

5690

5690

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE	
U.S. COAST AND GEODETIC SURVEY	
R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic #####	Sheet No. T-5690
State	FLORIDA
LOCALITY	
St. Johns River	
Mullet Lake and Vicinity	
Photographed March 20, 1935.	
Feb. 16, 1939	
193	
CHIEF OF PARTY	
Riley J. Sipe	

before review
Applied to Chart Comp. 688, April 29, 1946 H. MacBarn
Fully applied chart 688 June 20, 1946 D. H. Benson

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.
T5690

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. 42

REGISTER NO. T-5690

State Florida

General locality St. Johns River

Locality Mullet Lake and Vicinity

Scale 1:10,417 Date of ^{Photo} ~~Survey~~ March 20, 1935, 19

Vessel Air Photographic Party No. 2-A

Chief of party Riley J. Sipe

Surveyed by See Notes on compilation.

Inked by # " " "

Heights in feet above mean to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 4, 1935, 19

Remarks: U.S. Army Corps Five Lens Camera #32-2 used.

Field Inspection - Summer 1935

"	"	- July & August 1937 (Boat)
"	"	- July 1938 (truck)
"	"	- March 1939 (Boat)

Reference Station: Jessup, U.S.E., 1935

Latitude: 28° 46' 54.775" (1686.3 meters)

Longitude: 81° 10' 16.706" (453.1 meters) (Adjusted)

X coordinate: 445, 123.91 FT.

Y coordinate: 1,616,952.58 FT.

TIME SHEET

Field Sheet No. 42
Register No. T-5690

This sheet was partially completed before time records were kept.

Detailing roads, bldgs, fences, trails, etc.	52	hrs.
Detailing symbols	114	"
Detailing shoreline	11	"
Report (writing and typing)	25	"
Field review	44	"
Overlay	29	"

NOTES ON COMPILATION

Sheet No. 42 (Field)

Register No. T-5690

PHOTOGRAPHS:

<u>5</u>	<u>Lens</u>	<u>Flight No.</u>	<u>29</u>	<u>No.</u>	<u>1174 - 1195</u>
	"	"	"	"	
	"	"	"	"	
	"	"	"	"	

SCALE PLOT: H. O. Fortin ✓

SCALE FACTOR USED: 0.96 ✓

PROJECTION BY: Washington, Office ✓

CONTROL PLOTTED BY: H. A. Paton ✓

CONTROL CHECKED BY: H. O. Fortin ✓

SMOOTH RADIAL PLOT BY: H. A. Paton ✓

TOPOGRAPHY TRANSFERRED BY: F. R. Gossett ✓

TOPOGRAPHY CHECKED BY: H. O. Fortin ✓

SHORELINE INKED BY: F. R. Gossett ✓

DRAINAGE INKED BY: Henry Mach ✓

OVERLAY SHEET BY: Henry Mach ✓

DESCRIPTIVE REPORT BY: Henry Mach ✓

REVIEWED BY: H. O. Fortin ✓

AREA OF DRAINAGE INKED: 24.55 sq. stat. miles ✓

LENGTH OF SHORELINE (Over 200 m): 5.5 Stat## Miles ✓

LENGTH OF SHORELINE (Under 200 m): 76.0 Stat## Miles ✓

LENGTH OF SHORELINE OF SMALL LAKES: 11.0 Stat## Miles ✓

Five Lens Photos taken Mar 30 1935
Nine Lens Photos " Feb 16 1939
Field Inspection 1935 to 1939
Details on T-5690 are of the date of the 9 lens photographs.

DESCRIPTIVE REPORT

Field Sheet #42
Register T-5690

July 3, 1939.

GENERAL INFORMATION

This map drawing was compiled from air photographs taken by the U. S. Army Air Corps, using a five lens camera NO. 32-2 and a nine lens camera designed by the U. S. Coast and Geodetic Survey.

As the nine lens photographs were flown to a scale factor of 1.04 instead of 0.96, which is the scale factor of this drawing, they were only used as a reference in checking the change of detail since the five lens pictures were taken.

The northeast corner of the sheet is beyond the tracing limits of Flight #29; however, the unmounted "B", "C" and "D" prints of Flight #33 were used for detailing this area. Radial points pricked on Flight #29 were pricked on Flight #33, care being taken to prick the same points on both flights. The extreme southeast corner was also beyond the tracing limits of Flight #29, however since the junction agreed with T-5617 (nine lens photographs) it was accepted.

Unimportant small buildings were not shown on this map drawing in accordance with recent instructions. Only the larger buildings were shown on the western part of the drawing as this was a suburb of the City of Sanford.

An Old Indian Canal, sometimes called "Nigger Ridge" by the inhabitants of this area, can be traced across the eastern end of this sheet. This Canal is very plainly shown on the southwest corner of T-5617 and on the northeast corner of T-5618. It could not be traced across T-5689 but the mouth of it is known to come out at Turkey Gulley on T-5689. The inhabitants claim that this "Canal" was used as a cutoff waterway by the Indians from the Econlockhatchee River, (the mouth of which is about two miles south of the south end of Lake Harney where it empties into the St. Johns River), to Turkey Gulley which is near Smiths Landing on Chart 458. Old skeletons and Indian pottery has been dug up along this canal. The general belief is that this old Canal was dug before the era of the present North American Indian.

CONTROL

A total of 22 triangulation stations and 14 Florida Mapping Project traverse stations were used for the control of this sheet. 7 of the triangulation and 3 of the traverse stations fell outside the tracing limits.

RADIAL PLOT

The radial lines were drawn directly on the sheet. The control on the "C" wings was inadequate but a smooth plot was obtained.

INTERPRETATION OF PHOTOGRAPHS

The photographs were clear and no unusual conditions were found.

FIELD INSPECTION

The field inspection was accomplished by truck in the summer of 1935 and 1938. Inspection by boat was made in 1937 and 1939.

GRAPHIC CONTROL SHEET

No disagreement was found between the small stretch of shoreline transferred from G. C. Sheet "CCCC" and the this map drawing. This map drawing does not show the magnetic declination and the temporary stations for the control of hydrography. This office has only a tracing of the above G. C. Sheet. CS 179 M

HYDROGRAPHIC SHEETS

The shoreline and details has not been transferred by this office to the smooth sheets covering this area.

COMPARISON WITH CHARTS

Due to the large difference in scale a comparison was not possible with Chart #458, 10/28/31.

BRIDGES

The data shown on the cover sheet for the "Osteen" bridge, on State Highway #57, and the Geneva bridge on State Highway #44 was taken from the "List of Bridges over Navigable Waters of the U.S." The data for the wooden bridge near the Geneva bridge was taken from Boat Sheet #58, F. L. Gallen, Chief of Party, 1939, and is as follows. Horizontal Clearance 14 feet, Vertical clearance 8 feet. C/ See rev. H-6431 Jan. 7

PREPARATION FOR INKING

As this sheet has been in the process of compiling there is no record as to how the surface was prepared for inking. However in the advance stages of the compilation the sheet was protected with a clear celluloid covering.

REMARKS

Five Benchmarks, B.M.U.S.E. 432, STS 12, STS 13, STS 16 and STS 17 have been recovered and marked on this map drawing. The Initials "F.M.P." stand for Florida Mapping Project.

Forwarded:

Piley Lips

Respectfully submitted,
Henry Mach
Henry Mach

SOURCES OF GEOGRAPHIC NAMES

Field Sheet 42

Register # T-5690

		Local Usage	U.S. Coast & Geod. Survey Chart #458 #509	G.C. Sheet	Coast Pilot	Lighthouse	U.S.G.S. State of Florida 1932	Off. Rd. Map. FSRD 1936	Boat Sheet #58 & #59	F.L. Gallen, 1939	Dept. of Agric.	Sec. Map of Florida
Brick Yard Slough	4											
Coffey Slough	1											
Geigers Landing	3	X										
Grassy Point	3											
Harts Lake	5											
Hickory Slough	2								X			
Indian Mound Slough	2											
Lake Jessup		X		X	X	X	X	X		X		
Mud Lake	6								X	X		
Mullet Lake	6								X	X		
Naked Place	3											
Prairie Landing		X										
St. Johns River		X		X	X	X	X			X		
Snake Creek	2								X	X		
Thornhill Lake	6								X			

(1) C. C. Howard & Lawrence of Sanford, Fla.

(2) C. C. Howard & Capt. Ed Rice of Sanford, Fla.

(3) C. C. Howard & Mr. Scholls of Sanford, Fla.

(4) C.C. Howard, Capt. Ed Rice & T.M. Delahanty of Sanford, Fla.

(5) O.R. Mathieux, J.E. Mathieux & Mrs. K.W. Gulpepper of Geneva, Fla.

(6) C. C. Howard, Capt. Ed Rice & T. M. Delahanty of Sanford, Fla.

(7)

GEOGRAPHIC NAMES

BRICKYARD SLOUGH.

This slough is half between the Osteen and Geneva bridges on the north side of the St. Johns River and is recommended for charting purposes.

COFFEY SLOUGH.

This slough is $\frac{3}{4}$ mile up the St. Johns River from the Geneva bridge and southwest of triangulation station "Low" USE. Recommended for charting.

GEIGERS LANDING.

This was on the south shore of the river about $\frac{1}{2}$ mile west of Mullet Lake and as there is nothing here at the present time it is recommended that it be deleted from the charts.

HARTS LAKE.

This lake is at the southwest limit of this map drawing close to the railroad tracks. It is recommended for charting purposes.

HICKORY SLOUGH.

It is half way between the Geneva bridge and Mullet lake and is recommended for charting.

INDIAN MOUND SLOUGH.

This slough is located in the northwest corner of this map drawing and is recommended for charting.

GRASSY POINT.

A point on the west shore of Lake Jessup about one mile south of the Geneva bridge. It is sometimes known as Cane Point. However the name Grassy Point is recommended.

LAKE JESSUP.

This map drawing shows only a small portion of the lake.

MUD LAKE.

This lake is located near the center and at the north edge of this map drawing. It is sometimes known as Dead End lake. However the name Mud Lake is recommended.

MULLET LAKE.

This lake is about three miles east of the Geneva bridge and is recommended for charting.

NAKED PLACE.

A grassy marsh on the west shore of Lake Jessup about $1\frac{1}{2}$ miles south of the Geneva bridge.

PRAIRIE LANDING.

This was on the north shore of Brickyard Slough but as there is nothing here at present it is recommended that it be deleted from the chart.

SNAKE CREEK.

This creek connects Thornhill Lake and Hickory Slough and is recommended for charting.

THORNHILL LAKE.

This lake is about a mile north of the Geneva bridge in the vicinity of triangulation station "Thorn" USE. It is recommended for charting.

T-5690

	Remarks	Decisions
1		287811
2		"
3		"
4		"
5		"
6		"
7		288812
8		287811/812
9		288811
10		287811
11		"
12		"
13		U.S.G.B.
14		"
15		"
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No. **T-5690**

GEOGRAPHIC NAMES										
Survey No. T-5690										
Name on Survey	<div>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</div>									
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>Brick Yard Slough</u>										1
<u>Coffey Slough</u>										2
<u>Geigers Landing</u>										3
<u>Grassy Point</u>										4
<u>Harts Lake</u>										5
<u>Hickory Slough</u>										6
<u>Indian Mound Slough</u>										7
<u>Lake Jessup</u>										8
<u>Lud Lake</u>										9
<u>Mullet Lake</u>										10
<u>Naked Place</u>										11
<u>Prairie Landing</u>										12
<u>St. Johns River</u>										13
<u>Snake Creek</u>										14
<u>Thornhill Lake</u>										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27
										M 234-VR

L. Heck on 4/10/41

REVIEW OF AIR PHOTO COMPILATION NO. T-5690

Chief of Party:

Compiled by: H.M.

Project:

Instructions dated:

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)
None
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. Corrected with the Boat Sheets.
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)
Where high water line was indefinite and solid ground it was drawn on with a heavy line and the outer limits of the marshy areas were shown with a light line.

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)
None submitted with this drawing. Submitted by the hydrographic party - Mikawa 1939.
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.
Acceptable
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)

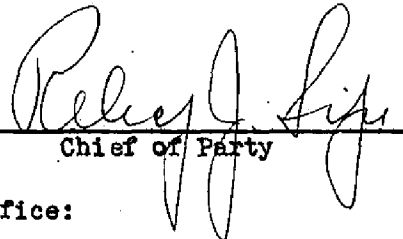
16. No additional surveying is recommended at this time.

None

17. Remarks:

No connection has been made with firebreak and ditch on Sheet T-5691 in the southeast corner of the sheet along F.E.C. Ry.

18. Examined and approved;


Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography
and Topography.

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by S. KASS

Positions checked by S.K. (ON RULING MACHINE)

Grid inked on machine by S.K.

Intersections inked by S.K.

Points used for plotting grid:

ϕ 28-44
 λ 81-06

ϕ 28-48
 λ 81-12

ϕ 28-44
 λ 81-12

x
 y

ϕ 28-46
 λ 81-09

x
 y

ϕ 28-48
 λ 81-06

x
 y

Triangulation stations used for checking grid:

- | | |
|--|----------|
| 1. <u>JESSUP USE 1935</u> | 5. _____ |
| 2. <u>$x = 445, 123.91$ ft.</u> | 6. _____ |
| 3. <u>$y = 1,616, 952.58$ ft.</u> | 7. _____ |
| 4. _____ | 8. _____ |

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5690

Graphic Control Surveys

CS-179-M (1:10,000) 1939

CS-179-M shows only temporary hydrographic stations. The sheet was nearly destroyed in the fire on the MIKAWA and most of the details obliterated.

Previous Topographic Surveys

T-1512 (1:80,000) 1883

T-5690 supersedes the section of T-1512 which it covers.

Contemporary Hydrographic Surveys

H-5431 (1:5,000) 1939

H-5432 (1:5,000) 1939

H-5436 (1:5,000) 1939

The hydrographic reviews and comparisons with T-5690 were completed by the hydrographic reviewing unit.

Chart 688

T-5490 has been applied to Chart 688 prior to this review. No changes have been made in T-5690 which affect the chart.

Marsh Areas

On this sheet much of the marsh shown with a light shore line is partly flooded at high water and does not show as solid marsh. This use of the light line is not strictly in accord with Field Memo. 1 - 1938 but was necessary to indicate the shore line for charting.

General

T-5690 was submitted as a smooth drawing but the ink was badly rubbed down and the map has been entirely redrawn on a blue line for reproduction.

Reviewed in office by F. H. McBeth, January 1941

Inspected by B. G. Jones, January 1941

Examined and approved:

Thos. J. ...

Chief, Surveys Section

J. S. ...

Chief, Division of Charts

K. T. Adams

Chief, Section of Topography

G. W. ...

Chief, Division of Coastal
Surveys