5685

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air photo-
Topographic
~~Hydrographic~~ } Sheet No. T-5685

State FLORIDA

LOCALITY

ST. JOHNS RIVER

LAKE BERESFORD

AND VICINITY

Photographs taken March 1935

1938

CHIEF OF PARTY

Hubert A. Paton

U.S. GOVERNMENT PRINTING OFFICE: 1934

5685

Applied to chart #688 April 1940. L.A. McG.

Form 537a
Ed. Nov. 1929

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. 37

REGISTER NO. T-5685 T5685

State FLORIDA

General locality ST. JOHNS RIVER

Locality LAKE BERESFORD & Vicinity

Scale 1:10,526 Date of ~~survey~~ photographs March 14 & 20, 19 35

Vessel AIR PHOTOGRAPHIC SURVEY PARTY NO. 2-A

Chief of party Hubert A. Paton

Surveyed by See Sheet No. 2

Inked by " " "

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 4, 1935, 19

Remarks: U. S. Army Air Corps Camera No. 32-2 used.

Field Inspection July, 1935 and August 1938

NOTES ON COMPILATION

SHEET NO. 37

REGISTER NO. T-5685

Photographs: Flight No. 27, Photographs Nos. 1026-1045, March 14, 1935
Flight No. 28, Photographs Nos. 1099-1123 March 20, 1935

Scale Plot by:	Hubert A. Paton
Scale Factor Used:	0.95
Projection by:	Washington Office
Control Plotted by:	William C. Russell
Control Checked by:	Henry O. Fortin
Smooth Radial Plot by:	H. A. P.
Shoreline Inked by:	H. A. P.
Other Detail Inked by:	Henry Mach
Overlay Sheet by:	H. M.
Area of Detail Inked	26.1 sq. statute miles
Length of Shoreline (over 200 meters)	5.9 statute miles
Length of Shoreline (under 200 meters)	78.0 statute miles
Length of Shoreline, small lakes	11.9 statute miles

See next page for date of field inspection and supplemental surveys.

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5685

DATA RECORD

Triangulation: 1935
Photographs taken: March 14, 1935; March 20, 1935
Field Inspection: Summer 1935 and Summer 1938.
Contemporary planetable Graphic Control Survey: February 1938.
Contemporary hydrographic surveys: February and March, 1938.

The field inspection was for the purpose of interpreting the photographs and of obtaining by ground methods important changes since the photographs were taken. The detail of T-5685 is of the date of the photographs except as follows:

1. From 1938 Graphic Control Survey CS 147M: Certain piles and piers, one recoverable topographic station, and the shoreline opposite triangulation station Thursby, 1935.

2. Field Inspection, July 1935, and July, August 1938 (as noted on page 4, descriptive report):

   (1) Certain roads and other detail in the vicinity of the Wilson Cypress Lumber Camp.

   (2) Snake Creek Cutoff and Starks Cutoff dredged since photos and located by ground methods.

   (3) Shell pit, north end Hontoun Island.

Reference Station: Datum N.A. 1927
Blue Springs, 1935
Lat 28°56'31.792" (978.7 m.)
Long 81°20'30.958" (838.4 m.) (adjusted)

Florida system of Plane Coordinates (Section #3)
x = 390,633.81 ft
y = 1,675,348.29 ft

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP NO. 37

REGISTER NO. T-5685

October 26, 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. This sheet was covered by parts of two flights: No. 27, photographs Nos. 1026-1045 and No. 28, photographs Nos. 1099-1122. The photographs were taken at an elevation of approximately 5000 feet. The scale of these pictures were about 1:10,526 which was the scale used for the projection. The river in this area has no tide. In Lake Monroe, to the south, the stage of the river was about two feet below mean lake level. From the appearance of the photographs, the river in this area was probably near or a little below normal stage.

CONTROL:

A total of eight triangulation stations were used for control on this sheet. Station Orange City, one of these, is slightly to the east of this sheet, and does not appear on this compilation. There were no Florida Geodetic Survey Traverse Stations in this area. The character of the terrain prevented the location of additional control with the funds available. There were no Graphic Control Sheets in the area until after the sheet had been compiled. In 1938, Lieut. Comdr. L. D. Graham, in command of the Launch MIKAWE, surveyed Lake Beresford, - see G. C. Sheet QQQ, to locate hydrographic signals. A few piles and docks were transferred from this survey to this sheet. CS147M

JUNCTIONS:

On the northeast, this sheet joins No. T-5684 and on the south it joins Sheet No. T-5686. Both junctions were satisfactory.

LANDMARKS:

Seven objects have been selected in this area and listed on Form No. 567, which is submitted with this report.

GENERAL DESCRIPTION OF TOPOGRAPHY

The part of the St. Johns River and its tributaries shown on this sheet are almost entirely surrounded by dense deciduous swamps and marshes. The left shore rises at only one place in the north part of the sheet, at the Wilson Cypress Lumber Co.'s camp forming a bluff of about three to four feet and about 750 meters long.

On the east side of the river, in the northern part of the sheet, higher ground is found on the peninsula formed by the river and Lake Beresford. The shores of Lake Beresford are high with the exception of small parts in the north and south which are low and swampy. Most of the northeast part of the sheet shows high ground with corresponding vegetation.

There are many small communities with numerous citrouse groves and good connecting roads in this area.

State Highway No. 21 touches the sheet in the extreme north west corner of the sheet. One of the roads branching from this highway, and leading to the Wilson Cypress Lumber Camp, is new and is not shown on the photographs. It was located by field inspection in July 1938. This camp is shown in accordance with information obtained there during the last field inspection. The company's railroad, which was formerly abandoned, is now in operation again.

Some parts of the river and its tributaries are completely clogged with water hyacinth, a plant that floats on the surface of the water. This prevents field inspection of most of the streams by the usual methods.

There are two new cuts in the river, dredged to facilitate navigation. They are called ~~Pine Island Cut~~ Snake Creek Cutoff and Starks Cutoff. Where the dredging was done after the time of the photographs, the shoreline has been revised by field inspection and in accordance with the hydrographic surveys.

FIELD INSPECTION:

The first field inspection was done in July 1935. Additional inspection was made in July and August 1938. In addition to the changes already mentioned, a shell pit is being dug on the north end of Hontoun Island. It is shown on this sheet as it existed in August, 1938. It will probably be enlarged by additional dredging.

PILING:

Most of the piling shown on this sheet was transferred from G. C. Sheet QQQ and Hydrographic Sheets Nos. 45 and 46, surveyed by L. D. Graham in 1938.

CS 147 M

GROVES:

All orchards on this sheet are of a citrous nature.

COMPARISON WITH OTHER SURVEYS:

Discrepancies in the shore line on this sheet with the work on Boat Sheets Nos. 45 and 46 were investigated carefully and adjusted wherever errors were found. A comparison was made also with the surveys of the U. S. Engineers but their work was evidently of only a reconnaissance nature and many differences were found. A detailed list of differences would serve no useful purpose.

BUILDINGS:

All buildings that could be seen on the photographs are shown on this map. There may be some buildings obscured by trees or erected since the date of the flights that were not shown, but it was deemed inexpedient to try to locate all of these in the field.

GEOGRAPHIC NAMES:

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

1. Volusia County Map.
2. U. S. G. S. Map of Florida.
3. Sinclair Road Map.
4. Dept. of Agr. Sectional Map of Florida.
5. Intracoastal Waterway Map, U. S. Engr.
6. Soil Map, U. S. Dept. Of Agri., Lake County.
7. Sectional Aeronautical Chart, Orlando.
8. U. S. C. & G. S. Chart No. 509.
9. Hydrographic Sheets Nos. 45 and 46.
10. U. S. Engineer Surveys.
11. Local Usage.

BETSY ROSS AIRPORT: Sources- 7 and 11. This landing field is found in the southeast corner of the sheet, outside of the tracing limits of the photographs. It location is correct.

BERESFORD: Sources- 2, 4, 8, and 11. A community on the northeast shore of Lake Beresford.

BERESFORD BEND: Source- 10. A bend in the river south of Lake Beresford.

BERESFORD CUTOFF: Source- 10. A channel cut across Beresford Bend to straighten the channel in the river.

BERESFORD PENINSULA: Source- 11. The long peninsula formed by the river and Lake Beresford.

BLUE SPRING RUN: Sources- 10 and 11. A small tributary to the St. Johns River about 1½ miles south of Lake Beresford. On sources Nos. 8 and 9, the name is shown as Blue Springs Run. Since there is but one spring at its source the use of the plural form is not recommended.

BLUE SPRINGS LANDING: Source- 9 and 11. The landing at the mouth of Blue Springs Run. The plural form of the name is most commonly used, probably for the sake of euphony. This landing was formerly known as Starks Landing but in recent years the term Blue Springs Landing has come into popular use and the former term is now applied to a landing farther down the river.

COXETTER BEND: Source- 8. A bend in the river at the south end of the sheet.

DeLAND CREEK: Source- 10. A small tributary of the St. Johns River at the northwest end of the sheet. If spelled without capitals it should be shown as DeLand.

DUTCHMANS BEND: Sources- 8 and 10. A bend in the river about one mile north of Coxetter Bend.

FATIO: Sources- 4 and 11. A small community located west from Lake Beresford, about one mile south from Beresford.

FLOWER ISLAND: Source- 11. A small island in the St. Johns River at the extreme south end of the sheet.

FLORIDA BEND: Source- 8. A bend in the river about $\frac{1}{4}$ mile north from Coxetter Bend.

HONTOUN ISLAND: Sources- 9 and 11. An island located in the middle of the sheet, Bordered by St. Johns River, Hontoun Dead River and Snake Creek. This name has had many different forms but the one shown is recommended.

HONTOUN DEAD RIVER. Sources- 8, 9, 10, and 11. The river that flows along the west side of the island with the same name.

HAWKINSVILLE: Sources- 10 and 11. A community on the west shore of the St. Johns River near the north end of the sheet. The place is now almost abandoned but the name is still in common use.

INDIAN FLATS: Source- 10. The bend in the St. Johns River northwest of Florida Bend.

LAKE BERESFORD: Sources- 1, 5, 6, 8, 9, 10, and 11. The large lake on the northern part of the sheet.

LAMBS BLUFF: Sources- 8, 10 and 11. The low bluff on the northeast shore of the St. Johns River, west from Lake Beresford.

NIGGER SLOUGH: Sources- 11. A short slough emptying into Snake Creek. A shallow bight south of Pine Island Cut is sometimes called Nigger Slough also but to avoid confusion the name is shown only once on this sheet and for the one in most common use.

8/28/39: Add to Geographic Name List in T-5685

(St. Johns River).

Copy of letter from Riley J. Sipe, Chief of Party, Aug. 23,1939.

"Mr. Mach, who compiled T-5685, states that the names

Shell Creek

Mud Lake

Riverside

Drigger's Island

Happy Hill

were obtained from residents of the area. The manager of the Cypress Company on the west side of Mud Lake also states that these names are in local usage.

"These names are recommended for use on T-5685."

L Heck 8/28/39

ORANGE CITY RAILROAD STATION: Sources- 4 and 11. The station on the Atlantic Coast Line, about ½ mile east from Blue Springs Landing. It was formerly called Orange City Junction, but the F. E. C. R.R. has been removed and it is no longer a junction.

PINE ISLAND: Source- 11. The large island near the south end of the sheet surrounded by marsh land.

PINE ISLAND CUT: Source- 11. The channel cut across a bend in the river north of Pine Island. On source No. 10 it is known as Snake Creek Cutoff but this name is not in common use by the local inhabitants.

ST. JOHNS RIVER: Name common to all sources.

STARKS CUT: Sources- 10 and 11. A channel cut across a bend in the river about ¼ mile north of Blue Springs Landing.

STARKS LANDING: Sources- 8, 9, and 11. A landing on the east side of the river about 1/8 mile north of Blue Springs Landing. See also the explanation given with the latter name.

SNAKE CREEK: Sources- 6, 8, 10, and 11. A creek on the southwest side of Hontoun Island. On Source No. 6 the name is shown in the wrong place. This creek is sometimes called Hontoun Creek but this name is not as common as the other.

VOLUSIA COVE: Source- 8. A small slough west from the St. Johns River at the south end of the sheet.

There are seven different spellings for Hontoun Island-

Hontoun
Hontouns
Hontoun's
Huntoun
Huntoon
Hontoon
Hoonton

The spelling Hontoun is used on surveys of 1852 and on county map of 1932 and this name is recommended.

MISCELANEOUS:

A number of new beacons have been established recently in the St. Johns River. These have been located on the hydrographic survey sheets surveyed by Lieut. Comdr. L. D. Graham but their positions have not been given to this party as yet, and they are not shown on this sheet. They can be plotted in the Washington Office when the positions are available. not located by triangulation. not transfered to T-5685

A described H. & T. Station has been plotted on the north end of Lake Beresford. This is the south gable of a small new wooden house. It was located on Sheet QQQ 14114 and transferred to this sheet from that survey. filed under T-5685

Since this sheet has been compiled new instructions have been received regarding the treatment of roads, and shoreline around swamps and marshes. This sheet has not been changed to comply with them shoreline changed in office

Respectfully submitted,

Henry Mach

Henry Mach,
Draftsman, C&GS.

T-5685 # 1

	Remarks	Decisions
1		USGB
2		288813
3		"
4		289813
5		"
6		"
7		"
8		"
9	U.S. Blue Prints followed in deciding for Snake Creek Cutoff	"
10		"
11		"
12		"
13		"
14		"
15		"
16		" USGB
17		"
18		"
19		"
20		"
21		"
22		"
23	USE Blue prints followed for Beresford Bend	"
24	" " " Beresford Cutoff	"
25		"
26		"
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-5685

#1

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrang. Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atl. G	U. S. Light List H	K	
St. Johns River										1
Coxetters Bend										2
Flower Island										3
Volusia Cove										4
Florida Bend										5
Dutchmans Bend										6
Indian Flats										7
Pine Island										8
Snake Creek Cutoff										9
~~Pine Island Cutoff~~										
Nigger Slough										10
Snake Creek										11
The Lagoon										12
Starks Cutoff										13
Blue Spring Landing										14
~~Blue Spring Run~~										15
~~Lake Beresford~~										16
~~Blue Spring~~										17
Starks Landing										18
Orange City R R Sta.										19
Hontoun Island										20
Hontoun Dead River										21
~~Hontoun Landing~~										22
Lake Beresford Bend										23
Lake Beresford Bend Cutoff										24
~~Betsy Ross Airport~~		ff	Shell limit							25
Patio										26
Beresford Peninsula										27

M 234 VR

	Remarks	Decisions
1		289813
2	On sheet, but no information in Des. Report	"
3	"	"
4		"
5	"	"
6	"	"
7	"	"
8		290813
9		"
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

M 234

GEOGRAPHIC NAMES

Survey No. T-5685

#2 Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Lambs Bluff										1
Mud Lake										2
Shell Creek										3
Hawkinsville										4
Riverside										5
Drigger's Island										6
Happy Hill										7
Beresford										8
DeLand Creek										9
										10
			names underlined in red approved							11
			by L. Heck on 7/19/39							12
			"							13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

M 234 VR

REVIEW OF AIR PHOTO COMPILATION NO. 5685

Chief of Party: Hubert A. Paton — Compiled by: H. Mach

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

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)
   None transmitted

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
   Yes

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
   No large or unusual adjustments were nedessary.

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
   Yes. Swamp shorelines are shown with vegetation symbol.

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." M-87

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. These are non-tidal waters.

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)
There are no bridges in this area.

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. Compiled before retent instru ctions were received.
2. The degrees and minutes of Latitude and Longitude are correctly marked. Yes

3. All station points are exactly marked by fine black dots. Yes

4. Closely spaced lines are drawn sharp and clear for printing. Yes

5. Topographic symbols for similar features are of uniform weight. Yes

6. All drawing has been retouched where partially rubbed off. Yes

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

Hubert A. Paton

Hubert A. Paton
Chief of Party

19. Remarks after review in office:

Form 567
Rev. March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED } STRIKE OUT ONE

Paletka, Florida October 26, 1938

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing.

Hubert A. Paton
Hubert A. Paton *Chief of Party.*

GENERAL LOCALITY St. John River / NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM						
	° ′	D. M. METERS	° ′	D. P. METERS							
DOCK, N. W. Cor.	29 00	842	81 22	1356	N. A. 1927	Photo	1938	x			509
HOUSE, N. E. Gab. (● Neg. d)	28 59	1601	81 22	1132	"	"	"	x			"
HOUSE	28 59	1026	81 22	1059	"	"	"	x			"
PIER, S. E. Cor.	28 59	1099	81 21	1596	"	"	"	x			"
TANK, ELEVATED, (● Nat d)	28 59	840	81 21	971	"	"	"	x			"
CYPRESS, offshore	28 57	1590	81 21	69	"	"	"	x			"
LONE PALM (● Lon, d)	28 56	237	81 20	1497	"	"	"	x			"
U. I. 2											

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5685

Comparison with Graphic Control Surveys.

C.S. 147M (1938) 1:5,000.

The graphic control survey 147M is on 1:5,000 scale whereas T-5685 is on 1:10,000 scale.

The graphic control survey 147M was made to locate signals, obstructions and aids to navigation. Very little shoreline or other topographic detail is shown.

T-5685 has been carefully compared to and corrected against the field photographs and notes, and above graphic control survey 147M, and the recent hydrographic surveys. In case of any difference between the above graphic control survey 147M and T-5685, the latter should now be taken as correct.

All detail on the above graphic control survey 147M within the area of T-5685 is now shown on T-5685, except:

(1) Magnetic Declination
(2) Temporary topographic stations.

Comparison with Previous Topographic Surveys.

T-2027 (1:80,000) 1875.

This is a small scale reconnaissance survey with little control. It has been examined in connection with T-5685, but a detail comparison would be of no value. T-5685 is adequate to supersede the part of T-2027 which it covers.

Comparison with Recent Hydrographic Surveys.

H-6308 (1938) 1:5,000.
H-6311 (1938) 1:5,000.
H-6312 (1938) 1:5,000.

The above hydrographic surveys are on 1:5,000 scale whereas T-5685 is on 1:10,000 scale.

The shoreline on the hydrographic surveys was transferred from the air photo surveys by projector. It was considered unnecessary in this review to check the

accuracy of the transference of the topographic detail. If there were any small changes made in the position of the topographic features shown on the hydrographic sheet or any small errors made in its transference, this review would not disclose it. The purpose of this comparison was to see that there were no apparent conflicts, and to insure the appearance on the hydrographic sheets of all shoreline topography shown on T-5685.

H-6308 - Lat. 28° 55.8', Long. 81° 21.2'.

There is an island on T-5685 which is not on H-6308. A note on the field photographs describes this island as "pile of dead trees."

H-6311 - Lat. 28° 59.9', Long. 81° 22.7'.

There is a pier shown on T-5685 which is not shown on H-6311.

H-6312 - Lat. 28° 58.5', Long. 81° 21.5'.

A wreck is shown on T-5685 which is not on H-6312. The area was covered with tuckahoes at time hydrography was done.

H-6312 - Lat. 29° 00.2', Long. 81° 20.95'.

A line of piles is shown on T-5685 which is not on H-6312.

No change was made to the hydrographic sheets at the time of this review, but the above conflicts have been called to the attention of the hydrographic review group for their disposal.

Comparison with Charts.

Chart 509 (printing 3/14/38) 1:40,000.

A detail comparison with the present chart would be of no value because of the known inadequacy of the previous surveys. The only difference of importance to mention is the presence of numerous beacons on the chart which do not appear on T-5685. These beacons were established after the completion of T-5685 and graphic control surveys, and were located by the hydrographic surveys. It was considered unnecessary to transfer these beacons from the hydrographic surveys to T-5685.

Recoverable H. & T. Stations.

There are four described recoverable H. & T. stations originating with this survey and one which has been

transferred to this survey from G.C.S. 147M; the descriptions for all of these stations are filed under T-5685. There are several other recoverable H. & T. stations on this sheet which are not described; they are natural objects and the names are adequate description.

A description was submitted with C.S. 147M for topographic station "OUT" (small house), but due to its proximity to other control, it has been rejected as a recoverable topographic station and the description discarded.

Landmarks.

No landmarks are shown on the current charts except aids to navigation. As explained elsewhere T-5685 does not show these aids to navigation.

Seven landmarks have been submitted on Form 567 and are shown with the appropriate topographic stations symbol on T-5685. However, it is doubtful if more than one of these is prominent or permanent enough to warrant showing with the landmark symbol on charts. However, they have been left on Form 567 and T-5685 as submitted from the field, for selection by the Nautical Chart Section.

Miscellaneous.

The Betsy Ross Airport was too far out on the wings of the photographs to trace with the usual standards of accuracy and was therefore not shown on T-5685. However, at the request of the Aeronautical Chart Section, a separate sketch was made at the time of the review and furnished this Section showing the airport as traced directly from the photographs so that this information could be used in conjunction with T-5685.

Additional Work.

This survey is complete and adequate for chart compilation except for the location of recently established beacons which appear, however, on the contemporary hydrographic surveys.

Reviewed by - T. M. Price, Jr., August 17, 1939.

Inspected by - B. J. Jones, Sept. 5, 1939.

Examined and approved:

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

K. T. Adams
Chief, Division of Charts.

Fred. L. Peacock
Chief, Section of Field Work.

G. Rude
Chief, Division of H.&T.

M-350

T-5685

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. DUNICH

Positions checked by J. DUNICH

Grid inked on machine by J. DUNICH

Intersections inked by J. DUNICH.

Points used for plotting grid:

ϕ 29°-00'-00"	ϕ 28°-57'-00"
λ 81°-23'-00"	λ 81°-21'-00"
ϕ 29°-00'-00"	ϕ 28°-54'-00"
λ 81°-19'-00"	λ 81°-23'-00"
ϕ 28°-54'-00"	x
λ 81°-19'-00"	y
x	x
y	y

Triangulation stations used for checking grid:

1. BLUE SPRINGS, 1935 Y= 390,632.81 / 1,675,348.29
2. BEREFORD, 1935 X= 388,758.97 / Y= 1,647,144.01
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____