

5667

T-5667

5667

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Map Drawing Topographic Hydrographic	Sheet No. T-5667
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES MAR 7 1940 Acc. No. _____	
State FLORIDA	
LOCALITY	
ST. JOHNS RIVER	
SOUTH JACKSONVILLE	
Photographs taken November 1933 " " February 1935 " " " 1939 See Page 1, Desc. Report for Date of Survey	
XMS 1940	
CHIEF OF PARTY	
Riley J. Sipe	

Applied to chart comp 685. Oct 29, 1940 L.A.M.

Applied to chart 1243 July 21, 1941 J.A.S.

Applied to chart 577 August 30, 1941 L.A.M.

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. 7

REGISTER NO. 5667

T5667

State FLORIDA

General locality ST. JOHNS RIVER

Locality SOUTH JACKSONVILLE

Scale 1:10,000 Date of survey Photographs Nov. 1933, Feb. 1935 and Feb., 1939

~~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 4 March, 1935

Remarks: U. S. Army A. C. single lens camera, U. S. Army A. C.

5 lens camera No. 32-2, and U. S. C. AND G. S. 9 lens camera

used. Field inspection made in spring of 1935 and by truck during fall of 1939. See page 1 for date of survey.

2

LEGEND TO BE USED ON FIELD INSPECTION AND ROUGH DRAFTING

TREES

A = Ash
Br = Brush
Cit = Citrus
Cy = Cypress
Gum = Gum
O. or Oak = Oak
Pal = Palmetto
Pi = Pine
Plm = Palm
J.O. = JACK OAK.

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 = Fine 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

TIME SHEET

Field Sheet No. 7
Register No. T - 5667

Pricking Points for Plotting	105 hrs.
Radial Plot	22 "
Pricking Additional Points For Detail	18 "
Field Inspection	86 "
Plotting All Control	16 "
Detailing Roads, Buildings, Fences, Trails, Etc.	174 "
Detailing Symbols	76
Shoreline	13
Reports	31
Field Review of Sheet	52
TOTAL	593 Hrs.

The radial plot was nearly finished before time records were begun on this sheet. This is a rough drafted sheet.

DATA RECORD T-5667

Single-lens photographs taken November 1933

Five-lens photographs taken February 1935

Nine-lens photographs taken Jan. - Feb. 1939

Field inspection in 1935 and in Sept. - Nov. 1939

(Notes on the single-lens and nine-lens photographs)

Details on T-5667 are of the date of the nine-lens photographs with the following exceptions:

1. Apartment buildings. Lat. $30^{\circ} 18.5'$, Long. $81^{\circ} 39.7'$ located by field inspection September - November 1939
2. Water Tank. Lat. $30^{\circ} 18'$, Long. $81^{\circ} 38.7'$ located by field inspection September - November 1939

NOTES ON COMPILATION

Sheet No. 7 (Field)

Register No. T -5667

PHOTOGRAPHS:

Single Lens - Flight No. --- - No. M158 to M164 Inclusive.
 - M178 to M180 "
 - M201 to M207 "
 - M209 to M212 "
 - Five Lens - Flight No. 1 - No. 1-1 to 1-10 Inclusive.
 Nine Lens - Flight No. - - No. 03176, 03177, 03178, 03179,
 03180, 03181, and 03226.

SCALE PLOT: W. H. Burwell and B. Benson.

SCALE FACTOR USED: 1:00

PROJECTION BY: B. Benson.

CONTROL PLOTTED BY: B. Benson.

CONTROL CHECKED BY: W. M. Crook and W. H. Burwell.

SMOOTH RADIAL PLOT BY: H. A. Paton and H. O. Fortin.

TOPOGRAPHY TRANSFERRED BY: H. A. Paton and James H. S. Billmyer.

TOPOGRAPHY CHECKED BY: H. O. Fortin.

SHORELINE INKED BY: R. Gossett and James H. S. Billmyer.

DETAIL INKED BY: James H. S. Billmyer.

OVERLAY SHEET BY: James H. S. Billmyer.

DESCRIPTIVE REPORT BY: James H. S. Billmyer.

REVIEWED BY: H. O. Fortin.

AREA OF DETAIL INKED: 20.89 Square Statute Miles.

LENGTH OF SHORELINE (Over 200 meters): 20.6 Statute Miles.

LENGTH OF SHORELINE (Under 200 meters): 24.1 Statute Miles.

LENGTH OF SHORELINE OF SMALL LAKES: None.

*Reference Station: Yard, U.S.E., 1934**Latitude: 30° 18' 29.914" (921.1 meters) (Adjusted)**Longitude: 81° 39' 45.422" (1213.6 meters)**X coordinate: 290,902.10 Ft**Y coordinate: 2,172,576.14 Ft**Supplemented by other surveys to Nov. 1939*

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DESCRIPTIVE REPORT

TO ACCOMPANY

FIELD SHEET NO. 7

REGISTER NO. T-5667

General

This rough map drawing was compiled from air photographs taken by the U. S. Army Air Corps, using a single lens camera, a five lens camera, and a nine lens camera designed by the U. S. Coast and Geodetic Survey.

All buildings along the water front that could definitely be picked out on the photographs were shown. In the heavily developed districts, only large important industrial and public buildings were shown. As the outlying regions on most of the drawing are fairly densely settled, no attempt was made to show any buildings but schools, churches, and the larger farm buildings. No vegetation has been shown within street layouts except in parks and some of the less congested areas.

This sheet was traced from the single and nine lens photos, using those photographs which were nearest to scale. The nine lens photos were used where detail was cleared and where there had been definite changes in shoreline, etc., since the single lens pictures were taken.

This drawing was not traced out to the original tracing limit on the eastern edge, but was stopped at longitude $81^{\circ} 35'$, due to the fact that accurate radial points could not be obtained in this area. There is practically no precise control along the eastern edge of the drawing and none in the southeastern area.

In several cases, the distances from the triangulation stations to the shoreline do not agree with the descriptive cards. The shoreline on this drawing, due to dredging activities, has changed considerably in places since the triangulation was established, so it is believed that the shoreline is accurately delineated. In some cases, the distances from the stations to the edge of the bluff were given in the descriptions. The edge of the bluff in each case falls back of the high water line.

Platforms on piers are shown open to distinguish from buildings unless too small, where they are indicated as platforms.

All objects such as houses and piers that have been placed in blue ink on the back of the drawing have been taken from the G. C. sheets. If not inked in black, the objects are gone or have been destroyed.

No attempt was made to show the shoal water line, as it is thought that the previous hydrographic survey made a better determination of it.

In some cases the names of the beacons and lights have been changed. Both names are shown on the drawing. The old names that are used on the triangulation descriptions are shown in parenthesis; the other names being taken from the U. S. C. and G. S. Light List, and checked against U. S. C. and G. S. Chart No. 577.

Numerous trails and second class roads of no importance have been left off of this drawing.

Street layouts and main roads that have not been marked "Rd.1" or "Rd.1-d" should be smooth drafted as first class roads.

Three new bridge piers are shown in the St. Johns between the foot of Main Street, Jacksonville and South Jacksonville. These piers show on the nine lens photos and other piers have been constructed since the photographs were taken. Steel construction on this bridge has just recently begun.

In the final smooth drafting, all shoreline along marsh areas should be shown light, and all other shoreline should be shown with a fairly heavy line.

Railroad track and yard layouts are not shown in detail. Just sufficient tracks were shown to orient the attached railroad blueprints. (S.A.L.RR. prints R-72 and R-313; F.E.C.RR. prints V.1.a.-1, V.1.-S.1.c, V.1.-S.T.1.d, V.1.-S.1.e; A.C.L.RR. prints V.2. Fla.5, 6, 7, and 24.)

Control

A total of 114 control stations were plotted on this drawing; 91 of which fall within the tracing limits. 38 are U.S.C. and G.S. triangulation stations, of which 33 were recovered. 7 are U. S. Engineers stations and all were recovered. 13 are Florida Mapping Project stations and all were recovered. 55 described topographic stations were taken from Graphic Control Sheets "BB" and "CC". Of these, 57 were recovered. In addition there is one landmark which was also used in the general control.

The following stations have been either covered up or definitely destroyed:

Harbor Line R. M. 22	(d) (Washed out).
" " R. M. 23	(d) (Probably covered by rock wall).
" " R.M. 25	(d) (Covered by sand).
" " R. M. 29	(d) (Reported moved by resident).
" " R. M. 32	(d) (Either buried or washed out).
" " R. M. 46	(d) (Either buried or destroyed).
U. S. H. L. A ₁ -69	(d) (Appears to be removed)
AJ - 16 (F.M.P.)	(destroyed)
E.O. Painter Fert. Co., W. T., 1932	(Torn down).
Casa de Baile	(d) (Destroyed by fire).
Jacksonville Traction Co., Stack, 1932	(Torn down).
" " " W. T., 1926	(" ")
WJAX Radio Mast (Not in use, and probably removed)	

These stations removed from same T-5667

Harbor Line R. M. 30, 1926 is given as Harbor Line R. M. A-30, 1926 on G. C. Sheet "BB", the latter in all probability being correct.

The description for BRIDGE (d) should read "62.2 meters northwest of centerline of toll house", instead of "51 meters northwest of the toll house".

Radial Plot

A radial plot was made directly on the drawing from the single lens in 1937 and from the five lens in 1939. All of those points that could be identified were pricked on the nine lens photographs. Many points could not be located on the nine lens photos, so it was necessary to plot additional points. Due to insufficient photographs, many of the radial points near the eastern edge of the drawing had only two radial line intersections. However, they were regarded as sufficient enough to warrant the drafting of the drawing.

Interpretation of the Photographs

The photographs were clear and no unusual conditions were found. Therefore, with the help of notes on the field prints, interpretation was not difficult.

Field Inspection and Supplemental Surveys

Field inspection trips were made in the spring of 1935 and by truck during the fall of 1939.

The topographic details on T-5667 are of the date of the photographs with the exception of the apartments south of Hendricks Point in South Jacksonville and the new water tank in South Jacksonville listed on the attached Form 567, "Landmarks for Charts." These were located by measurements taken in the field. *No form 567 submitted*

Graphic Control Surveys

This drawing is covered by Graphic Control Sheets "EB" (1:10,000), and "CC" (1:20,000). The small amount of shoreline on "EB" agrees very closely with the shoreline taken from the photographs. The shoreline from "CC" is in minor disagreement throughout. The Harbor Line Reference Marks from "CC" also appear to be in error. This is probably caused by the great difference in scales and probable error in the plane table traverses and orientation. However, as the precise triangulation was found to be adequate, it is recommended that the topography as shown on T-5667 be held as good.

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 areas 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.

Bridge Clearances

Graphic control survey CS 176 M lists the following clearances for the bridges at Hendricks Point as compared to the U. S. Engineers' Bridge Book:

1. Hay Bridge - Vertical Lift Type

CS 176 M - Vert. clear. above M.H.W.	61 ft. lowered
	169 ft. raised
Bridge Book " " " "	56 ft. lowered
	164 ft. raised
CS 176 M - Horizontal clearance	185 ft.
Bridge Book " "	120 ft. lift ? *
	174 ft. center ? *

* Indicates probable error in horizontal clearance as given by Bridge Book.

2. Railroad Bridge - Bascule Type

CS 176 - Vertical clearance (closed)	9 ft.
Horizontal "	185 ft.
Bridge Book - Vertical clearance (closed)	7 ft.
Horizontal " (closed)	195 ft.

Comparison with Surveys by Other Organizations

Due to the fact that dredging activities have changed the shoreline in several places, no true comparison could be made with maps available.

Comparison with Charts Nos. 577(39/2/14), 682(39/1/19), and 1243(date destroyed)

As there are large differences in the scales of the charts and map drawing, no accurate comparison of the shoreline or other details could be made. The differences in the locations of roads and piers can easily be detected by a visual comparison of the charts and the drawing.

Shoreline Methods and Discrepancies

Some of the shoreline was previously inked in 1939 from the single lens photos. As changes have been made since then, corrections were made from the nine lens photographs. Differences in the two shorelines are shown on the attached onion skin tracing. All of the rest of the shoreline on the drawing was traced from the nine lens photos.

Comparison with Early Coast and Geodetic Surveys

In comparing T-5667 with U.S.C. and G. S. T-1459A, (made approximately 60 years ago), the shoreline and some of the roads agree in general, but no true comparison can be made due to the fact that the shoreline has been greatly changed in places by dredging activities, and by the construction of seawalls on account of real estate development in this area.

Landmarks and Aids

All landmarks and aids to navigation, except on the attached form No. 567, were mailed to the Washington Office previously.

Some of the beacons and lights on this drawing may have been moved. It is recommended that none of the positions as shown on the drawing be held as accurate, and a correct list of positions be obtained from the Lighthouse Service.

Preparation for Inking

The sheet on which this drawing was made was pumiced before the old shoreline was put on from the single lens photos. The remainder of the drawing was prepared before inking by first rubbing that section about to be inked with magnesium carbonate. It has been found that this removes the grease, dirt, and other foreign matter that accumulates on the sheet and causes the ink to adhere better.

There was comparatively little retouching to be done on this drawing.

Bridges

The vertical and horizontal clearances have been listed on the drawing in accordance with: "List of Bridges over the Navigable Waters of the United States, 1935".

Shrubbery Creek
When the shoreline was changed using the 9 lens photos the hydrographic signals originally located by the single lens plot were not relocated. This has been done in the office and the revised locations turned over to the hydrographic reviewing unit. In relocating the signals, minor revisions have been made to the shore line

Bridges (Cont'd.)

Several bridges on the drawing were not listed in the above book, but the clearances were noted in the field on the single lens field prints. In cases where no datum was mentioned, the streams were of no importance to navigation and no extra time was spent in obtaining these data.

The clearances for the bridge over the canal connecting Marco Lake and the St. Johns were taken from the descriptive report for Graphic Control Sheet "CC" (page 2). *vertical M.H.W. 8ft.*
CS 175M Horiz cl 13.5ft.

See also opposite page.

Junctions

On the north this map drawing joins T-5669 and T-5670, on the west T-5666; and on the south T-5665.

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

Respectfully submitted,

James H. S. Billmyer
James H. S. Billmyer.

Forwarded: Biley J. Sipe

Henry O. Fortin
By Henry O. Fortin.

Remarks

Decisions

1		303815
2		303816
3		303816
4		303816 U.S.G.B.
5		302816
6		303816
7		(303816)
8		303816 U.S.G.B.
9		303816
10		302816
11		303816 U.S.G.B.
12		303816
13		303816
14		303816
15		303816
16	Do not ink pending USGB decision for Mill/ Strawberry Creek	303815
17		303816
18		303816
19		302816 U.S.G.B.
20		303815
21		303816
22		303815
23		303816
24		303816
25		303816
26		303816 U.S.G.B.
27	Location not given on sheet.	

GEOGRAPHIC NAMES

Survey No. 5667

GEOGRAPHIC NAMES		Survey No. 5667									
Name on Survey		<div>On Chart 577 (1), No. 682 (2), 1243 (3)</div> <div>On previous survey No. 7439* (2), 7440* (3) On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> <div>K Coast Pilot</div>									
		A.	B.	C.	D.	E.	F.	G.	H.	K.	
. Arlington	✓	1-3	3	X	X	X					1
. Arlington River	✓	1-3	3	X	X	X					2
. Brooklyn	✓	1-2	2		X	X					3
. Commodore Point	✓	1-3	3	X	X	X					4
. Craig Creek	✓				X	X					5
. Empire Point	✓	1-3	3	X	X	X					6
. Grassy Point	✓		2		X				X		7
. Hendricks Point	✓	1-2	1-2-3	X	X	X				X	8
. Hogan Creek	✓	1-3	3		X	X					9
. Hollingwood	✓	2	2	X	X						10
. Jacksonville	✓	1-2-3	1-2-3	X	X	X	X	X	X	X	11
. Little Pottsburg Creek	✓	3	3	X	X	X					12
. Marco Lake	✓		2		X	X					13
. Memorial Park	✓	2	2		X	X					14
. Mc Coy Creek	✓	1-2		X	X	X					15
. Mill Creek	✓	1-3		X	X	X	Strawberry Creek (U.S.G.B. 5/8/42)				16
. Miller Creek	✓		3		X	X					17
. Phillips	✓	2		X	X	X					18
. Point La Vista	✓	2	2		X						19
. Pottsburg Creek	✓	1-3		X	X	X					20
. St. Nicholas	✓	1-3		X	X	X					21
. Silversmith Creek	✓	1-3		X	X	X					22
. South Jacksonville	✓	1-2-3	2-3	X	X	X					23
. Spring Glen	✓	3		X	X	X					24
. Willowbranch Creek	✓	2			X						25
. Winter Point	✓	1-2	2	X	X	X					26
. RIVERSIDE	?					X					27

M 234

Remarks

Decisions

1		U.S.C.B.
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GEOGRAPHIC NAMES

Survey No. T-5667

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.	
<u>St. Johns River</u>										1
										2
										3
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Names underlined in red approved
by L. Heck on 10/28/40

HYDRO SHEET NO 51.

Recoverable top signals will be submitted with the air photo sheets.

Geographical names will be submitted with the Air photo sheets of this area. Geographical names and sources as obtained by hydro party are as follows.

	<i>R.C. Campbell</i> <i>W.P. Norris</i> <i>Geo. Haines</i> <i>R.W. Smith</i> <i>William Bradshaw</i> <i>U.S.C. Chart #507</i> <i>U.S. Geol. Map</i> <i>U.S. Eng. Map</i>							
St. Johns River	x	x	x	x	x	x	x	x
Empire Point	x	x				x	x	x
Little Pottsburg Cr.	x	x			x		x	
Arlington River	x	x	x	x	x	x	x	x
Strawberry Creek	x	x	x	x	x			
Silversmith Creek	x	x	x	x	x	x	x	
Pottsburg Creek	x	x			x	x	x	
Mc Coy Creek						x	x	x

Mr Campbell, whose address is Police Dept., Jacksonville, Fla., and was formerly a radio operator on the Ship Lydonia, has lived at the mouth of Little Pottsburg Creek for 20 years.

Mr. Norris, whose address is Route 1, Box 411a, Jacksonville, Fla., lives on Silversmith Creek and has a 20 year knowledge of local names.

Mr. Haines & Mr Smith both receive mail at Arlington, Fla., and have lived in Duval County for more than 40 years.

Mr. Bradshaw is Postmaster at Arlington, Fla., and has lived in this vicinity for 44 years.

Strawberry Creek is designated on the U.S. C. & G.S. charts and on U.S. Geol. Survey maps as Mill Creek. This may have been the proper name for this creek about 50 years ago since the local residents recall a mill having been in operation on the creek about that time. Mr Bradshaw states that he knows of the Creek by both names while all the other local residents know it only as Strawberry Creek.

According to some local residents Pottsburg Creek begins in the vicinity of the mouth of Silversmith Creek; Other residents stated it is at the mouth of Strawberry Creek.

There were no Landmarks on this sheet important enough to chart.

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GEOGRAPHIC NAMES

ARLINGTON. A small village on the east side of the river opposite Jacksonville. Recommended for charting purposes.

ARLINGTON RIVER. The river emptying into the St. Johns about a mile south of Arlington. It is known as the Arlington River from the mouth to about a mile and a half upstream. From there to the headwaters it is known as Pottsburg Creek. Recommended.

BROOKLYN. A business and residential sub-division of Jacksonville extending for about half a mile from McCoy Creek south and from the St. Johns River to about half a mile northwest, Recommended.

COMMODORE POINT. The point of land forming the southeast corner of Jacksonville proper where the St. Johns flows from west to north. Recommended.

CRAIG CREEK. A small creek south of South Jacksonville emptying on the east shore of the St. Johns. Recommended.

EMPIRE POINT. The point of land on the south shore of the mouth of Arlington River. Recommended.

GRASSY POINT. A very blunt point of land at triangulation station "YARD". This name is not shown on any charts or local maps. Not recommended.

HENDRICKS POINT. The large point of land occupied by South Jacksonville proper and connected with Jacksonville by a large highway and a railroad bridge. Recommended.

HOGAN CREEK. A small creek flowing through the city of Jacksonville and emptying into the St. Johns.

The name Hogans is used on some local maps, but as it is shown on U.S.C. and G. S. charts and U. S. Engineers maps as Hogan, it is recommended that this name be used.

HOLLINGWOOD. A residential sub-division south of South Jacksonville on Point La Vista. Recommended.

JACKSONVILLE. The chief seaport of the State of Florida which lies on the west bank of the St. Johns River about 24 miles above the mouth.

The main business and part of the residential districts, and the principal shipping terminals, fall within the limits of this drawing.

LITTLE POTTSBURG CREEK. This creek is shown on chart 1243 but the name has been omitted on chart 577. The creek empties into Arlington River just above the mouth. It is distinct from Pottsburg Creek. Recommended.

MARCO LAKE. A small boat basin in the San Marco district of South Jacksonville. It is walled in by a concrete seawall and is connected with the St. Johns by a small concrete walled canal. Recommended.

MC COY CREEK. A small creek flowing through the city of Jacksonville and emptying into the St. Johns just west of the bridges to South Jacksonville. The name McCoys is used on some local maps, but as it is shown as Mc Coy on U. S. C. and G. S. charts and on the U. S. G. S. quadrangle sheet of this area, it is recommended that the name Mc Coy be used.

MILL CREEK. A creek southeast of Arlington emptying into Pottsburg Creek. ~~Recommended.~~ See attached list of geographic names for Hydro. Sheet 51 under "Strawberry Creek"

MILLER CREEK. This name is generally accepted by the City Engineer's office and by local inhabitants as the correct name of the small creek which empties into the St. Johns from the south, opposite Commodore Point, and left nameless on our charts. This stream is erroneously called Hogan Creek on Geological Survey maps. Hogan Creek is the creek so called on U. S. C. and G. S. charts running through Jacksonville proper. The name Miller Creek is recommended.

PHILLIPS. A sub-division of South Jacksonville. The exact limits of this sub-division are not definitely known, but it is believed that the position of the name as shown on the overlay is on the approximate center of the area. Recommended.

POINT LA VISTA. This point is on the east side of the St. Johns River, two and a half miles south of Hendricks Point. It is shown as Phillips Point on the U. S. G. S. quadrangle sheet and was previously shown as Phillips Point on U. S. C. and G. S. Chart 682.

Lt. H. A. Paton in a letter to The Director, dated 13 June 1938, replies to a letter, (from The Director, Ref. No. 80-DRM, 11 June 1938), as follows:

"The name for the point in question should be POINT LA VISTA. This name has been in use for more than sixty years, see triangulation station La Vista, established 1876. The name is still in common use by the local inhabitants and is found on road signs in the vicinity. It is recommended that this name be adopted".

On a previous C. and G. S. sheet T-1459A, made approximately 60 years ago, the point is shown as Phillips Point and, in parenthesis, Old King's Point.

The name Point La Vista is recommended.

POTTSBURG CREEK. A creek flowing in a northerly direction which becomes Arlington River about a mile and a half from the mouth. See "Arlington River". Recommended.

ST. NICHOLAS. A residential sub-division of South Jacksonville of indefinite limits and east of South Jacksonville proper. Recommended.

SILVERSMITH CREEK. A very small stream flowing into Pottsburg Creek. Recommended.

SOUTH JACKSONVILLE. Formerly an independent town, mostly residential, situated on Hendricks Point, but now a part of the city of Jacksonville. Recommended.

SPRING GLEN. A small rural community southeast of South Jacksonville near Little Pottsburg Creek. Recommended.

WILLOWRANCH CREEK. This is really a filled in creek except a small portion between the St. Johns and the first street parallel to the river. This part has been made into a small boat basin and is lined with a concrete seawall. This basin is located on the left bank of the St. Johns on the western edge of the drawing. Recommended.

WINTER POINT. A blunt point of land on the left bank of the St. Johns west of South Jacksonville. Source "B" gives this as Lancaster Point, formerly recommended for charting purposes. The name Winter Point is recommended.

MEMORIAL PARK. A small park near the tip of Winter Point on the water front. Recommended.

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: Riley J. Sipe

Compiled by: J.H.S. Billmyer

Project: A-P No. 2A

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) Blue Prints of Different Railroads.
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. Tracings showing changes attached.
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) Previously sent in by Lt. H. A. Paton.
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: Yes.
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked. 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.
None.

17. Remarks:

18. Examined and approved;
Henry O. Fortin
Henry O. Fortin

Riley J. Sipe.
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 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:

$$\begin{array}{l} \textcircled{1} \quad \phi = 30^\circ - 20' \\ \lambda = 81^\circ - 35' \end{array} \quad \begin{array}{l} x = 315,968.45 \\ y = 2,181,539.56 \end{array}$$

$$\begin{array}{l} \textcircled{3} \quad \phi = 30^\circ - 18' \\ \lambda = 81^\circ - 38' \end{array} \quad \begin{array}{l} x = 300,126.37 \\ y = 2,169,501.39 \end{array}$$

$$\begin{array}{l} \textcircled{2} \quad \phi = 30^\circ - 20' \\ \lambda = 81^\circ - 41' \end{array} \quad \begin{array}{l} x = 284,419.49 \\ y = 2,181,715.70 \end{array}$$

$$\begin{array}{l} \textcircled{4} \quad \phi = 30^\circ - 17' \\ \lambda = 81^\circ - 41' \end{array} \quad \begin{array}{l} x = 284,310.03 \\ y = 2,163,531.50 \end{array}$$

$$\begin{array}{l} \textcircled{5} \quad \phi = 30^\circ - 17' \\ \lambda = 81^\circ - 35' \end{array} \quad \begin{array}{l} x = 315,874.99 \\ y = 2,163,355.54 \end{array}$$

x
y

x
y

x
y

Triangulation stations used for checking grid:

1. JACKSONVILLE highway bridge $\phi = 29^\circ 09' 55.02''$
right left - 1926 $y = 2,177,650.48$
2. BEACON #63, 1926 $x = 306,447.16$
 $y = 2,110,647.91$
3. COCHLEY (USE) 1934 $x = 291,837.17$
 $y = 2,165,662.70$
4. YARD (USE) 1934 $x = 290,902.10$
 $y = 2,172,576.44$

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5667 (1:10,000)

Graphic Control Surveys

C.S. 176 M (1:10,000) 1935

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

No descriptive reports or Form 524 descriptions were received with the graphic control surveys.

Shore line structures, such as piers, on the graphic control surveys are superseded by later information on T-5667 which has been brought up to date of 1939.

See page 2 of the descriptive report for a list of topographic and hydrographic stations on the graphic control surveys which have been subsequently destroyed.

Many Harbor Range Marks of the U. S. Engineers have not been transferred from the graphic control surveys to T-5667 as they would be of doubtful value on the map.

A number of topographic stations such as home, gables, small tanks, stacks, etc., located on the G.C. surveys have not been transferred to T-6667. None of these are landmarks and none are needed on T-5667 where the spacing of recoverable stations is already very close.

Precise B.M. 2 at Winter Point on C.S. 175 M (1:20,000) has not been transferred to T-5667 because of the difference in scales of the surveys.

Previous Topographic Surveys

T- 552 (1:10,000) 1885

T- 963 (1:10,000) 1864

T-1459 (1:20,000) 1876

T-2027 (1:80,000) 1875

T-5667 supersedes the sections of the above surveys which it covers.

Hydrographic Surveys

H-6296, 1935 (1:20,000). Extends from the bridge at Hendricks Point southward. Shore line and signals on H-6296 are from graphic control survey CS 175 M, 1935. T-5667 is of January - February 1939 and no

comparison has been made with H-6296 because of the difference in dates.

Hydrographic surveys below the Hendricks Point are not yet in the office, 9-24-40.

Chart 577 (printed 4-22-40) and Chart 682 (printed 10-17-39)

T-5667 shows numerous additions and corrections to water front details the most important of which is the new bridge under construction on the north side of Hendricks Point..

Landmarks in this area were reported in chart letters 348 and 482, 1935. No new form 567 was submitted with T-5667 but the following changes are indicated in the descriptive report:

1. Landmarks to be deleted

TWIN TANKS, Chart 577, Lat. $30^{\circ} 19.4'$,
Chart 682, Long. $81^{\circ} 40.1'$, torn down

TANK, Chart 577, Lat. $30^{\circ} 18.9'$,
Chart 682, Long. $81^{\circ} 39'$, torn down

2. Landmarks to be added

TANK, elev. 138 ft., Red Light on Top, Chart 682,
Lat. $30^{\circ} 18'$, Long. $81^{\circ} 38.7'$. See T-5667 for
position..

T-5667 has been applied to charts 577 and 682 prior to this review. The information noted in this section has been reported to the Nautical and Aeronautical Chart Sections this date, 9-24-40.

Recoverable Topographic Stations

None of the recoverable topographic stations on T-5667 are described. Many of these were to have been described on Form 567 by the graphic control surveys but the descriptions were not received and were probably destroyed when the MIKAWA burned. In all cases the name of the station indicates the nature of the object except in the case of station BRIDGE at Hendricks Pt. This may be a topographic disk but no information has been found regarding it.

62 524 ?

KTN

General

The descriptive report and the drawing of T-5667 were complete as submitted from the field with the exception of buildings in rural areas which have been added in this office.

Reviewed in office by F. H. McBeth and B. G. Jones, 9-24-40.

Examined and approved:

Thos. O. Baird

Chief, Section of Field Records

F. S. Brown

Chief, Division of Charts

K. T. Adams

Chief, Section of Topography

G. H. Wade

Chief, Division of
Coastal Surveys