

# 5665

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, Director	
DESCRIPTIVE REPORT	
Map Drawing <del>Topographic</del> Hydrographic	Sheet No. T-5665
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES MAR 7 1940 Acc. No. _____	
State <u>Florida</u>	
LOCALITY <u>St. Johns River</u> <u>Plummers Cove &amp; vicinity</u>	
Photographs taken: November 1933, February 1935, and February 1939 <i>see inside report: date of survey</i> <u>1940</u>	
CHIEF OF PARTY <u>Riley J. Sipe.</u>	

Applied to chart comp. 685. November 2, 1940. Sam.

## LEGEND TO BE USED ON FIELD INSPECTION AND ROUGH DRAFTING

### TREES

A = Ash  
Br = Brush  
Cit = Citrus  
Cy = Cypress  
Gum = Gum  
Oak = Oak  
Pal = Palmetto  
Pi = Pine  
Plm = Palm

### ROADS

Rd-1 = 1st class paved  
Rd-1d = 1st class dirt  
Rd-2 = 2nd class  
Tr = Trail

All roads not labeled are  
6 m or less in width.

### VEGETATION

C = Cultivated  
DT = Deciduous trees  
Fl = Flooded area  
TGr = Tropical grass  
HW = Heavily wooded  
M = Marsh  
Mg = Mangrove  
Sw = Swamp  
Sct = Scattered

FMP = Florida Mapping Project  
USE = U. S. Engineers

### PONDS

P = Pond  
CyP = Cypress Pond  
GP = Grassy Pond  
IP = Intermittent Pond  
PiP = Pine Pond

### STREAMS

Ca = Canal (width)  
Cr = Creek  
D = Ditch  
IS = Intermittent Stream  
PDU = Probable drainage unsurveyed  
Str = Stream

### MISC

Blf = Bluff (height)  
Brg = Bridge  
Ch = Church  
Cv = Culvert  
FB = Fire break (width)  
Fn (f) = Fence  
H = House  
Ham = Hammock  
Hdg = Hedge  
HWL = High water line  
LWL = Low water line  
OP = Overpass  
PO = Postoffice  
R = Reef  
RR = Railroad  
S = Sand  
Sch = School  
UP = Underpass  
G = Gravel

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. 9

REGISTER NO. T-5665

State FLORIDA

General locality ST. JOHNS RIVER

Locality PLUMMER'S COVE and vicinity

Photographs: Nov. 1933,

Scale 1:10,101 Date of survey Feb. 1935, & Feb. 1939

Vessel PARTY: Air Photographic No. 2-A

Chief of party Riley J. Sipe

Surveyed by See "Notes on Compilation".

Inked by See: "Notes on Compilation".

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

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

Instructions dated March 4, 1940

Remarks: U. S. Army Air Corps five lens camera No. 32-2, Air

Corps single lens camera, and U. S. C. and G. S. nine lens

camera used.

Field inspection made in summer of 1935, and winter of 1939-40.

Reference Station: Goodsby 2, 1934

Latitude: 30° 12' 54.789" (1687.1 meters)

Longitude: 81° 37' 26.000" (695.3 meters)

(Adjusted)

X coordinate: 302,937.81 Ft.

Y coordinate: 2,138,651.88 Ft.

TIME SHEET

Field Sheet No. 9

Register No. T - 5665

Pricking points for plotting	14 hrs.
Radial plot	124 "
Pricking additional points for detail	7 "
Field inspection	53 "
Plotting all control	28 "
Detailing roads, buildings, fences, trails, etc.	167 "
Detailing symbols	21 "
Shoreline	
Reports	22 "
Field review of sheet	30 "
	<hr/>
TOTAL	466 hrs.

THIS IS A ROUGH DRAFTED SHEET

DATE OF THE SURVEY

Single Lens Photographs (cover only north third of sheet) taken Nov. 26, 1933.

Five Lens Photographs (cover entire sheet) taken Feb. 23, 1935.

Nine Lens Photographs ~~taken~~ (cover entire sheet) taken Feb. 11, and Feb. 16, 1939

Field Inspection in 1935 and in winter of 1939-1940.

Graphic Control Surveys 1935.

The mean high water line is of the date of the five lens photographs, Feb. 23, 1939, from which it was compiled. No appreciable changes were indicated by the later nine lens photographs or the later field inspection.

Piers piling and shoreline structures have been brought up-to-date of the 1939-40 field inspection.

Interior details are of the date of the nine lens photographs - the later field inspection added no additional details.

*B. G. Jones*

NOTES ON COMPILATION

Sheet No. 9 (Field)

Register No. T-5665

PHOTOGRAPHS:

Single Lens - Flight No. \_\_\_ - No. M165 to M167 Inclusive  
No. M208

Five Lens - Flight No. 1 - No. 11 to 23 Inclusive  
" " 2 - No. 24 to 45 "  
" " 3 - No. 56 to 61 "

Nine Lens - Flight No. \_\_\_ - Nos. 03187, 03237, and 03238,  
03178

SCALE PLOT: T. M. Price and B. Benson.

SCALE FACTOR USED: 0.99

PROJECTION BY: Washington Office.

CONTROL PLOTTED BY: H. A. Paton and James H. S. Billmyer.

CONTROL CHECKED BY: F. R. Gossett and R. J. Sipe.

SMOOTH RADIAL PLOT BY: H. O. Fortin.

TOPOGRAPHY TRANSFERRED BY: R. J. Sipe.

TOPOGRAPHY CHECKED BY: H. O. Fortin.

SHORELINE INKED BY: H. Mach.

DETAIL INKED BY: H. Mach.

OVERLAY SHEET BY: None.

DESCRIPTIVE REPORT BY: H. Mach.

REVIEWED BY: H. O. Fortin.

AREA OF DETAIL INKED: 20.52 Square Statute Miles.

LENGTH OF SHORELINE ( Over 200 meters): 9.63 Statute Miles.

LENGTH OF SHORELINE ( Under 200 meters): 5.7 Statute Miles.

LENGTH OF SHORELINE OF SMALL LAKES: None.

## DESCRIPTIVE REPORT

To Accompany

FIELD SHEET NO. 9

REGISTER NO. T-5665

### General

This rough map drawing was compiled from air photographs taken by the U. S. Army Air Corps using a single lens camera, (number unknown), a five lens camera No. 32-2, and a nine lens camera which was designed by the U. S. Coast and Geodetic Survey.

The projection was made with a scale factor of 0.99.

Nearly all buildings are shown with the exception of those obscured by trees are not clearly shown on the photographs.

The nine lens photographs, being out of scale, were not used except for changes in areas after single and five lens photos were taken.

### Control

A total of 39 control stations were plotted on this map drawing; 27 of which fall within the tracing limits. Of these, 22 are traverse stations established by the Florida Mapping Project; 15 are U. S. Coast and Geodetic Survey triangulation stations; and one is a landmark which is not described. One is a described station used in the general control.

All of the U. S. C. and G. S. triangulation stations were established in 1934 with the exception of two which were established in 1932.

### Radial Plot

The radial plot was made on this sheet from the single and five lens photographs. Identifiable radial points were transferred to the nine lens photographs.

### Interpretation of Photographs

The photographs were clear and no difficulty was experienced in the interpretation. Railroad tracks being rather numerous, were traced from the photographs by referring to blueprints of the Florida East Coast Railway Company, showing in detail all of the tracks on this drawing. [See attached 4 blueprint of track layout between F. E. C. stations 241 + 70 and 452 + 90.]

### Field Inspection

Field inspections were made in the summer of 1935 and during the winter of 1939-1940. No supplemental surveys were necessary.



### Graphic Control Surveys

This map drawing is covered by Graphic Control Sheets "CC" and "DD". The shoreline transferred from these sheets, as shown in blue ink, closely follows the photographic interpretation with few deviations. There are some new piers not shown on the G. C. sheets.

All details on the above graphic control surveys within the areas of this photographic survey are shown on the drawing except:

1. Magnetic declination.
2. Azimuth of ranges.
3. Temporary stations for control of hydrography.

### Hydrographic Surveys

Hydrographic surveys in the area covered by this drawing were made prior to the delineation of the shoreline from the air photographs. No shoreline has been transferred to the hydrographic smooth sheets covering this area by this party.

### Comparison With U. S. C. and G. S. Chart No. 682 (39/1/19).

U. S. C. and G. S. chart No. 682 is on a scale of 1:40,000 and no detailed comparison could be made.

### Comparison With Early Coast and Geodetic Surveys

Topographic maps T-1459A and T-1459C, made in 1876, agree favourably with this map drawing, especially T-1459A, as it is of the same scale T-5665. T-1459A shows only the northern part of the new map drawing and T-1459C covers a greater part, but is of a very small scale.

### Landmarks

The landmark "Buckman" has been described on the map drawing. All others have been sent in previously by Lt. H. A. Paton.

### Preparation for Inking

This sheet was rubbed with dry magnesium carbonate before inking, thus removing all grease, dirt, and foreign matter.

### Bridges

There are two bridges shown on this drawing. The clearances for the bridge over Goodbys Creek were taken from: "List of Bridges over the Navigable Waters of the United States, 1935", and the clearances for the bridge over Christopher's Creek were taken from G. C. Sheet "cc".

Fixed concrete Bridge Horiz. clearance 18 FT.  
Vert. " 10 FT. at M. L. W.

Junctions

On the north this map drawing joins T-5667 and on the south it joins T-5319.

All match lines with other map drawings have been checked with this drawing and corrected.

Miscellaneous

Shoal areas have not been shown on this drawing.

All shoreline on this drawing is shown with a thin line without a change in weight, according to latest instructions. Bluffs are indicated by notes and arrows. Swampy and marshy shoreline should be shown with a thin line and all other shoreline with a fairly heavy line.

Unimportant trails and turpentine roads were not shown on this drawing.

Respectfully submitted,

Forwarded:

Henry O. Fortin

Henry Mach

## GEOGRAPHIC NAMES

There are only nine geographic names on this map drawing. All are taken from U. S. C. and G. S. Chart 682 (39/1/19) without any change, as all suggested changes have been made on this chart.

**BOWDEN.** A small community along the F. E. C. Railway; name recommended for charting purposes.

**BEAUCLERC BLUFF.** Prominent point just northwest of Plummer Cove. Sometimes called Buckley Bluff from source E and H. G. C. Sheets "CC" and "DD" call it Beauclerc Point. Beauclerc Bluff recommended.

**CHRISTOPHER POINT.** A point just south of Christopher Creek. Called Christopher's Point from sources B, and E. Former recommended.

**CHRISTOPHER CREEK.** Creek just north of Christopher Point. Called Christopher's Creek from source B. Former recommended.

**GOODEYS CREEK.** A prominent creek northeast of Beauclerc Bluff. Called Goodby's and Goodsby's on source B. Former recommended.

**PLUMMER POINT.** Point just southwest of Plummer Cove. Spelled Plummers on source B and C. Plummer Point recommended.

**PLUMMER COVE.** Prominent cove just northeast of Plummer Point. Spelled Plummers from sources B, C, and E. Former spelling recommended.

**PLUMMERS.** Small community just east of Plummer Point. Recommended.

**SAN JOSE.** Small community just southeast of Christopher Point. Recommended.

Bethel Church still remains as shown from source C. However it is not termed a geographic name.

Deep Bottom School has been discontinued as shown from source C, and was not shown.

## Remarks

## Decisions

1		302816
2		302816 U.S.G.B.
3		"
4		"
5		U.S.G.B.
6		301816
7		301816
8		301816
9		302816
10		U.S.G.B.
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# GEOGRAPHIC NAMES

Survey No. T-5665

GEOGRAPHIC NAMES											
Survey No. T-5665											
Name on Survey											
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
<u>Bowden</u>	X		X	X	X					1	
<u>Beauclerc Bluff</u>	X		X	X	X					2	
<u>Christopher Point</u>	X	CC	X	X	X					3	
<u>Christopher Creek</u>	X	CC	X	X	X					4	
<u>Goodbye Creek</u>	X	CC	X	X	X					5	
<u>Plummer Point</u>	X			X	X					6	
<u>Plummer Cove</u>	X			X						7	
<u>Plummers</u>	X		X	X						8	
<u>San Jose</u>	X	CC		X	X					9	
<u>St. Johns R.</u>										10	
			Names underlined in red approved							11	
			by L. S. Heck on 10/12/40							12	
										13	
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										27	

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Riley J. Sipe.

Compiled by: H. Mach.

Project: Paty No. A. P. 2-A

Instructions dated: March 4, 1935

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64) Yes.
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n) Yes.
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e) 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. 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) Yes.
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57) Yes.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60) Yes.  
Previously sent in.
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.  
No additional surveying needed.

17. Remarks:

18. Examined and approved;

*Henry O. Fortin*  
Henry O. Fortin.

Riley J. Sipe.  
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 J. P. D.

Positions checked by J. P. D.

Grid inked on machine by J. P. D.

Intersections inked by J. P. D.

## Points used for plotting grid:

$\phi = 30^{\circ} 15'$  x = 294,762.41  
 $\lambda = 81^{\circ} 39'$  y = 2,151,347.07

$\phi = 30^{\circ} 15'$  x = 310,550.92  
 $\lambda = 81^{\circ} 36'$  y = 2,151,260.30

$\phi = 30^{\circ} 11'$  x = 310,422.43  
 $\lambda = 81^{\circ} 36'$  y = 2,127,101.89

$\phi = 30^{\circ} 11'$  x = 294,623.97  
 $\lambda = 81^{\circ} 39'$  y = 2,127,101.89

$\phi = 30^{\circ} 13'$  x = 299,957.55  
 $\lambda = 81^{\circ} 38'$  y = 2,139,194.78

x  
y

x  
y

x  
y

## Triangulation stations used for checking grid:

- |   |  |
|---|--|
| 1. <u>San Jose, 1932</u> $x = 301,016.92$<br>$y = 2,148,506.71$ | 5. <u>Goodsby 2, 1934</u> $x = 302,937.81$<br>$y = 2,138,651.88$                 |
| 2. <u>Dupont, 1934</u> $x = 297,164.83$<br>$y = 2,150,455.00$   | 6. <u>PINEY POINT beacon No. 26, 1934</u> $x = 292,505.47$<br>$y = 2,143,694.14$ |
| 3. <u>Plummer 1934</u> $x = 297,343.96$<br>$y = 2,128,035.10$   | 7. _____   |
| 4. <u>Tyson 2, 1934</u> $x = 295,193.70$<br>$y = 2,153,868.52$  | 8. _____   |

## DIVISION OF CHARTS

### Surveys Section

#### REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5665

##### Graphic Control Surveys

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

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

No descriptive reports were received for these graphic control surveys and no description was received for station Green (d) on C. S. 174 M. Station Green has not been added to T-5665.

The shoreline details on T-5665 are of a later date, 1939, and supersede those shown on the Graphic Control Surveys with the exception of the wreck at Lat.  $30^{\circ} 12.5'$ , Long.  $81^{\circ} 38'$  which has been carried forward on T-5665 as it was not disproved by the 1939-1940 field inspection.

##### Previous Topographic Surveys

T-1459 A and T-1459 C 1:20,000 (1876)

T-5665 supersedes the sections of T-1459 A and T-1459 C which it covers.

##### Hydrographic Surveys

H-6296, 1:20,000 (1935)

Shoreline and signals on H-6296 originated with the 1935 Graphic Control Surveys and the review of H-6296 was completed prior to the receipt in this office of T-5665.

No comparison has been made between H-6296 and T-5665 because of the difference in dates of the surveys.

##### Recoverable Topographic Stations

No described topographic stations are shown on T-5665. Station Green, Lat.  $30^{\circ} 11'$  on Graphic Control Survey C. S. 174 M is not shown on T-5665 as the station description was never received.

##### General

T-5665 was compiled as a rough drawing and has been redrafted at Philadelphia.

The descriptive report and the map as received from the field were complete except for the omission of a few piles and ruined piers which had been noted by the field inspection.

Chart 682

See page 2 of the descriptive report T-5667 for one new landmark recommended by T-5665. See T-5665 (approx. 30-12.2-81-38.3)

T-5665 was reduced in the Nautical Chart Section for application to Chart 682 prior to this review (10-4-40). The following changes have been made on T-5665 since its reduction for Chart 682.

1. Addition of piling and ruins along shore (scattered)
2. Addition of a wreck Lat. 30° 12.5'

Reviewed in office by H. F. McBeth, October 4, 1940

Inspected by B. G. Jones, October 4, 1940

Examined and approved:

*T. B. Reed*  
T. B. Reed,  
Chief, Surveys Section

*K. T. Adams*  
Chief, Section of Topography

*J. S. Brown*  
Chief, Division of Charts

*G. H. de*  
Chief, Division of Coastal  
Surveys