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6388

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

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. MM

State Florida

LOCALITY

St. Johns River, Fla.

Mulholland Park to Devils Elbow.

Palatka

1935

CHIEF OF PARTY

Hubert A. Paton.

U. S. GOVERNMENT PRINTING OFFICE: 1934

Graphic Control

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MEMORANDUM

IMMEDIATE ATTENTION

~~SURVEY~~
 DESCRIPTIVE REPORT } ~~No. H~~
~~PHOTOSTAT OF~~ } No. T 6388

{ received Feb. 3, 1936
 { registered Feb. 11, 1936
 { verified
 { reviewed
 { approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

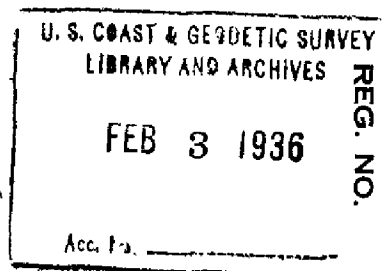
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C. K. Green Feb. 12, 1936

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY



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. M.M. T6388

REGISTER NO.

State Florida

General locality St. Johns River¹³

Locality Palatka⁷

Scale 1:5,000 Date of survey June, 1935

Vessel Party No. 26

Chief of party Hubert A. Paton

Surveyed by W. O. Hinkley

Inked by W. O. Hinkley

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

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

Instructions dated August 23, 1934

Remarks:.....

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET MM
ST. JOHNS RIVER, FLORIDA.
MULHOLLAND PARK TO DEVILS ELBOW
PARTY NO. 26 - PROJECT H. T. 168

June 18, 1935.

INSTRUCTIONS:

The work on this sheet was done in accordance with instructions dated August 23, 1934.

LIMITS:

Sheet MM extends from Latitude 29° 39', just south of Beacon #68 off Mulholland Park, to the Browning Lumber Company above The Devils Elbow. It connects on the north with Sheet LL and on the south with Sheet NN.

The following Signals occur on both Sheets LL and MM:

Station	Sheet LL				Sheet MM			
	Lat.	meters	Long.	meters	Lat.	meters	Long.	meters
Amy	29 39	227	81 37	1012	29 39	226 $\frac{1}{2}$	81 37	1012 $\frac{1}{2}$
Dot	29 39	98	81 37	1067	29 39	98 $\frac{1}{2}$	81 37	1066

Palatka Emanuel M.E. Church Spire 1935
St. Johns River, Beacon No. 68

Triangulation
Triangulation

The following Signals occur on Sheets MM and NN:

East Palatka Potato Cannery Water Tank.
East Palatka Browning Lumber Co. Stack.

SHORELINE:

The river swings thru almost 180° to the left (going upstream) and then sharply back again 180° to the right as it leaves the sheet and goes onto Sheet NN.

At the beginning of the sheet the west bank is in a marsh on the edge of town but it quickly enters the built up section, known as Mulholland, continuing for about a mile thru the Palatka water front, an area well built up with docks culminating with the large storage wharves of the Wilson Cypress Company.

From here on around through the deep cove (Wilson's Cove) to the southward of the Wilson Cypress Company and around to the Point where the river again swings to the southward (Devils Elbow) the banks are low, possibly a foot or two out of water and heavily wooded with live oak, alder and some cypress.

Contrary to the usual formation further down the stream, this point on the bank of the Devils Elbow, although thrust sharply out into the river is low and marshy with shoal water extending still further out into the already constricted channel.

The east and north bank is low and heavily wooded from the north edge of the Sheet to the Railroad Bridge where it breaks away to grass and marsh for a short distance around the bridge fills, becoming wooded again at Hart's Point. The bank continues low until the turpentine dock at signal "Turp" where it rapidly rises to about an eight foot bank with the woods becoming more open and with some coniferous trees among the oak and alder. This high bank continues around the bend in the river past the Browning Sawmill to the edge of the Sheet.

Throughout the area covered by this sheet are numerous fish trap stakes. These are shown on the sheet but are rather temporary in character, consisting usually of saplings two to four inches in diameter, stuck into the mud bottom.

South of the Wilson Cypress Mill docks are large numbers of heavy pilings in a more or less advanced stage of decay which at one time were the limits of log ponds. These are still substantial enough to cause damage to any boat striking them. There are more of this piles to the westward of The Browning Lumber Company Dock.

There are also numerous snags thru this section of the river, consisting of heavy waterlogged trees, old piles or saw logs with one end stuck in the mud and the other end floating on or just below the surface. The topographic party removed several of these but there is no guarantee that all of those in existence were found or that others may not float in at any time.

Near the north edge of the Sheet the river is crossed by two bridges each about three quarters of a mile long. The northern one is that of the Florida East Coast Railroad, a wooden trestle structure with a steel swing span with a vertical clearance at mean low water of $3\frac{1}{2}$ feet (1.1 M) when closed, and a horizontal clearance of 98 feet (29.9 M) when open. The openings adjacent to the swing span have a vertical clearance of 5.8 feet (1.8 M) at mean low water and a horizontal clearance of 8.7 feet (2.7 M).

The southerly bridge is a highway bridge, (U.S. #17) a multiple concrete arch bridge with a double leaf steel bascule span whose vertical clearance at the center is 22.5 feet (6.9 M) at mean low water when closed and at the haunches is 12.5 feet (3.8 M) at mean low water, and whose horizontal clearance is 101 feet (30.8 M).

LANDMARKS:

Since a portion of this sheet embraces Palatka with its public and industrial buildings there is no dearth of landmarks throughout this section of the river. A list of these has already been forwarded, however, and only a few supplemental ones are mentioned here.

Near the north edge of the Sheet the river is crossed by the Florida East Coast Railroad Bridge, the light in the center of which is listed at a landmark. This bridge and the highway bridge immediately above it are visible over all of this section of the river.

At the Wilson Cypress Company, two large lumber storage docks project five hundred meters out into the river, the outer end of the southerly one being noted as a landmark.

Near the inshore end of these docks is a sawdust and scrap incinerator topped with a dome of wire netting. This is also listed in the landmarks. Both of these marks are visible from the Devils Elbow to the bridge.

Upstream from the Devils Elbow are four stacks, three in a group and one a short distance away. From the water the southeast one of the three appears the tallest and is listed as a landmark. It is visible to the turns of the river.

CONTROL:

The control of the sheet was fair consisting of a number of stations in a group in the down town section of Palatka and it's immediate vicinity and one station at the other end of the Sheet with two beacons between. These beacons had only a single determination by means of triangulation but showed no error in location capable of being detected with the plane table.

Most of the triangulation stations were not capable of being occupied although set-ups were made on top of two of the beacons, but the triangulation stations were so arranged that it was usually possible to get very strong three point fixes often consisting simply of a range and resection in the vicinity of Palatka. From here the control was carried forward by graphic triangulation supplemented by rod readings to tie in at the Browning Lumber Company stack, without detectable error.

The entire work was done by standard plane table methods.

No shoreline was located except where it could be done without loss of time.

All docks and bridges were completely located.

No Form lines were located.

NAMES:

The deep cove, south of the Wilson Cypress Company, has been known in the past as Butlers Cove, presumably from the name of some old inhabitant, but is now becoming known and called throughout the county as Wilsons Cove and it is recommended that this name be placed on the Charts.

The first point north of the bridge on the west side of the river was at one time known as Palatka Point. This name has been forgotten and the locality is now known as Mulholland Park from the name of a real estate development there. It is recommended that this name be charted.

There is a considerable variation of local opinion as to the exact location of the point known as Devils Elbow. All agree that it is somewhere around where the river makes the sharp bend near East Palatka, but some place it as the blunt point on the north bank of the river while the U. S. Army Engineers' map shows it as the sharp point on the other side of the river.

The maps in the County Tax Collector's office show it as a part of the river rather than as a part of the land and it is recommended that this interpretation be followed and the name placed on the charts. Beacon #72 is known as the Devils Elbow beacon in the light list.

The name Harts Point seems to be accepted locally for the entire shoe shaped peninsula as shown on the Coast Survey Charts rather than simply the sharp point close to the bridge as shown on the Engineers' maps and the Geological Survey Quadrangles and it is recommended that this name be retained as the name of the larger area.

The name Porters Cove, not shown on any maps, seems to refer rather indefinitely to an area of land on the peninsula to the southwest of the Devils Elbow and opposite San Mateo. It is not recommended as an addition to the chart.

The creek which comes into the river at the Browning Lumber Company is shown on the Geological Quadrangles as Mill Branch and it is recommended that this name be placed on the Charts.

METHODS:

The fact that no shoreline was run but all docks were required necessitated numerous cuts from good locations either from the triangulation stations themselves or from a position determined if possible by a range and a resection. From these positions the docks were located, together with such shoreline as was possible without additional set-ups or excessive work in rodding. Piles and snags were either located or removed, as were the fish trap stakes. It was found possible to set up on top of the beacons and under the light on the swing bridge but these were the only triangulation stations that it was possible to occupy directly.

COMPARISON WITH PREVIOUS SURVEYS:

Through the city of Palatka there have been a good many minor changes in the docks and bridges, the most noticeable being at the Wilson Cypress Company where the docks have been burned and rebuilt at a different angle and a hundred meters further out into the stream. In the cove to the north and south of the Wilson Cypress Company there appears by comparison to have been an advance of the shoreline but there is no physical evidence to support this and it is probably due to errors in transferring the shoreline. The same may be said of the shoreline on the north bank of the Devils Elbow.

Throughout the remainder of the sheet the present survey agrees reasonably closely with the previous work.

MAGNETIC MERIDIAN:

A magnetic meridian was taken at Beacon #70. The observed declination was $0^{\circ} 41'$ East. The index correction of the declinatoire is $05'$ East. The corrected declination is $0^{\circ} 46'$ East.

RECOVERABLE TOPOGRAPHIC STATIONS:

Triangulation stations on this sheet were sufficient to take care of the requirement of one recoverable station per mile and no additional stations were set.

MARINE HOISTS AND RAILWAYS:

There are two Marine Hoists and one Marine Railway of reasonable proportion in the vicinity of Palatka:

On the west bank of the river a hundred meters north of the Railway bridge is a marine hoist about sixteen feet by forty and a capacity of about ten tons. This hoist is in poor repair and not in operation at present.

At the Palatka Boat and Construction Company is a marine railway which will take a boat 85 feet by twenty-five feet and with a capacity of about 100 tons.

At the Wilson Cypress Company is the largest hoist in the vicinity. It is 125 feet by 40 feet with a lifting capacity of about 75 tons.


MISCELLANEOUS:

All non-floating Aids to Navigation have been reported previously.

Respectfully submitted,


W. O. Hinkley,
Surveyor, C. & G.SS.

Approved and Forwarded,


Hubert A. Paton,
Lieut. C. & G. S.,
Chief of Party.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Palatka, Florida.June 18, 1935.

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

Hubert A. Paton,

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D.M. METERS	°	'	D.P. METERS			
R.R. DRAW SPAN (Palatka, Light Center F.R.C.R.R Draw Span) (3)	29	38	1543	81	37	803	North American Triangu- lation 1927	508, 684	
LUMBER STORAGE DOCK Wilson Cypress Co. (Will) N.E. Corner Southerly Dock. (3)	29	38	542	81	37	1367	" Topo	508, 684	
DOCK INCINERATOR Wilson Cypress Co. (Don) (3)	29	38	725	81	38	339	" "	508, 684	
STACK, S.E. of 3 Browning Lumber Co. (Bro) (3)	29	38	1234	81	35	1510	" Triangu- lation	508, 684	
The above objects have been viewed from the water area.									

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

REVIEW OF GRAPHIC CONTROL SURVEY T-6388 , SCALE 1 : 5,000

Date of Review 8/11/39

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5202, , , with particular attention to the following details:

- (a) Projection has been checked in the Field. ✓
- (b) Accuracy of location of plane table control points. ✓
- (c) Discrepancies between detail on this survey and the air photo compilations listed above. ✓
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. ✓

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5202, , , for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

L.C.L.