

6391a

Graphic Control

U. S. COAST & GEODET.
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AUG 12 1933

Acc. No. _____

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic

Hydrographic

Sheet No. PP

State Florida

LOCALITY

St. Johns River

Dunns Creek to Horseshoe Point

1935

CHIEF OF PARTY

Hubert A. Paton

U. S. GOVERNMENT PRINTING OFFICE: 1934

6391a

Graphic Control

MEMORANDUM

IMMEDIATE ATTENTION

~~SURVEY~~
 DESCRIPTIVE REPORT } No. H
~~PHOTOSTAT OF~~ } No. T 6391a

{ 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

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

FEB 3 1936

Acc. No. _____

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. PP **T6391a**

REGISTER NO.

State..... **Florida**

General locality..... **St. Johns River** ¹³

Locality..... **Dunns Creek to Horses Shoe Point** ²⁹

Scale..... **1:5000** Date of survey..... **July**, 19. **35**

~~Vessel~~..... **Party No. 26**

Chief of party..... **Hubert A. Paton**

Surveyed by..... **C. I. Hudson**

Inked by..... **C. I. Hudson**

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

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

Instructions dated..... **August 23**, 19. **34**

Remarks:.....

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET PP
ST. JOHNS RIVER, FLORIDA.
PARTY NO. 26 - PROJECT H. T. 168

August 6, 1935.

INSTRUCTIONS:

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

LIMITS:

This sheet is a survey of a portion of the St. Johns River extending from the mouth of Dunns Creek on the north to Horse Shoe Point on the south.

PURPOSE:

The chief purpose was to locate signals for a hydrographic survey; however, all docks, old piling, fish traps and stakes, as well as some shoreline were located.

METHODS:

The work was done in accordance with the Standard Coast Survey methods authorized in the "Topographic Manual" (Special Publication No. 144).

It was necessary to run a traverse along the north bank of the St. Johns River, beginning at Browns 1935 and tying in northward at Ash 1935. A short traverse from Browns 1935 to signal Lot southward was also run. In order to establish control up Dunns Creek, a traverse was started at Signal Haz and ended on the triangulation station Dunns Creek West Transmission Pole. All traverses closed without appreciable error so no adjustments were necessary.

CONTROL:

Three triangulation stations located within the confines of the sheet established satisfactory control.

DATUM:

North American 1927 Datum was used, and all triangulation stations were plotted from unadjusted field computations of Lieut. K. G. Crosby. No adjustments were necessary.

SHORELINE:

The shoreline on both sides of the river in this vicinity is generally swampy with the true high water line somewhat indistinct due to overhanging trees and bushes. Old snags and fallen trees are quite numerous along the banks in the coves, but the water is deep along the main course of the river. The bottom is all soft mud or decayed vegetable matter.

The shoreline in Dunns Creek is very much like that in the river except that the water is deep along both shores.

The remnants of an old railroad trestle and log pond are found in Dunns Creek between the highway bridge and the St. Johns. The piling that formed the trestle stand about 3 feet out of the water and is shown on the sheet in broken lines. The piling that formed the log boom are some 6 to 8 feet above the water and are shown with small circles. This boom extends to the mouth of the creek but many of the piling have been broken off and cannot be seen except at very low water.

A Highway Bridge crosses Dunns Creek about 5/8 mile from its junction with the St. Johns. This is a state bridge on U. S. Highway #17 described as follows:

Type -- Steel Swing Span
Length of Span -- 160.7 feet (49 meters)
Horizontal Clearance -- 60.35 feet (18.4 meters)
Vertical Clearance at M.L.W. -- 10.82 feet (3.3 meters)

There are numerous fish traps and lines of stakes in the river on this sheet. The traps in good condition are located and sketched in while others which are very delapidated are just shown as old stakes. Several shacks along the shore are drawn in also.

Considerable shoreline was located while running the traverse, as it took but little extra time. Any conflict between the aerial photos and rodded shoreline will probably be due to the overhanging trees and bushes. The shoreline in pencil was taken from old surveys to aid the Topographer only, and is of no further value.

No form lines were located.

JUNCTIONS:

This sheet joins sheet 00 on the north at triangulation station Ash and sheet QQ on the south at triangulation station Shoe.

MAGNETIC MERIDIAN:

The magnetic meridian, as determined by the planetable declinatoire at triangulation station Browns 1935, has a variation of $0^{\circ} 46'$ East of the true meridian. The declinatoire had been checked at Green Cove Springs, Florida Magnetic Station in May 1935, where a declination of $0^{\circ} 55'$ East was obtained as compared with the correct declination of $0^{\circ} 42'$ East. Applying the correction of $0^{\circ} 13'$ East, the correct magnetic variation is $0^{\circ} 33'$ East.

PERMANENT STATIONS:

Signals Sev, Ate, and Wet are described on Form #524 as recoverable topographic stations, and are indicated on the sheet with a lower case letter "(d)". They are listed in the Light List as No. 2223 Murphy Island 57, No. 2221 Crescent Lake 78, and No. 2222 Horse Shoe 80 respectively.

GEOGRAPHIC NAMES:

Murphys Creek and Murphys Island:- Shown on Chart #508 as Murphy Creek and Murphy Island but are recorded in the Land Office in Putnam County as Murphys Creek and Murphys Island. It is recommended that this change be made on the chart.

Cross Creek:- The continuation of Murphys Creek after it crosses Dunns Creek is locally known as Cross Creek. It is recommended that this name be used on the charts.

Rat Island:- The island formed by the St. Johns on the north, Dunns Creek on the south, and Cross Creek on the east. It is known as Rat Island by the local inhabitants.

Browns Landing:- The landing in the vicinity of triangulation station Browns 1935 known locally as Browns Landing. It is recommended that this name be used on Chart #508.

Polly Island and Polly Creek:- The island in the northeast corner of Murphys Island is known locally as Polly Island and the Creek that forms it is called Polly Creek. These names are recommended for adoption.

LANDMARKS:

A list of landmarks is attached to this report.

A list of Aids to Navigation is also attached.

COMPARISON WITH PREVIOUS SURVEYS:

The general outline of the river in this vicinity changes but very little from year to year due to its heavily wooded shores. This survey checks well with previous ones. As yet no aerial photos work has been done, so there can be no comparison made.

Respectfully submitted,

Approved and forwarded,

C. I. Hudson
C. I. Hudson,
Observer, C. & G. S.

Hubert A. Paton

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

REVIEW OF GRAPHIC CONTROL SURVEY T-~~639/a~~^{and b}, SCALE 1:5,000,

Date of Review ~~May 12, 1938~~^{Feb. 24, 1938}

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-~~5195~~⁵¹⁵², ~~5196~~⁵¹⁹⁶, 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-~~5195~~⁵¹⁵², ~~5196~~⁵¹⁹⁶, 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. *None for T 5195 shown.*

- (1) In area covered by T 5195, use T 5195 for chart compilation.
- (2) " " " " T 5152, " T 5152 " " " T. M. P., Feb. 1938
 ✓ May 1938

Where there is a difference between the Hydro. survey and the G. C. S. in the heights of piles, poles, etc. the hydro. survey is accepted as correct.

6391b

Graphic Control

U. S. COAST & GEODETIC
LIBRARY AND ARCHIVE

AUG 12 1935

Acc. No. _____

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. SS
~~*Hydrographic*~~

State Florida

LOCALITY

St. Johns River

Horse Landing to Nashua

1935

CHIEF OF PARTY

Hubert A. Paton

U. S. GOVERNMENT PRINTING OFFICE: 1934

6391b

Graphic Control

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT } ~~No. H~~
~~PHOTOSTAT OF~~ } No. T 6391b

{ received Feb. 3, 1936
 { registered Feb. 11, 1936
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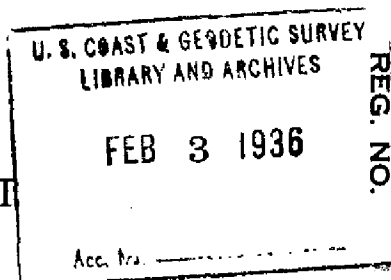
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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY



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. SS T6391 b

REGISTER NO.

State Florida

General locality St. Johns River

Locality Horse Landing to Nashua

Scale 1:5000 Date of survey July 22, 1935

Vessel Party No. 26

Chief of party Hubert A. Paton

Surveyed by C. I. Hudson

Inked by C. I. Hudson

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 SS
ST. JOHNS RIVER, FLORIDA.
PARTY NO. 26 - PROJECT H. T. 168

July 26, 1935.

INSTRUCTIONS:

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

LIMITS:

This sheet is a survey of a portion of the St. Johns River extending from Horse Landing on the north to Nashua on the south.

PURPOSE:

The chief purpose was to locate signals to establish control for a hydrographic survey. All docks, old piling, fish stakes and menaces to navigation were also located as well as some shoreline.

METHODS:

The work was done in accordance with the Standard Coast Survey Methods authorized in the "Topographic Manual", Special Publication No. 144.

Because of the arrangements of the triangulation stations, it was not possible to carry a system of graphic control, so it was necessary to run three traverses along the shore. The first one began at triangulation station Horse and ended at triangulation station Possum with a closing error of 4 meters. The second traverse began at triangulation station Possum and ended at triangulation station Henion with a closing error of four meters. The third traverse began at triangulation station Henion and ended at triangulation station Spring with a closing error that was negligible. The first two traverses were adjusted according to the method described in "Topographic Manual", (Special Publication No. 144). The second traverse was run twice to be sure there were no accidental errors.

In running the traverses, it was necessary to setup off-shore due to overhanging trees, but the water was comparatively shallow and only one temporary stand had to be built.

CONTROL:

Five triangulation stations located within the confines of the sheet established satisfactory control.

DATUM:

North American 1927 Datum was used and all triangulation stations were plotted from unadjusted field computations of Lieut. K. G. Crosby. No adjustments were necessary.

SHORELINE:

Almost without any exceptions, the portion of the west shoreline on this sheet is swampy with the true high water line rather indistinct. The water is usually deep close up to the bank and the bottom is soft mud or decayed vegetable matter. No cleared fields or houses are found on this side.

The east bank differs from the west being high ground from the vicinity of signal "Man" to and beyond station Spring. The immediate shoreline is somewhat indistinct due to overhanging trees but it is all firm sand. The shoreline shown on the sheet is the actual waters' edge as rodged in from the traverse stations. The points where the rod was held are shown as dots while the intermediate lines are sketched in.

A concrete bulkhead some 275 meters long in the vicinity of signal Tow borders on estate which consists of several houses. The dock carries a clock tower which is very conspicuous.

At signal "Dok" the bank rises abruptly to a height of some 16 to 18 feet. Henion R.M. #2 located on this hill was rodged in - the station Henion being 0.2 mile back from the shore on hill ground.

Signal "Sou" is the west gable of a packing house that is on the waters' edge and borders a large orange grove known as Seminole Grove.

Some old piling, as well as a few fish traps and pound net stakes were located. A wrecked launch lies alongside the piling that is signal "Pi". It is well grounded and will not change position.

The water hyacinths, so commonly found in the St. Johns River, do not tend to cling to the banks in the area except where they become lodged in overhanging bushes and trees

The shoreline in pencil was transferred from old surveys and was for the use of the topographer only. It is of no further value.

No form lines were located.

JUNCTIONS:

This sheet joins sheet RR on the north at triangulation station Horse 1935 and sheet TT on the south at triangulation station Spring 1935.

MAGNETIC MERIDIAN:

The magnetic meridian as obtained by the planetable declinoire at triangulation station Henion 1935, had a variation of $0^{\circ}39'$ east of the true meridian. The declinoire had been checked at Green Cove Springs, Florida Magnetic Station in May 1935, where a declination of $0^{\circ}55'$ east was obtained as compared with the correct declination of $0^{\circ}42'$ east. Applying the correction of $-13'$, the correct magnetic variation is $0^{\circ}26'$ east.

PERMANENT STATIONS:

Signal Aco is described on Form #524 as a recoverable topographic station and is shown on the sheet with a lower case letter "(d)". It is listed in the Light List as No. 2227, "Horse Landing 63".

GEOGRAPHIC NAMES:

The following names shown on Chart #508 should be retained:

Horse Landing Nashua

They are in common use by the local inhabitants and on all maps.

The names Satsuma and Henion should be deleted. Satsuma now refers to the community on the highway, and Henion is no longer in common use. It is recommended that Possum Bluff be put on the chart. This term is in common use by the people in this vicinity.

LANDMARKS:

A list of landmarks is attached to this sheet.

A list of Aids to Navigation is also attached.

COMPARISON WITH PREVIOUS SURVEYS:

This survey checks well with previous ones. The general outline of the river changes but little and the difference between the pencilled shoreline and the inked shoreline on the sheet is due to the fact that there were no grid lines on the old tracing. As yet, no photo compilation work has been done in this vicinity, so there can be no comparison made.

Respectfully submitted,

Approved and forwarded,

C. I. Hudson
C. I. Hudson,
Observer, C. & G. S.

Hubert A. Paton

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

see Review for T-6391 a

REVIEW OF GRAPHIC CONTROL SURVEY T-*6391^b*, SCALE _____

Date of Review _____

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-_____, _____, 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-_____, _____, 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.