. G. B. Stockton, President of the Ortega Company, who are in charge of the sale of lots in Ortega Terrace and Venetia.

Venetia, Ortega Blvd. Della Robbia Way Diaz Place Cellini Way Venetia Blvd. Roma Blvd. De Medici Ave. East Da Vinci Ave. East Genoa Ave. East Garibaldi Ave. East Timuquana Road Timuquana Place	These names were shown on a plat of Venetia.
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Ortega Terrace Third St. Fourth St. Fifth Street. Morven Road Ortega Blvd. Apache Ave. Arapahoe Ave. Angelo Place Setti Ave.	These names were shown on two plats of Ortega Terrace.
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In his letter he gave us the following names, which he said were on a recorded plat of Venetia Peninsula;

Venetia Peninsula
Florence Blvd.
Florida Yatch Club
Venetia Yatch Basin.

All of these names are shown on the overlay. The plats had several proposed streets indicated with names but these were not shown.

SANDY LANDING: Derived from Hydrographic Field Sheet No 52,
M. V. MIKAWA, Season, 1939.

#1

Remarks

Decisions

1		USGB
2		301816
3		"
4		"
5		301817
6		"
7		"
8		302816
9		"
10		"
11		"
12		"
13	Camp Foster is general usage	"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21	Is it variation for Ortega or a part of Ortega? (inquiry made, 7/19/39)	"
22		302817
23	USGB, 8th Report, 1932, rejects name McGirts	" USGB
24		"
25		"
26	Two words used in preference, based on precedent of Swimming Pen Creek (USGB decision), Doctors Lake.	"
27		"
M 234		

GEOGRAPHIC NAMES

Survey No. T-5864

#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 Atlas	U. S. Light List	
A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>St. Johns River</u> ✓									1
<u>Johnson Slough</u> ✓									2
<u>Mylburn Triangle</u> ✓									3
<u>Orange Park Landing</u> ✓									4
<u>Orange Park</u> ✓									5
<u>Doctors Lake</u> ✓									6
<u>Wadesboro Spring</u> ✓									7
<u>Sherwood Forest</u> ✓									8
<u>Pierson Tract</u> ✓									9
<u>Mulberry Cove</u> ✓									10
<u>Black Point</u> ✓									11
<u>Piney Point</u> ✓									12
<u>Camp J. Clifford R.</u> ✓									13
<u>Foster</u> ✓									14
<u>Camp Johnston Park</u> ✓									15
<u>Casa Linda Colony</u> ✓									16
<u>Venetia</u> ✓									17
<u>Venetia Peninsula</u> ✓									18
<u>Venetia Yacht Basin</u> ✓									19
<u>Florida Yacht Club</u> ✓									20
<u>Timmquana Country Club</u> ✓									21
<u>Ortega Terrace</u> ✓									22
<u>Yukon</u> ✓									23
<u>Ortega River</u> ✓									24
<u>Wescomatt</u> ✓									25
<u>Fishing Creek</u> ✓									26
<u>Butcher Pen Creek</u> ✓									27
<u>Bluff Landing</u> ✓									28

T-5664

#2

Remarks

Decisions

1	On T5664 but not mentioned Desc. Report.	302817
2	(east side Fishing Creek)	"
3	Could not be definitely located (e. side Ortega River)	"
4	" " " " "	"
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GEOGRAPHIC NAMES

Survey No. T-5664

#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.	
Sandy Landing									1
<u>Spiers Subdivision</u>									2
Dick/Baych									3
Duck/Baych									4
									5
									6
									7
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									9
									10
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									27

L. Heck 7/19/89

REVIEW OF AIR PHOTO COMPILATION NO. 5664 (8)

Chief of Party: Hubert A. Paton

Compiled by: D. R. S.

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) New charts should be issued.
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) Old charts are now obsolete.
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) Yes
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. The Graphic Control survey of McGirts Creek was in error. This compilation had additional control in the traverse stations and is the better survey. The hydro survey should be repeated on 1:5000 scale.
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 large adjustments were needed.
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 lines 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)
Station Boat (d) position revised.
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.
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;

19. Remarks after review in office:

Hubert A. Paton
Hubert A. Paton
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 JOSEPH P. DUNICH

Positions checked by JOSEPH P. DUNICH

Grid inked on machine by JOSEPH P. DUNICH

Intersections inked by JOSEPH P. DUNICH

Points used for plotting grid:

ϕ X 30° - 14' - 00"
 λ Y 81° - 44' - 00"

ϕ X 30° - 14' - 00"
 λ Y 81° - 41' - 00"

ϕ X 30° - 10' - 00"
 λ Y 81° - 44' - 00"

ϕ X 30° - 10' - 00"
 λ Y 81° - 41' - 00"

ϕ X 30° - 12' - 00"
 λ Y 81° - 42' - 00"

X
Y

X
Y

X
Y

Triangulation stations used for checking grid:

1. \triangle AB 15 $x = 266,323.47$
 $y = 2,152,137.81$

5. \triangle AB 20 $x = 279,560.85$
 $y = 2,145,727.27$

2. \triangle AB 25 $x = 278,396.33$
 $y = 2,121,002.88$

6. _____

3. \triangle AB 26 $x = 278,466.14$
 $y = 2,117,487.09$

7. _____

4. \triangle AB 17 $x = 274,044.76$
 $y = 2,150,408.99$

8. _____

DIVISION OF CHARTS

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY NO. T-5664, 1:10,000

Graphic Control Surveys

C.S. 174 M (1:20,000) 1935

C.S. 175 M (1:20,000) 1935

Refer to page 5 of the Descriptive Report (T-5664) for a comparison with these graphic control surveys.

Regarding the differences in location of shore line, T-5664 is on a larger scale, 1:10,000, and is accepted as correct.

All details on the graphic control surveys are shown on T-5664, with the exception of the following:

1. Temporary topographic stations
2. Magnetic declinations
3. Several described stations, descriptions of which were never received in this office, are shown on T-5664 as topographic stations without the (4) indicating descriptions.

Contemporary Hydrographic Surveys

H-6530 (1:5,000) 1939

H-6535 (1:5,000) 1939

The above hydrographic surveys have been previously compared with T-5664 by the hydrographic reviewing group.

H-6296 (1:20,000) 1935. Shoreline and signals for H-6296 are from the graphic control survey and not from the air photographic surveys.

H-6296 was reviewed in January 1938. This review of T-5664, made in September 1940, shows the same differences between T-5664 and H-6296 as exist between T-5664 and the graphic control surveys. No changes have been made on H-6296 because of the difference in dates of the surveys and because of the fact that T-5664 shore line was not originally used on H-6296. The parts of H-6296 which were affected by the erroneously located signals mentioned on pages 1 and 2 of the Descriptive Report of T-5664 were subsequently resurveyed on a scale of 1:5,000 and all errors eliminated.

Chart 682

T-5664 was applied to Chart 682 prior to this review. The following changes made on T-5664 as a part of this review have been reported to the Nautical Chart Section on this date, September 30, 1940:

1. Addition of a few buildings along the shore and of numerous buildings in the interior.
2. Removed topographic station "Diving Platform" latitude $30^{\circ} 10.6'$, longitude $81^{\circ} 41.8'$. This station is a hydrographic station located and shown on H-6296.

Recoverable Topographic Stations

Descriptions are filed under T-5664.

Station "Park" latitude $30^{\circ} 10.8'$, longitude $81^{\circ} 41.8'$ is shown without the (d) as the station description was not received with the graphic control survey.

General

T-5664 was compiled as a rough drawing and has been redrafted in Philadelphia.

The Descriptive Report and the compilations of map details as submitted from the field were complete with the exception of buildings, a number of which have been added in this office.


Reviewed by - F. H. McBeth, September 25, 1940

Inspected by - B. G. Jones, September 30, 1940

Examined and approved:



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



Chief, Division of Charts



Chief, Section of Topography



Chief, Division of Coastal
Surveys