

6393 (Additional work 1937)

6393 (Additional work 1937)

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

DESCRIPTIVE REPORT

Topographic } Sheet No. RR
~~Hydrographic~~

State Florida

LOCALITY

ST. JOHNS RIVER

Seven Sisters Islands

1937

CHIEF OF PARTY

L. D. Graham

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. RR

Graphic Control

REGISTER NO. H 6393 (Addl. Wk. 1937)

State Florida

General locality St. Johns River

Locality Seven Sisters Islands

Scale 1:5,000 Date of survey February, 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 in the vicinity of the Seven Sisters Islands.

SUPPLEMENTAL DESCRIPTIVE REPORT

To Accompany Report on Graphic Control Sheet number RR (No. 6393)

Instructions dated November 9, 1936

Project No. HT-212

GENERAL DESCRIPTION

This work covers the small portion of the sheet among and to the eastward of the Seven Sisters Islands. The shoreline is low, swampy, and densely wooded. Masses of hyacinth fill the narrower passages and coves along the shore. The shoreline is to be supplied from air-photo compilations.

LANDMARKS

There are no landmarks in the vicinity.

CONTROL AND SURVEYING METHODS

This survey was controlled by an arc of second order triangulation. A traverse was run from Station BUFFALO to Station SISTER, a distance of about $2 \frac{3}{4}$ miles. As Station BUFFALO is on the adjoining 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, the shoreline was rod-ded in, in the vicinity of each set-up. The signals located by a cut and a rod reading were, BIG, PEN, ARK, URA, VET, WAN, XEL, TAR, RIT, and QUE.

Observations with the ^{compass} magnetic declinometer were taken at Station FEMALE.

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.

Submitted by,

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

Approved and forwarded,

L. D. Graham
L. D. Graham
H. & G. Engineer
Chief of Party

6393

Graphic Control

U. S. COAST & GEODETIC SURVEY
LIBRARY & ARCHIVES

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. RR
Hydrographic }

State Florida

LOCALITY

St. Johns River

Seven Sisters Islands to Horse Landing

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 6393

{ 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.

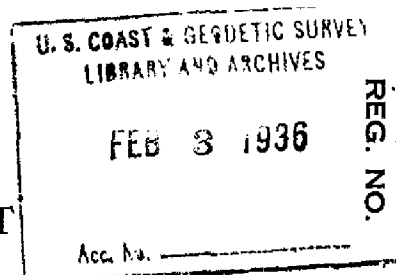
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C. K. Green *Feb 12, 1936*

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. RR **T6393**

REGISTER NO.

State Florida

General locality St. Johns River

Locality Seven Sisters Islands to Horse Landing

Scale 1:5000 Date of survey July, 1935

Vessel Party No. 26

Chief of party Hubert A. Paton

Surveyed by C. N. Strong

Inked by C. N. Strong

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

July 29, 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 the Seven Sisters Islands to Horse Landing.

PURPOSE:

The chief purpose of the topographic work was to locate signals for the control of the hydrography. All docks, old piling and menaces to navigation were also located, as well as considerable portions of shoreline.

METHODS:

It was necessary to employ a combination of traverses and graphic triangulation because of the arrangement of the triangulation stations. Although the nature of the shoreline was such that good setup points were hard to find, due to the overhanging trees and the deep water with soft bottom adjacent to shore, a preliminary search made while building the signals disclosed that there were occasional spots in shallow water or on fairly firm ground along the edge of the swampy areas that were suitable for setup points. By taking advantage of these places, it was possible to avoid the expense and delay of constructing temporary wooden stands for the planetable, and the entire work on the sheet was completed without building a single stand.

A traverse was run between triangulation stations Sister and Oke, and the closing error of 4 meters was adjusted in accordance with the method outlined in Special Publication No. 144. A second traverse was run between stations Oke and Female. Before the traverse was completed, it was discovered that a combination of errors had entered into the work, as the points did not fall upon cuts taken from an offset station near triangulation station Oke at the start of the traverse. These cuts were checked and found to be correct. The work of rerunning the traverse was avoided by taking cuts to intermediate stations from accurately located points near the ends of the traverse, locating the stations which had been in error by good intersections, and checking distances to adjacent stations by rod readings.

The last portion of the sheet between stations Female and Horse was done by graphic triangulation. Setups were made first at the triangulation stations and cuts were taken to carefully selected intermediate points. Particular attention was given to the order of the setups so that strong intersections could be obtained before a point was occupied. Check distances to adjacent stations, taken wherever the distance was not excessive, showed no appreciable errors. Sufficient setups were made to get at least three good cuts or two cuts and a check rod reading to all control points. This method was found to be accurate and fast, and recommended for use wherever the width and configuration of the river and the location of the triangulation stations make it possible to get a good start.

CONTROL:

The control was supplied by four triangulation stations located by Lieut. K. G. Crosby in 1935. The control was ample for the work required.

DATUM:

The triangulation stations were all plotted on North American 1927 Datum from Lieut. Crosby's unadjusted 1935 field computations.

MAGNETIC MERIDIAN:

The magnetic meridian, as obtained by the planetable declinoire at triangulation station Oke 1935, has a variation of $1^{\circ} 07'$ east of the true meridian.

The declinoire had been checked in May 1935 at Green Cove Springs Magnetic Station where a declination of $0^{\circ} 38'$ east was obtained, as compared with the correct declination of $0^{\circ} 42'$ east. Applying the declinoire correction of $0^{\circ} 04'$ east, the corrected magnetic variation at triangulation station Oke 1935 is $1^{\circ} 11'$ east.

JUNCTIONS:

This sheet joins sheet QQ on the north and sheet SS on the south.

Triangulation station Sister 1935 is common to sheets RR and QQ. Signals Xit and Pal were located on both sheets with the following discrepancies:

Signal	Discrepancy (Meters)	
	Lat.	Long.
Xit	0	0
Pal	1	3

Triangulation station Horse 1935 is common to sheets RR and SS. No other signals were located on both sheets.

PERMANENT STATIONS:

Signal Ben has been described as a recoverable topographic station on Form Card #524 which accompanies this report. The station is Rose Creek Beacon No. 61.

RANGES, BRIDGES, ETC.:

There are no ranges, bridges or large structures of any kind on this sheet.

NAMES:

The following names should be retained upon the charts: Horse Landing, Stokes Landing, Seven Sisters Islands, as they are in common use by local inhabitants and on the county maps.

Stokes Island:- This name is recommended for the triangular island on the west side of the main channel of the St. Johns River and immediately to the east of Stokes Landing. The name is so shown on Geological Survey, U. S. E. Dept. and local maps.

Stokes Creek:- This name is applied by local fishermen to the creek separating Stokes Island from the mainland at Stokes Landing. Its adoption is recommended.

Mud Creek:- Applied by some fishermen to the creek in which signal Mud is located. This name is not recommended as the creek is extremely shallow and is of little importance.

Barrentine Creek:- This name is locally used for the streams that separates the six northerly islands of the Seven Sister Islands from the mainland on the east. The southern extension of this stream, between the largest island and the mainland is known by local fishermen as Trout Creek. These two names are recommended for adoption.

Bear Island:- This name is applied by a few fishermen to the island upon which triangulation station Sister 1935 is located. The majority of local inhabitants, however, are ignorant of such use, and state that Bear Island is another island further upstream. As none of the other of the Seven Sisters Islands has a name and since the above name is by no means universally accepted, it would seem best to omit it from the charts.

SHORELINE:

With scarcely any exception the shoreline on this sheet is swampy with overhanging trees and bushes, making the true high water line indistinct. The water is usually deep close to shore and the bottom is soft and muddy. Inside the tree line the swampy areas are a tangled mass of tree roots with old vegetable matter covering moist, loamy soil. A low sandy bluff extends for about 100 meters either side of signal Up.

There are only three fisherman's shacks and one house visible from the water area, and there are no longer any docks of prominence. The ruins of lumber tramway trestles remain at Stokes Landing and Horse Landing and there are several long rows of old piling along the shore, also remaining from old lumbering days.

Numerous fish traps and net stakes were located, as well as all the sunken logs, broken-off piling and other dangers that could be found. In all cases notes will be found on the sheet showing how much the various objects bare-with respect to mean high water.

A total of 2.3 miles of shoreline was rodged in. Where readings could not be taken directly upon the high water line because of overhanging trees, the rod was held a few meters offshore and the offset distance estimated. The inked dots indicate points on the high water line as accurately as it could be determined, with the intermediate portions sketched as indicated by the full inked lines. The pencilled shoreline was taken from old surveys to aid the topographer and is of no further value. The variation between the inked and pencilled shoreline should not be taken as an indication of change as the old shoreline was not superimposed accurately upon the sheet.

The floating masses of water hyacinths which are always found in the St. Johns River were not so plentiful this season except in the narrow winding streams which they are apt to block completely. There was a fringe of matted hyacinths found along the shores of the river where the trees grow out beyond the high water line. Wherever the water close to the shore was deep, the hyacinths did not usually extend out beyond the tree line, as the projecting masses are immediately carried away by the wind or tide. Whenever the floating masses get hung up in shallow water the outer edge will probably show as a solid line on aerial photographs, thus causing the photo-compilation party some trouble in delineating the true high water line. In such cases that line is usually the inshore edge of the hyacinths. The problem of selecting the true high water line from the aerial photographs will be further complicated by the outline of the densely crowded overhanging trees, which will probably show as a definite line some distance out from the high water line.

COMPARISON WITH PREVIOUS SURVEYS:

The shoreline appears to conform quite closely with that of previous surveys. As stated above, the shoreline shown in pencil is not an accurate representation of the old shoreline. The aerial photographs have not yet been compiled for this area so that no comparison can be made at present.

The latest edition of Chart #508 shows the topographic details correctly except that the shoreline is generally swampy and none of the structures indicated on the chart remain. The railway tracks have been removed from Stokes Landing and Horse Landing and dirt roads now extend to the shore at these points.

LANDMARKS AND AIDS TO NAVIGATION:

There are no objects suitable for landmarks on this sheet. The only structures visible from the river are a few old fishing shacks. There is one aid to navigation, which has been listed on Form #567 accompanying this report.

Respectfully submitted,

C. N. Strong
C. N. Strong,
Surveyor, C. & G. S.

Approved and forwarded,

See Descriptive Report for Sheet QQ in regards to the use of the name "Bear Island". It has been learned that the island south of the mouth of Oklawaha River is also named Bear Island and the stream south of it is quite commonly known as Bear Creek. To avoid duplication of the name in the vicinity, it is recommended that the island on this sheet be left unnamed.

In regards to the position of Signal Pal, a topographic party was sent back to check up the discrepancy. No error was found on Sheet QQ, but the position determined on Sheet RR is considered to be as strong. It is recommended that a mean of the two positions be used for the hydrographic sheets.

Hubert A. Paton

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

AIDS TO NAVIGATION LANDMARKS FOR CHARTS

TO BE CHARTED }
TO BE DELETED }

STRIKE OUT ONE

Palatka, Florida

July 29, 1935

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as ~~leaves~~^{Aids to Navigation}, 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.

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~No. 1~~

GRAPHIC CONTROL
No. T-6393 (Add'l Wk.
1937)

{ received April 30, 1937
registered May 8, 1937
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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RETURN TO

82	C. K. Green
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REVIEW OF GRAPHIC CONTROL SURVEY T-6393, SCALE 1:5,000,

Date of Review Feb. 24, 1938
May 12, 1938

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5195, 5152, , 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, , 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.

- (1) In area covered by T-5195, use T-5195 shoreline for chart compilation
 (2) " " " " T-5152 " T-5152 " TM Price, Feb. '38
 May 12 '38

Where difference between Hydro surveys and the G.C.S.
 in the lts. of piles, poles etc, the hydro surveys are accepted
 as correct.