Type of Survey: Planimetric
Field No.: Ph-5302
Office No.: T-10824

LOCALITY
State: Florida
General locality: St. Johns River
Locality: Eastport

1958-59

CHIEF OF PARTY
J.P. Randall, Chief of Field Party
A.L. Wardwell, Tampa District Office

LIBRARY & ARCHIVES
DATE: October 1961
NAUTICAL CHARTS BRANCH

SURVEY NO.  T-10824

Record of Application to Charts

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<tr>
<th>DATE</th>
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<td>Before  After Verification and Review</td>
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
DESCRIPTIVE REPORT - DATA RECORD

T = 10824

Project No. (II): Ph-5802     Quadrangle Name (IV):

Field Office (II): Jacksonville, Florida     Chief of Party: James P. Randall
Photogrammetric Office (III): Tampa, Florida     Officer-in-Charge: Arthur L. Wardwell
Instructions dated (II) (III): 3 July 1958     Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Stereoscopic Instrument (Kelsh Plotter)
Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III): 1:5,000
Scale Factor (III): Pantographed to 1:10,000
Date received in Washington Office (IV): MAY 3 - 1958
Date reported to Nautical Chart Branch (IV):
Applied to Chart No. Date: Date registered (IV): 1/18/61

Publication Scale (IV):
Geographic Datum (III): N. A. 1927
Vertical Datum (III): MIW
Mean sea level except as follows:
Elevations shown as (2) refer to mean high water:
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): DRUMMOND, 1935

Lat.: Long.: Adjusted

Plane Coordinates (IV):
State: Florida Zone: East
Y = 2,210,137.90 FT. X = 309,673.03 FT.

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)

Inapplicable
DESCRIPTIVE REPORT - DATA RECORD

Józef E. Todorowiczki
Joseph K. Wilson
Oliver J. Weber

Field Inspection by (II):

Planetale contouring by (II):

Completion Surveys by (II):

Mean High Water Location (III) (State date and method of location):
Air Photo Compilation. Date of photography: 8 May 1958

Projection and Grids ruled by (IV):
P. Dempsey (W.O.)
Projection and Grids checked by (IV):
R. Shoup (W.O.)
Control plotted by (III):
E. Purcell

Control checked by (III):
I. I. Saperstein

Radial-Plotter Stereoscopic
Washington Office
Control extension by (III):

Planimetry

Stereoscopic Instrument compilation (III):
I. I. Saperstein

Manuscript delineated by (III):
I. I. Saperstein

Photogrammetric Office Review by (III):
E. T. Ogilby (Kelsh Plotter review)
Photogrammetric Office Review of Map Manuscript by:
W. H. Shearouse

Elevations on Manuscript checked by (II) (III):
Inapplicable
### PHOTOGRAPHS (III)

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<td>0953</td>
<td>1:10,000 Ratio</td>
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<td>Dec. 1959</td>
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<td>Aug. 1960</td>
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<td>18 Jan. 1961</td>
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</table>

### Remarks:

*Several hydro stations were established by photogrammetric support of hydro party. (See Report of photogrammetric support to East Coast Field Party).*
PROJECT PH-5802

Planimetric Mapping

Florida, St. Johns River

Official Figure for Cost Accounts

<table>
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SUMMARY
To Accompany Planimetric Map Manuscripts
T-10823 through T-10836

Subject surveys represent Planimetric Mapping Project PH-5602. It consists of fourteen (14) T-sheets, which cover the northern portion of the St. Johns River - from the entrance on the Atlantic Coast to the city of Jacksonville - in the State of Florida.

T-10823 through T-10836 were compiled by stereoscopic instrument methods (Kelah Plotter) in 1958-59 at the Tampa District Office. The compilations are based on single-lens photography of May 1958 and field inspection of 1958-59. Advanced shoreline information and control (compiled at the Washington Office by stereoplanigraph) was made available to support hydrographic surveys of 1958-59.

The submitted map manuscripts are the result of adequately scribed sheet and after minor corrections and improvements during Washington Office Review, suitable for direct reproduction of permanent file copy.

Cronar film positives at the compilation scale of 1:10,000 and the Descriptive Reports will be registered and filed in the Bureau Archives.

October 1960
2. AREAL FIELD INSPECTION

This report is submitted for a portion of six 3-3/4 minute planimetric maps located along the St. Johns River from Drummond Point to Hollingwood. In accordance with Project Instructions, the work at this time was limited to only those phases required to provide shoreline and control for hydrography. This report discusses only those phases. Shoreline Inspection has been shown on the following 1:10,000 scale photographs: 58-S-2933, 2956, 2958, 2973, 2999, 3000, 3002, 3004, 3015, 3016, 3017, 3020, 3048 and 3051.

The 1958 photographs were of good quality and most features were easily interpreted.

3. HORIZONTAL CONTROL

All horizontal control stations within this area have been searched for and reported on form 526.

The following stations are reported on form 526 as "destroyed", "lost", or "not recovered":

CUMBER, 1926
GULF REFINING CO. WATER TANK, 1926
ARLINGTON, 1926
FORD, 1926
TERMINAL(USE), 1908
JACKSONVILLE, "I" IN CARLING HOTEL SIGN, 1932
JACKSONVILLE, U.S. CUSTOMS HOUSE CUPOLA, 1932
SEMINOLE, 1926
BIGHT, 1876
BALCONY, 1934
BROWARD POINT, BROOKS#SCANLON CORP. WATER TANK, 1926
BROWARD POINT, STEEL SHED GABLE, 1926
DUNN 2, 1935
HARBOR LINE R.M. 330, 1926
COMMODORE A(USE), 1908
LAKE SIDE, 1934
LA VISTA REFERENCE MARK, 1876

Triangulation stations JACKSONVILLE SOUTH WEST BASE, 1876 and BEACON#26, 1926 were reported destroyed previously.

Stations BEN(USE), 1926 and CHASE 2(USE), 1926 were recovered in good condition.

No supplemental control was established.
7. SHORELINE AND ALONGSHORE FEATURES

The mean high-water line along the rivers was determined from visual inspection. No attempt was made in this area to locate the low-water line. However, the field inspector has indicated an approximate low-water line in numerous places.

The foreshore along the rivers is mostly mud.

Several power and communication cables have been indicated on the photographs. The clearances of the overhead cables were not measured in accordance with Hydrographic Instruction 12, dated 3 March 1958.

8. OFFSHORE FEATURES

Several piling, groins, dolphins, wrecks etc. have been shown on the photographs. No other offshore features were noted.

9. LANDMARKS AND AIDS

All previously charted landmarks within this area are recommended on form 567 for charting. Eleven additional landmarks are also recommended. The landmarks were identified on the 1:10,000 scale photographs with one exception: See contact photograph 58-S-3012.

All fixed aids to navigation were identified by the direct method on the 1:10,000 scale photographs. Form 567 is submitted for each aid. The position of triangulation station BEACON#57, 1926 is believed to be correct.

The azimuth for Trout River Cut Range, Drummond Creek Range and Long Branch Range are shown on photograph 58-S-2958. The azimuth for Arlington Cut Range is shown on photograph 58-S-3000.

11. OTHER CONTROL

There were no monumented topographic stations established.

Several water tanks, radio and television towers, which had not been previously located by triangulation, were identified on the photographs as landmarks. Identification cards are not submitted for these objects as all can be easily seen on the photographs.

Several photo hydro objects were identified along the river shore.

Form 567 is not submitted at this time for the aero aids.

12. OTHER INTERIOR FEATURES

Several bridge clearances were measured in accordance with project instructions. These clearances will be tabulated in the regular field inspection report.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Transmittal to Washington of contact photographs, identification cards and form 526 on 11 August 1958.

Letter to Chief, Division of Photogrammetry on 11 August 1958.

Letter from Chief, Division of Photogrammetry on 14 August 1958.

Submitted by:

Joseph K. Wilson
Cartographer

29 August 1958
FIELD INSPECTION REPORT
Maps T-10823 thru T-10824
T-10828 thru T-10829
T-10833 thru T-10835
Project Ph-5802

2. AREAL FIELD INSPECTION

This report is submitted for seven 3-3/4 minute planimetric maps located in the western portion of the project. The maps include an area in and around the city of Jacksonville.

The city of Jacksonville is the only incorporated town within the limits of these maps. The area is served by several highways, namely: U.S. Highways 1, 17, and 90, Florida State Highways 5, 10, 13, 15, 105, and 228. Several new highways are under construction. See city map which is submitted with the data for these sheets.

The St. Johns River runs in a north-south direction through these maps. Two bridges crossing the river are toll bridges, namely; John E. Mathews Bridge and Fuller Warren Bridge.

The suburban area of Jacksonville is rapidly developing. Many new subdivisions were under construction during the field inspection.

The remainder of the area, surrounding the outer limits of Jacksonville is typical north Florida country; composed of pine, palmetto, small swamps, and intermittent ponds.

The 1953 photographs were of good quality and most of the features were easily interpreted.


3. HORIZONTAL CONTROL

In accordance with Project Instructions, all horizontal control stations within the limits of these maps have been searched for and reported on form 526.

The following stations have been reported on form 526 as "destroyed", "lost", or "not Recovered".

T-10823
AB 1 (Fla. Good. S.), 1934
AA 1 (Fla. Good. S.), 1934
AA 2 (Fla. Good. S.), 1934
RIVERVIEW, 1932
JACKSONVILLE MUNICIPAL AIRPORT BEACON, 1932
CUMMER 2, 1926

T-10824
DUNN 2, 1935
BROWARD POINT, BROOKS SCANLON, CORP. WATER TANK, 1926
BROWARD POINT, STEEL SHED GABLE, 1926

T-10828
AJ 24 (Fla. Geod. S.), 1934
AJ 25 (Fla. Geod. S.), 1934
AJ 26 (Fla. Geod. S.), 1934
GULF REFINING CO. WATER TANK, 1926
FORD, 1926
TERMINAL (USE), 1908
COMMODORE A (USE), 1926
JACKSONVILLE "T" IN CARLING HOTEL SIGN, 1932
SEMINOLE, 1926
SPUR, 1917
JACKSONVILLE U. S. CUSTOMS HOUSE CUPOLA, 1932
JACKSONVILLE CITY FIRE STATION NO. 11 WATER TANK, 1926

T-10829
PAULINE (USE), 1908
HARBOR LINE R. M. 30, 1926
ARLINGTON, 1926
AA 19 (Fla. Geod. S.), 1934
AA 20 (Fla. Geod. S.), 1934
AA 21 (Fla. Geod. S.), 1934

T-10833
LAKESIDE, 1934
BALCONY, 1934
EIGHT, 1876
AB 14 (Fla. Geod. S.), 1934

T-10834
SOUTH JACKSONVILLE: SILVER MUNICIPAL WATER TANK, 1932
LA VISTA REFERENCE MARK, 1876

T-10835
AJ 3 (Fla. Geod. S.), 1934
AJ 17 (Fla. Geod. S.), 1934
AJ 19 (Fla. Geod. S.), 1934
AJ 20 (Fla. Geod. S.), 1934
The following stations were destroyed previously. Form 526 is not submitted.

JACKSONVILLE TRACTION CO. WATER TANK, 1926
BEACON # 62, 1926
AJ 33 (Fla. Geod. S.), 1934
AA 3 (Fla. Geod. S.), 1934
CLUB (USE), 1909
YARD (USE), 1934
BEACON # 48, 1926
BEACON # 26, 1926
JACKSONVILLE SOUTH WEST BASE, 1876
JACKSONVILLE PRESBYTERIAN, 1909
JACKSONVILLE ST. LUKES HOSPITAL, 1909

JACKSONVILLE CITY FIRE STATION NO. 11 WATER TANK, 1926 has been destroyed since the date of identification.

Two substitute stations were identified for triangulation station JAX, 1932.

Other stations identified for use in control for compilation were either USGS stations, USE stations, or Florida Geodetic Survey stations.

There was no supplemental control established.

4. VERTICAL CONTROL

All tidal bench marks within the area were searched for and reported on form 625A.

5. CONTOURS AND DRAINAGE

Contouring is inapplicable.

The drainage has been delineated on the photographs throughout the limits of these maps for the most part. In many areas there is no definite drainage due to the flatness of the land.

6. WOODLAND COVER

The cover was classified in accordance with Project Instructions and the Topographic Manual.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline of the river was inspected by skiff. The mean high-water line was determined by visual inspection. An approximate low-water line along the river in many places has been shown.
The foreshore is composed of mud, sand, and shell.

Docks, wharves, piers, landings etc, have been shown on the photographs.

All submarine and overhead cables, crossing navigable waters, have been shown on the photographs. Photogrammetric Instructions 27, Amendment No. 1, dated 11 March 1958 was observed.

Shoreline Inspection has been shown on the following 1:10,000 scale photographs: 58-S-2930, 2932, 2934, 2956, 2958, 2960, 2975, 2999, 3000, 3002, 3004, 3015, 3016, 3017, 3020, 3048, and 3051.

8. OFFSHORE FEATURES

Several piling, groins, dolphins, wrecks etc, have been shown on the photographs. No other offshore features were noted.

9. LANDMARKS AND AIDS

All previously charted landmarks, within this area with the exception of one stack and one water tank, are recommended on form 567 for charting. The stack is not considered a good landmark and the water tank was raised in December 1958. Twelve additional landmarks were identified on the 1:10,000 scale photographs. with one exception: See contact photograph 58-S-3012.

The water tank, shown on chart 577 at Eastport, is believed to be slightly in error. See new position determined from this compilation plot.

All fixed aids to navigation were identified by the direct method on the 1:10,000 scale photographs. Form 567 is submitted for each aid. The position of triangulation station BEACON # 57, 1926 is believed to be correct.

The azimuths for the points on range have been shown on the photographs.

10. BOUNDARIES, MONUMENTS, AND LINES

The boundaries of the corporate limits of Jacksonville, U. S. Naval Depot, and Imeson Airport are shown on the photographs. Boundary maps for these limits are submitted with the data for these sheets.

11. OTHER CONTROL

There were no monumented topographic stations established. Many prominent objects were identified on the photographs which had not been previously located by triangulation. An identification
card was not made for these objects, but all can be easily seen on the photographs.

Several photo-hydro objects were identified on the photographs along the river shore.

Form 567, for four AERO aids is submitted with the data for these maps.

12. OTHER INTERIOR FEATURES

Roads and buildings have been classified on the photographs in accordance with Photogrammetric Instructions 54 and 56.

One airport is located within the limits of these sheets.

Field inspection of map T-10833 was done on both the 1:10,000 scale photographs and the contact prints. See contact photographs 59-8-3007, 3013, 3014, 3052, 3053, 3054, and 58-L-3572. All other interior inspection was done on the 1:10,000 scale photographs.

In accordance with Project Instructions, horizontal and vertical clearances were measured of specific bridges. Listed below are the structures requested:

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<th>CLEARANCE (FT.)</th>
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(Chart 685)
13. GEOGRAPHIC NAMES

A full scale investigation was not required. The geographic names investigation was restricted to an investigation of specific names indicated on the preliminary geographic names sheet and any new discrepancies discovered during the course of field operations. The preliminary names sheets, with recommendations in red are submitted with the map data.

The following names have become obsolete due to the rapid development of the city of Jacksonville. These names were once well known for the area they represented but they have now been included either with other developments or are referred to at present as just a street address:

CEDAR HEIGHTS   T-10823
PHOENIX           T-10823
VENETTA PENINSULA T-10833
ORTEGA TERRACE   T-10833
ST. JOHNS PARK   T-10833
LAKESIDE PARK    T-10833
HOLLINGWOOD      T-10834
PHILLIPS          T-10834
BROCKLYN          T-10828
NEW SPRINGFIELD  T-10828
BRENTWOOD         T-10828
ARLINGTON HEIGHTS T-10829
PANAMA PARK       T-10823

The following names are discussed individually:

NEWCASTLE       T-10829   This name is obsolete and not recommended. The present owners do not use any name.

RUDOLPH ISLAND   RUDOLPH ISLAND T-10824   Neither of these names are recommended. None of the local residents know this small island by any name.

LONG BRANCH CREEK T-10826   This name is well known and is recommended. The city map shows this name correctly.

HIGHWAY North of T-10833   This name not recommended. See city map for highway routes.

MURRAY HILL      T-10833   This name is well known and is recommended.

WILLIS BRANCH - WHITE BRANCH - WILLS BRANCH West of T-10833 None of these names are recommended. None of the local people use these names today.

WILLow BRANCH CREEK T-10833 This name is well known and is recommended.

SANDFLY POINT    T-10823   The name is not recommended. None of the
local people use this name today.

IMESON AIRPORT  T-10823  This name is recommended. It is the official name of the airport.

HALLS BRANCH - GULLEY BRANCH  West of T-10823  Neither of these names are recommended. Mr. Keen, who owns 100 acres along this branch and who has lived there for sixty years, has never heard a name for the feature.

OCEANWAY - BROWARD STATION  North of T-10823  The name Oceanway is well known and recommended.

A recent map of Jacksonville is submitted with the data for these sheets. It shows the up-to-date names of all sub-divisions and other important features. Names which are checked in red are recommended. This map also shows the road routes in and out of the city. The names checked were verified by the city officials.

AUTHORITIES FOR NAMES

The following people were contacted during the name investigation. These people do not reflect all who were contacted, but those who gave outstanding assistance during this investigation.

William Bryant  50 years resident  City engineer
Main Street
Jacksonville, Fla.

O. W. Keen  60 years resident  landowner
Dunn Avenue
Jacksonville, Fla.

D. E. Connell  55 years resident  fisherman
Route 2, Box 244
Jacksonville, Fla.

John Hahn  65 years resident  fisherman
Ft. Caroline Rd.
Jacksonville, Fla.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Transmittal to Washington of contact photographs, identification cards, and form 526 on 28 July 1958.


Transmittal to Washington of contact photographs, identification cards, and form 526 on 11 August 1958.
Transmittal to Washington of shoreline photographs, form 567, and form 526 on 29 August 1958.

Transmittal to Washington of contact photographs, identification cards, and form 526 on 13 November 1958.

Transmittal to Washington of contact photographs on 29 November 1958.

Transmittal to Tampa on 21 January 1959.

Transmittal to Tampa on 11 February 1959.

16 February 1959
Submitted by:

Joseph K. Wilson
Sub Unit Chief
Photo Party 723
6 August 1959

To: Chief, Photogrammetry Division
Coast and Geodetic Survey
Washington, D.C.

Subject: Geographic Names in Ph-5802

The Field Inspection Report for Ph-5802 recommends all "names checked in red" on a "recent map of Jacksonville". This office is interested about the desirability of showing all those subdivision names and solicits your advice.

There are enclosed copies of pages 12 and 13 (GEOGRAPHIC NAMES) from the Field Inspection Report for Ph-5802, and two U.S.G.S. quadrangles sent by the Washington Office to use as Name Sheets. The "checked" names are circled in red on the overlay of the Jacksonville map and some conflicts are noted. These concerned are now being compiled and your early attention is invited.

Arthur L. Hardus
CDR, C&GS, Tampa District Officer

William A. Tamar
By direction of the District Officer
To: Tampa District Office  
Coast and Geodetic Survey  
P. O. Box 190  
Tampa 1, Florida

Subject: Geographic Names Project PM-5802

Reference: Your letter, same subject, dated 6 August 1959

Reference letter and associated data were referred to the Geographic Names Section for checking and their recommendations. Their comments appear in blue wax pencil on the overlay cover.

All names are acceptable and should be mapped except those under OAKLAND VILLA to be omitted and NORDENHANSHEIM, NICKEL, and SOUTH GABBOVETTE to be returned as above recommended for mapping.

Your office shall make copies of this and the reference letter a part of each descriptive report written for this project.

Data furnished with reference letter are being returned herewith.

J.E. Mattix, Acting Chief  
Photographic Division

Enclosures
Project PH-5801 (Back River, S.C.)

Obtain clearances on all bridges and overhead cable lines within project area.

PH-5802 (St. Johns River, Florida) Chart 685
Lat. 30° 16' 24" Obtained status
Long 81° 44' 00" Obtain status
of old bridge and clearances on new structure.

<table>
<thead>
<tr>
<th>Long. in</th>
<th>Chart</th>
<th>H.P.</th>
<th>River</th>
</tr>
</thead>
<tbody>
<tr>
<td>3' 44&quot;</td>
<td>81° 38' 16&quot;</td>
<td>577</td>
<td>V</td>
</tr>
<tr>
<td>3' 43&quot;</td>
<td>81° 40' 38&quot;</td>
<td>577</td>
<td>V</td>
</tr>
<tr>
<td>3' 12&quot;</td>
<td>81° 36' 30&quot;</td>
<td>577</td>
<td>V</td>
</tr>
</tbody>
</table>

Clearances on the following bridges do not agree with bridge code:

<table>
<thead>
<tr>
<th>Long. in</th>
<th>Chart</th>
<th>H.P.</th>
<th>River</th>
</tr>
</thead>
<tbody>
<tr>
<td>3' 42&quot;</td>
<td>81° 32' 55&quot;</td>
<td>577</td>
<td>F</td>
</tr>
<tr>
<td>3' 43&quot;</td>
<td>81° 35' 00&quot;</td>
<td>577</td>
<td>F</td>
</tr>
<tr>
<td>25' 02&quot;</td>
<td>81° 31' 52&quot;</td>
<td>577</td>
<td>F</td>
</tr>
</tbody>
</table>

Measure clearances on all crossings of Trout and Ribault Rivers shown on T-5668, extending to longitude 81° 45' W.

6-10-58
| STATION                        | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y-COORDINATE | LONGITUDE OR X-COORDINATE | DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS | N.A. 1927-Datum Distance From Grid Or Projection Line In Meters | FACTOR距 FROM GRID OR PROJECTION LINE IN METERS |
|-------------------------------|-------------------------------|-------|---------------------------|---------------------------|-------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------|--
| Jones (USE) 1936               | P.C. 35 NA 1927               |       | 2202.559.97               | 322.034.75                | 671.341.62                                           |                                                              |                                             |
| Crab (USE) 1908                | P.C. 34 NA 1927               |       | 2202.515.81               | 314.170.71                | 671.328.18                                           |                                                              |                                             |
| Drummond 1935                  | P.C. 37 NA 1927               |       | 2210.137.90               | 309.673.03                | 673.651.36                                           |                                                              |                                             |
| Drummond Point (USE) 1926      | P.C. 39 NA 1927               |       | 2208.664.79               | 309.776.16                | 673.423.05                                           |                                                              |                                             |
| Dunn 2 1936                    | P.C. 35 NA 1927               |       | 2208.664.79               | 309.776.16                | 673.423.05                                           |                                                              |                                             |
| Chase 2 (USE) 1936             | P.C. 38 NA 1927               |       | 2198.550.84               | 309.954.41                | 670.114.59                                           |                                                              |                                             |
| Berlin 1932                    | P.C. 4 NA 1927                |       | 2207.357.09               | 321.852.79                | 672.797.69                                           |                                                              |                                             |
| Ground Point, Brooks 1932      |                               |       | 2213.693.61               | 310.039.16                | 674.735.16                                           |                                                              |                                             |
| Zabrata Cave, Water Tank       | P.C. 9 NA 1927                |       | 2211.919.50               | 310.039.16                | 674.194.41                                           |                                                              |                                             |
| Ground Point, Skiat            |                               |       | 2202.028.38               | 305.631.25                | 671.179.59                                           |                                                              |                                             |
| Shed Geobole 1926              | P.C. 39 NA 1927               |       | 2197.141.31               | 305.631.25                | 671.179.59                                           |                                                              |                                             |
| Ben (USE) 1907                 | P.C. 36 NA 1927               |       | 2197.141.31               | 305.631.25                | 671.179.59                                           |                                                              |                                             |
| Pauline (USE) 1908             | P.C. 36 NA 1927               |       | 2197.141.31               | 305.631.25                | 671.179.59                                           |                                                              |                                             |

1 FT = 0.3048006 METER

COMPUTED BY: F. Aube
DATE: 12 Feb 1959
CHECKED BY: R.W.
DATE: 10 Feb 1959
PHOTOMETRIC PLOT REPORT

Submitted by the Washington Office and is bound with T-10827.

31. Delineation

Manuscript was delineated using the Kelsh Plotter.

The field inspection was generally adequate but the compiler was doubtful about certain swamp areas. However, swamp limits were shown as indicated by the field inspector. Certain buildings were omitted from the manuscript, though circled by the field inspector, as they are small, could not be seen from offshore and would serve no useful purpose.

Two sets of photographs were furnished. They were "S" series (Aviagon) contact and ratio prints; and "L" series (Infragon) 1:25,000 contact prints only. The diapositives furnished for the Kelsh plotter were of the "S" series.

32. Control

See photogrammetric plot report.

33. Supplemental Data

Three (3) maps were used to clarify roads, railroads and boundaries that were not too clear on the photographs:

1. Blueprint of St. Regis Paper Co.
2. Print of the Navy Fuel Depot.
3. Print of Imseson Airport

34. Contours and Drainage

Contours inapplicable.

35. Shoreline and Alongshore Details

The mean high-water line was delineated using the field inspector's notes, generally; but the infra-red photography was also used to clarify certain areas. The shoreline inspection as a whole was adequate. The low-water line was delineated by office interpretation of the photographs. All alongshore details have been shown as indicated by the field inspector. No shoal lines were shown.
36. **OFFSHORE DETAILS**

All offshore details were shown as indicated by the field inspector.

37. **LANDMARKS AND AIDS**

Eight (8) nonfloating aids to navigation and two (2) landmarks (including one aeronautical aid) were established and reported on Form 567.

38. **CONTROL FOR FUTURE SURVEYS**

No topographic stations were established. Thirty-six (36) photogrammetric points were located by the Washington Office. No list of descriptions for the photogrammetric stations were furnished this (Tampa) office.

39. **JUNCTIONS**

Junctions have been made with T-10823 to the west, T-10825 to the east, T-10829 to the south and USGS Quadrangle EASTPORT to the north.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No statement.

46. **COMPARISON WITH EXISTING MAPS**

Comparison has been made with USGS Quadrangle EASTPORT, 1:24,000, edition of 1950. Many man-made changes have occurred, such as large piers, railroads, a trestle, and elongation of Quarantine Island.

Comparison has been made with planimetric maps T-5669 and T-5670, 1:10,000, surveyed to 1939. Many similar differences appear as on the quadrangle.
47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison has been made with Chart 577, 1:40,000, revised to 22 June 1959. The chart appears to be in good agreement with this manuscript.

A cable area near the highway bridge across Broward River shown on the chart was not indicated by the field inspector.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**

A large pier near the mouth of Broward River has been constructed. Notice to Mariners No. 18-59 states a sewer line and catwalk has been constructed here, but the compiler believes this is in error. The 8 May 1958 photographs shows an oil tanker tied up at the pier.

**ITEMS TO BE CARRIED FORWARD**

None.

Irving I. Saperstein
Cartographer (Photo)

APPROVED AND FORWARDED

Arthur L. Wardwell
Tampa District Officer
48. GEOGRAPHIC NAME LIST

Atlantic Coast Line
Broward Point
*Broward River
Chaseville
Crab Island
Drummond Creek
Drummond Point
*Dunn Creek
Duval County
Eastport
Eulalia
Fip Island
Florida
Imeson Airport
Newcastle Island
Nichols Creek
Pauline Island
Polly Town
Quarantine Island
*Reddie Point
Seaboard Air Line
*St Johns River
Terrapin Creek
William Island

* B.G.N. Decision

GEOGRAPHIC NAMES SECTION
21 OCTOBER 1960
49. **NOTES FOR THE HYDROGRAPHER**

   No marked recoverable topographic stations were established.

   Several hydro stations were established by photogrammetric support of hydro party. (See Report of Photogrammetric Support to East Coast Field Party) No descriptions are available in the Tampa District Office.
PHOTOGRAMMETRIC OFFICE REVIEW OF ADVANCE MANUSCRIPT


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy W.H.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) XX. 7. Photo hydro stations XX. 8. Bench marks W.H.S.


ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines W.H.S. 32. Public land lines XX

MISCELLANEOUS

40. William H. Shearouse
   Reviewer

Milton M. Slavney
   Supervisor, Review Section of Chart

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:
TO BE CHARTED
TO BE REVISED
TO BE DELETED

STRIKE OUT TWO

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 by ____________________________

I. I. Saperstein

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLORIDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TALK</td>
<td>Skeleton stool, water, red and white checkered.</td>
</tr>
<tr>
<td>RADIO</td>
<td>Skeleton steel (center of five towers)</td>
</tr>
</tbody>
</table>

* Taken from date of field inspection.

Day of month not available.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.
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 by

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLOIDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>AEIO</td>
<td>Skeleton steel tower</td>
</tr>
<tr>
<td></td>
<td>(Center one of five towers)</td>
</tr>
<tr>
<td></td>
<td>ht = 135 - 153 FSL</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>°</td>
<td>′</td>
</tr>
<tr>
<td>28.64</td>
<td>85.75</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Photo</td>
<td>1960</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacksonville</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nontloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

### Charting Name

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude °</th>
<th>Longitude °</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Charts Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ST. JOHNS RIVER</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>DALE POINT CUTOFF RANGE REAR</td>
<td></td>
<td>30 22</td>
<td>53.32</td>
<td>16.37</td>
<td>H-l. Plot</td>
<td>Aug 1927</td>
<td></td>
</tr>
<tr>
<td>LIGHT 56</td>
<td>BRILLS CUTOFF RANGE FRONT</td>
<td></td>
<td>30 24</td>
<td>16.09</td>
<td>11.46</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>BRILLS CUTOFF RANGE REAR</td>
<td></td>
<td>30 24</td>
<td>16.33</td>
<td>26.60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(also DIAMOND CREEK RANGE REAR L.T.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT 58</td>
<td>DIAMOND CREEK RANGE FRONT</td>
<td></td>
<td>30 21</td>
<td>62.20</td>
<td>39.53</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DAYEH 60</td>
<td>DIAMOND CREEK CUTOFF</td>
<td></td>
<td>30 24</td>
<td>62.27</td>
<td>19.22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT 62</td>
<td>TROUT RIVER RANGE FRONT</td>
<td></td>
<td>30 24</td>
<td>02.07</td>
<td>20.64</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHT</td>
<td>TROUT RIVER RANGE REAR</td>
<td></td>
<td>30 24</td>
<td>10.02</td>
<td>17.69</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DAYEH</td>
<td>CHASEVILLE</td>
<td></td>
<td>30 23</td>
<td>50.01</td>
<td>23.37</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#Taken from date of field inspection.
Day of month not available.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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 Report of
### Planimetric Map Manuscripts T-10823 through T-10836
### October 1960

#### 62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Manuscript</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-411</td>
<td>1:10,000</td>
<td>1853</td>
</tr>
<tr>
<td>T-550</td>
<td>1:10,000</td>
<td>1855</td>
</tr>
<tr>
<td>T-551</td>
<td>1:10,000</td>
<td>1855</td>
</tr>
<tr>
<td>T-552</td>
<td>1:10,000</td>
<td>1855-56</td>
</tr>
<tr>
<td>T-712</td>
<td>1:10,000</td>
<td>1858</td>
</tr>
<tr>
<td>T-713</td>
<td>1:10,000</td>
<td>1858</td>
</tr>
<tr>
<td>T-963</td>
<td>1:10,000</td>
<td>1864</td>
</tr>
<tr>
<td>T-965</td>
<td>1:10,000</td>
<td>1864</td>
</tr>
<tr>
<td>T-1232b</td>
<td>1:20,000</td>
<td>1871</td>
</tr>
<tr>
<td>T-1159a</td>
<td>1:20,000</td>
<td>1876-77</td>
</tr>
<tr>
<td>T-2027</td>
<td>1:80,000</td>
<td>1875</td>
</tr>
<tr>
<td>T-4068</td>
<td>1:20,000</td>
<td>1924</td>
</tr>
<tr>
<td>T-1064</td>
<td>1:20,000</td>
<td>1924</td>
</tr>
<tr>
<td>T-5235</td>
<td>1:10,000</td>
<td>1933</td>
</tr>
<tr>
<td>T-5664</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5665</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5666</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5667</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5669</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5670</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5671</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5672</td>
<td>1:10,000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5376b</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-6487a&amp;b</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-6488a&amp;b</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-11093</td>
<td>1:20,000</td>
<td>1957-58</td>
</tr>
<tr>
<td>T-11454</td>
<td>1:10,000</td>
<td>1951-54</td>
</tr>
</tbody>
</table>

Cultural and shoreline changes have been continuous and extensive. Considerable differences exist between topographic survey of 1951-54 and the land area of effected sheet of subject surveys. T-10823 through T-10836 are to supersede above-listed surveys of identical areas and detailing for nautical charting purposes.

#### 63. Comparison with Maps of Other Agencies:

- **Trout River, Fla.**, 1:24,000, 1948, U.S. Geological Survey
- **Eastport, Fla.**, 1:24,000, 1948
- **Mayport, Fla.**, 1:24,000, 1948
- **Jacksonville, Fla.**, 1:24,000, 1948
- **Arlington, Fla.**, 1:24,000, 1948
- **Jacksonville Beach, Fla.**, 1:24,000, 1948
These topographic quadrangles seem inadequate in consideration of all the changes caused by growth and development of subject area.

64. Comparison with Contemporary Hydrographic Surveys:

<table>
<thead>
<tr>
<th>Quadrangle</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-8107</td>
<td>1:10,000</td>
<td>1954</td>
</tr>
<tr>
<td>H-8412 (plus add. work)</td>
<td>1:20,000</td>
<td>1958-59</td>
</tr>
<tr>
<td>H-8462</td>
<td>1:20,000</td>
<td>1958-59</td>
</tr>
<tr>
<td>H-8463</td>
<td>1:10,000</td>
<td>1958-59</td>
</tr>
<tr>
<td>H-8464</td>
<td>1:10,000</td>
<td>1959</td>
</tr>
</tbody>
</table>

Fort George Inlet as shown on H-8107 has been subjected to considerable changes - see T-10827 for shoreline of 1958-59. Advanced shoreline and control of subject surveys was furnished to aid in the construction of remaining hydrographic surveys (H-8412, 8462 through 8464) and in the comparison, no major differences were noted.

65. Comparison with Nautical Charts:

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>569</td>
<td>1:40,000</td>
<td>Revised to 12/6/1958</td>
</tr>
<tr>
<td>577</td>
<td>1:40,000</td>
<td>&quot;</td>
</tr>
<tr>
<td>685</td>
<td>1:40,000</td>
<td>2nd Ed. 12/7/1959</td>
</tr>
<tr>
<td>1243</td>
<td>1:80,000</td>
<td>Revised to 2/22/1960</td>
</tr>
</tbody>
</table>

There are minor shoreline differences throughout. Considerable differences exist at Fort George Inlet and at the entrance of St. Johns River as depicted on Chart 569 (with inset of these features at scale 1:10,000). Charts 577 and 1243 are effected accordingly. The position of "RIBAULT CHANNEL DIRECTIONAL LIGHT" at the southwest corner of Mayport Basin - as shown on Chart 569 - should be corrected also from available information from 1958 and as indicated on T-10827.

Dome Point - Fulton Cutoff Light 40, 1958 at the mouth of Alligator Creek should be added to Chart 577 (see T-10825).
66. Adequacy of Results and Future Surveys:

Subject T-sheets (14) have been compiled according to instructions and meet the requirements of adequacy and accuracy. Future frequent surveys of subject area are recommended because of continuous growth and development.

Reviewed by:

[Signature]
J. Streifler

Approved:

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Chief, Review & Drafting Sec. Chief, Photogrammetry Division
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