

6392

Graphic Control

U. S. COAST & GEODETIC SURVEY  
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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 }  
~~Hydrographic~~ } Sheet No. 00

State Florida

## LOCALITY

St. Johns River, Florida.

Point

Horseshoe to Seven Sisters Islands.

1935

CHIEF OF PARTY

Hubert A. Paton

U. S. GOVERNMENT PRINTING OFFICE: 1934

Graphic Control

# MEMORANDUM

## IMMEDIATE ATTENTION

~~SURVEY~~  
 DESCRIPTIVE REPORT } ~~No. H~~  
~~PHOTOSTAT OF~~ } No. T 6392

{ 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  
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FEB 3 1936

REG. NO.

Acc. 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. 00 **T6392**

REGISTER NO.

State Florida

General locality St. Johns River

Locality Horseshoe<sup>se</sup> Pt.<sup>st</sup> to Seven Sisters Islands<sup>is</sup>

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

Vessel Party No. 26

Chief of party Hubert A. Paton

Surveyed by C. T. Schwalb

Inked by C. T. Schwalb

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

July 25, 1935.

INSTRUCTIONS:

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

LIMITS:

This sheet covers the portion of the St. Johns River extending from Horseshoe to Seven Sisters Islands.

METHODS:

Standard Coast Survey methods, as authorized in Special Publication No. 144 were used in the survey of this sheet.

The triangulation stations were so located that it was impossible to locate all hydrographic signals, docks and other artificial features by a system of graphic triangulation, therefore it was necessary to resort to traverse along the shoreline. One traverse extended between stations "SHOE" and "CALF", another between "CALF" and "BUFFALO" and the third between "BUFFALO" and "SISTER". The first traverse was closed without error on station "CALF". The traverse from "CALF" to "BUFFALO" was started by locating a position on the east side of the river, by graphic triangulation. This traverse continued to a point near signal "Pig" and then the river was jumped to signal "Ant" which had been located by four cuts. From this point the traverse was completed to station "BUFFALO". A closing error of 4 meters was obtained and all intermediate positions were adjusted as authorized in Special Publication No. 144.

The third traverse from "BUFFALO" to "SISTER" closed without error.

Due to the deep water and muddy bottom along the shoreline it was necessary to build small temporary wooden stands, as it was impossible to set up on shore on account of the low overhanging trees, and bushes.

CONTROL:

The four triangulation stations used were located by Lieut. K. G. Crosby in 1935.

DATUM:

The triangulation stations were plotted on North American 1927 datum from unadjusted field computations with no corrections.

SHORELINE:

The general nature of the shoreline covered by this sheet is low and swampy, with a dense mass of undergrowth and overhanging trees. Along the shoreline there is usually found a solid mass of hyacinths but it was not as abundant here as lower down the river. These hyacinths are continually shifting from one side to the other depending on the winds and tides.

Along the shoreline the water is usually deep and in most all cases the bottom is soft and muddy. The only hard and shallow places found in this area is under the bluff which begins about 100 meters north of signal "Sol" and extends past signal "Ink".

Near signal "Gon" in the middle of the river is a dilapidated shack and wharf used by the local fishermen. From this wharf to signal "Cod" is a row of piling that is exposed at all stages of the tide. This shack is built on a sand bar that extends from signal "Gon" to the wreck shown on sheet and to the small island just east of signal "Cod". At mean low water this bar bares about half a foot.

Along the west side of the entrance to Murphys Creek, there is a row of piles, some submerged and some baring as much as two feet at mean low water. These pilings are shown on the sheet by dashed lines.

Within the confines of the sheet are numerous fish traps which are in shoal water near shore. These traps are small stakes driven into the river bottom to hold nets, and are not a serious menace to navigation. All snags and submerged piling that could be found were located.

The high water line shown on the sheet in ink was located by the topographer. The dots indicate points where rod readings were taken. The dotted lines represent the tree line.

The Atlantic Coast Line Railroad bridge across the St. Johns River near Buffalo Bluff consists of ballast deck trestle approaches on creosoted piles and a steel swing span. The vertical clearance is 8.1 feet (2.5 Meters) above mean sea level. The horizontal clearance on the north side is 95 feet (29.0 meters) and the south side is 93.6 feet (28.5 meters).

The shoreline shown in pencil on the sheet was transferred from U.S.E. survey sheets and is of no further value. It was used only to aid the topographer. The discrepancies in the old shoreline should not be taken as a change since the last survey. There was no projection and the transfer could not be made very accurately.

#### MAGNETIC MERIDIAN:

The magnetic meridian as determined at triangulation station "BUFFALO 1935" is  $1^{\circ} 13'$  E. of true meridian. The index correction for this instrument determined at Green Cove Springs, Florida magnetic station in May 1935 was minus  $0^{\circ} 05'$ . The corrected declination is  $1^{\circ} 08'$  E.

#### JUNCTIONS:

This sheet joins sheet PP on the northeast at station "SHOE" and extends to join sheet RR on the south at station "SISTER".

There are no topographic signals located on more than one sheet. (?)  
*See Report for Sheet RR.*

#### PERMANENT STATIONS:

Signals "Aco", "Ate", and "Sir" are beacons 59, 80A, and 82 respectively located by planetable and reported on Forms 524 which accompany this report.

#### NAMES:

The names Buffalo Bluff and Seven Sisters Islands are in common use and should be retained on the chart.

The name Horseshoe is not used locally, but since there is no other name for this point it is recommended that it be retained on the chart.

Murphys Island and River. These are shown on the chart as Murphy Island and River but the possessive form is in use on the county maps and by most of the local inhabitants. It is recommended that they be shown as Murphys.

Barrentine Creek. The creek diverging from the St. Johns River to the east of Seven Sisters Islands is known locally as Barrentine Creek and it is recommended that this be adopted on the chart.

Bear Island. One of the Seven Sisters Islands upon which station "SISTER" is located is known as "Bear Island" by the inhabitants at Buffalo Bluff. Another fisherman claimed that "Bear Island" was farther upstream but was uncertain as to its exact location. It is recommended that the term be applied to the island designated on this sheet. *See report of Sheet RR.*

#### LANDMARKS AND AIDS TO NAVIGATION:

This area is void of natural features for landmarks.

The artificial features reported on Form 567 are the Atlantic Coast Line Railroad steel swing span bridge and the twin stacks at the J. W. Jones Lumber Company on Murphys Creek.

The point located for these landmarks is the light on the top center of the swing span at the bridge and the taller of the twin stacks at the lumber mill.

List of aids to navigation accompany this report on Form 567.

#### COMPARISON WITH PREVIOUS SURVEYS:

The previous surveys of this area were merely a reconnaissance sketch by the U. S. Engineers made with no triangulation control. A close comparison is not warranted. The photo topographic sheets are still in the process of compilation and no comparison can be made at this time.

Respectfully submitted,

*C. T. Schwalb*

C. T. Schwalb,  
Surveyor.

Approved and forwarded,

*Hubert A. Paton*

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

**STRIKE OUT ONE**

Palatka, Florida

July 25, 1938

I recommend that the following objects which have ~~(have not)~~ 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

Chief of Party.

[illegible]

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.



REVIEW OF GRAPHIC CONTROL SURVEY T-6392, SCALE 1:5,000,

Date of Review

Feb. 24, 1938

✓ 1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5195, , , 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, , , 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. some

(1) Lat. 29-34.6 Long. 81-41.2 Obstruction called Pile on G.C.S. Called line of stakes in sounding record (H-6130). Stakes accepted as correct.

(2) 29-35.8 81-40.1 do

(3) In area covered by T 5195, use T 5195 shoreline for chart compilation  
T.M. Price, Feb. '38

Graphic's Control

6392

(Additional work 1937)

U. S. COAST & GEODETIC SURVEY  
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Acc. No.

(Additional work 1937)

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Graphic's Control

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

## DESCRIPTIVE REPORT

Topographic } Sheet No. QQ  
Hydrographic }

State Florida

### LOCALITY

ST. JOHNS RIVER

Horseshoe Pt. to Seven Sisters Is.

1937

CHIEF OF PARTY

L. D. Graham

U. S. GOVERNMENT PRINTING OFFICE: 1934

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. 99

REGISTER NO. H 6392 (Addl. Wk. 1937)

State Florida

General locality St. Johns River

Locality Horseshoe Pt. to Seven Sisters Islands

Scale 1:5,000 Date of survey Jan. Feb., 1937

Vessel MIKAWA

Chief of party L. D. Graham

Surveyed by A. L. Wardwell

Inked by A. L. Wardwell

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated \_\_\_\_\_ November 9, 1936

Remarks: This work is only the completion of the field work on  
the sheet in the vicinity of the Seven Sisters Islands.

## SUPPLEMENTAL DESCRIPTIVE REPORT

To Accompany Report on Graphic Control Sheet Number QQ (No. 6392)

Instructions dated November 9, 1936

Project No. HT-212

### GENERAL DESCRIPTION

This work covers only that portion of the sheet from Buffalo Bluff southward among the Seven Sisters Islands and Barrentine Creek. For about a mile south of triangulation station BUFFALO the eastern shore rises abruptly from the water to form a low bluff. Some land along this shore is cleared, but the remainder is low, swampy and densely wooded.

The shoreline for this sheet is to be supplied from air-photo compilations.

### LANDMARKS

There are no prominent landmarks in this vicinity.

### CONTROL AND SURVEYING METHODS

This survey was controlled by an arc of second order triangulation. A traverse was run between triangulation station BUFFALO 1935 and triangulation station SISTER 1935 along the bluff and Barrentine Creek, a distance of about  $2 \frac{3}{4}$  miles. As triangulation station SISTER is on the adjoining topographic sheet the traverse was run from each station towards a signal common to both sheets. The first running gave too large a closing error, which was reduced to an allowable error of 5 meters upon rerunning the entire traverse. An adjustment was then made, using the method described on page 57 of the topographic manual.

Hydrographic signals were located by cuts from three or more set-ups, or by a cut and a rod reading. In addition, shoreline was rodded in, in the vicinity of each set-up. The signals located by a cut and a rod reading were, MUT, HOD, FIN, GOS.

Observations with the <sup>compass</sup> magnetic declinometer were taken at station BUFFALO.

### GEOGRAPHIC NAMES

The new geographic name, Barrentine Creek, was established through local usage. All other names were taken from the present chart or the U. S. Engineer's survey.

### RECOVERABLE TOPOGRAPHIC STATIONS

One new recoverable topographic station was located. This station is described on form 524, which is attached herewith.

Approved by

*L. D. Graham*  
L. D. Graham

H. & G. Engineer, Chief of Party

Submitted by,

*Arthur L. Wardwell*  
Arthur L. Wardwell  
Aid, C. & G. Survey

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTO STAT OF~~

~~No. 6392~~

GRAPHIC CONTROL

No. T = 6392 (Add'l Wk.  
1937)

received April 30, 1937  
registered May 8, 1937  
verified  
reviewed  
approved

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82	C. K. Green
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