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<td>Ph-40</td>
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<td>Office No.</td>
<td>T-11093</td>
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**LOCALITY**

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<td>Orange Park</td>
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<tr>
<td>Locality</td>
<td>St. Johns River</td>
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1957-58

CHIEF OF PARTY
A.L. Wardwell, Tampa Photo. Office
L.W. Swanson, Div. Photo. Wash., D.C.

**LIBRARY & ARCHIVES**

DATE December 17, 1960
DATA RECORD

Project No. (II): 10000-808  Quadrangle Name (IV): Doctors Inlet to Ortega River

Field Office (II): Orange Park, Florida  Chief of Party: A. L. Wardwell
and Tampa, Florida  A. le Wardwell
Instructions dated (II) (III): 6 January 1958

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Stereotriangulation-Stereoplanigraph, Compilation-
Stereoplanigraph and graphic and Kelsh Plotter

Kelsh
Scale Factor (III): 1.0

Date received in Washington Office (IV): 91 MAR 1958 Date reported to Nautical Chart Branch (IV):

Applied to Chart No.  Date: Date registered (IV): 6/11/59

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): NAD 1927 Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): Du Pont  Yacht, 1934
Lat.: 30° 14' 51.36" (1871.8 m)  Long.: 81° 38' 52.55" (2470.3 m)

Adjusted

Plane Coordinates (IV): State: Florida Zone: East Zone (3)

Y = 21532216.76  X = 255147.94
21501455.00  297164.83

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)
DATA RECORD

Field Inspection by (II): W. M. Reynolds
G. D. Bradford
Date: January 1958

Planetary contouring by (II): Inapplicable

Completion Surveys by (II):

Mean High Water Location (III) (State date and method of location):
Field Inspection - January 1958
Office identification - Date of Photography

Projection and Grids ruled by (IV): J. R. Haskins
Date: 1-14-58
Projection and Grids checked by (IV): I. Y. Fitzgerald
Date: 1-24-58
Control plotted by (III): K. N. Maki
Date: 2-27-58

Control checked by (III): R. E. Fuechse
Date: 2-27-58

Radial Plot or Stereoscopic
Control extension by (III): George Ball, Robert Fuechse

Stereoscopic Instrument compilation (III): Planimetry George Ball
John Perrow, Jr.
W. W. Dawson

Manuscript delineated by (III): W. W. Dawson
Date: 3-10-58

Photogrammetric Office Review by (III): M. M. Slaven
Date: June 1958

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

Form T-Page 3
Camera (kind or source) (III):

PHOTOGRAPHS (III)

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<td>475</td>
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Note:
This is equivalent to:
0.16 feet above MLW
0.51 " "

Tide (III)

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<th>Washington Office Review by (IV):</th>
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<td>Final Drafting by (IV):</td>
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<th>May 1959</th>
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<tr>
<td>Date:</td>
<td>1958</td>
</tr>
<tr>
<td>Date:</td>
<td>May 1959</td>
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Land Area (Sq. Statute Miles) (III): 58
Shoreline (More than 200 meters to opposite shore) (III): 33
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 514
Recovered: 23
Identified: 25
Number of BMs searched for (II): 7
Recovered: 5
Identified: 2
Number of Recoverable Photo Stations established (III): 4
Number of Temporary Photo Hydro Stations established (III):

Remarks: * 16 stations outside the project limits were searched for, 7 were recovered and 6 identified. One station was established.
** Only tidal bench marks were searched for.
Shoreline Mapping Project 10,000-808
Florida, Saint Johns River

![Map of the Saint Johns River area with marked locations and measurements.]

**Official Mileage for Cost Accounts**

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<thead>
<tr>
<th>Sheet No.</th>
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<th>Lin. mi.</th>
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<tbody>
<tr>
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<td>33</td>
<td>43</td>
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Summary
to accompany Shoreline Manuscript T-11093

T-11093 is the only survey representing project PH-10000-808. It originated with the request of the Commanding Officer of the Jacksonville Naval Air Station for a new hydrographic survey of that portion of St. Johns River adjacent to said Air Station. Subject shoreline manuscript was compiled first as an incomplete manuscript in support of this hydrographic survey (H-8412) at the Washington Office, and later after field inspection (including the establishment of hydrographic signals) and subsequent field edit, was completed at the Tampa District Office. The medium furnished the Washington Office for final review is the result of an adequately scribed sheet and suitable for direct reproduction of permanent file copy.

This shoreline manuscript is situated directly south of Jacksonville, Florida, and covers both shores of that portion of St. Johns River between Sadler Point at the entrance of Ortega River and Orange Point at Doctors Inlet.

The area is subject to little change from natural causes. Cultural changes, however, in this heavily populated region are continuous, effecting the shoreline also. The present condition (as of 1958) of shoreline, bulkheads, wharves and numerous piers is depicted clearly on this final compilation.

A Cronar film positive at the compilation scale of 1:20000 and the Descriptive Report will be registered and filed in the Bureau Archives.

May 1959
FIELD INSPECTION REPORT
PROJECT 10,00-808

2. AREAL FIELD INSPECTION

The project is located in Florida, along the St. Johns River and just south of the city of Jacksonville. It is comprised mostly of residential areas of the city.

Field inspection was performed in accordance with Project Instructions dated 6 January 1958 and is believed complete. No items were deliberately left for field edit.

Photography was of recent date and of good quality and no difficulty was encountered in interpreting the photographs in the field. The banks of the river are mostly covered by large oak trees and in some areas the overhanging trees obscured the mean high water line. These areas were carefully inspected and the mean high water line indicated on the photographs at the base of the banks.

3. HORIZONTAL CONTROL

All Coast and Geodetic Survey control was searched for and where recovered was identified. The only exception is station GRAHAM 1926, which was recovered for use in establishing WALL 1958.

Station WALL 1958 was established by Three Point Fix on other stations. Four stations were used in order to have a check on the position.

The horizontal control requirements, as laid out on a copy of the project diagram were adequately met. One or more stations were identified in each of the designated areas.

The following stations were reported lost: TISON 2 1934, BUCKLEY 2, SADLER 1934, CLAY 1934, BALCONY 1934, HIGHT 1876, PINET 1934, PINES POINT BEACON 1934, POSTER 1934, GREENWOOD 1934, OLIVE 1934, DOCTOR 1876, MANDARIN POINT LIGHT 29 1950, ORANGE PARK LIGHT 38 1950, COCHLEY 1934, SOUTH JACKSONVILLE E.P. WATER TANK 1909, CLUB 1909, YARD 1934, LA VISTA REFERENCE MARK 1876, PHILLIPS POINT BEACON NO. 25 1934, BUCKLEY BEACON NO. 27 1934, MERRILL (USE) 1906, LAKESIDE 1934, AB 24, AB 26, AB 27, AB 28, AJ 3 and AJ 103.

The following lost stations were identified to aid in control of the plot, AB 24, BUCKLEY 2 and TISON 2. A monument with the disk hole intact was found in the described location of AB 24. It was reasonably sure that the monument was AB 24 and was so identified.
The station monuments for BUCKLEY 2 and TYSON 2 have been washed out and one of the reference marks was identified in lieu of the stations.

4. VERTICAL CONTROL

The following Coast and Geodetic Survey Tidal Bench Marks were recovered: ORANGE PARK, ST. JOHNS RIVER EM N 30 (1932), ORANGE PARK, ST. JOHNS RIVER EM 3(1934), ORTEGA RIVER ENTRANCE, ST. JOHNS RIVER EM'S 1, 2, and 3.

No other control was searched for.

5. CONTOURS AND DRAINAGE

Inapplicable.

6. WOODLAND COVER

Woodland cover is adequately covered by classification on the photographs. (See Item 2)

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline of the river is either the bank or the base of the numerous bulkheads. The bulkheads have been labeled and the compiler is to draft in the mean highwater line at the base. In areas not covered by bulkheads, the mean highwater line is the base of the natural river bank. The mean highwater line has been indicated on the photographs. These areas in some cases are obscured by overhanging trees and the compiler is to follow the natural bank of the river.

All bluffs to be symbolized have been labeled on the photographs.

Numerous piers are found along the shoreline. The piers are plainly visible on the photographs and were not labeled in the field. However, the compiler is to map all piers. The piers in ruin and one new pier have been indicated on the photographs.

The shore ends of all submarine cables, covered by photography have been indicated on the photographs. One submerged and one overhead cable located on the northeast side of the U.S. 17 highway bridge, over Ortega River, were not covered by photography. These cables are along-side and parallel to the northeast side of the bridge.

8. OFFSHORE FEATURES

See Item 9.
9. LANDMARKS AND AIDS

All landmarks were inspected and have been indicated on the photographs.

All fixed aids to navigation were located by theodolite cuts from triangulation stations or identifiable photograph points.

10. BOUNDARIES, MONUMENTS AND LINES

Inapplicable.

11. OTHER CONTROL

The following recoverable topographic stations were established: AGRB(1950)1958, BARE(1950)1958 and COCHLEY(U.S.E.) RM 1(1934)1958. Form 524 is submitted.

12. OTHER INTERIOR FEATURES

All roads have been classified in accordance with project instructions.

The numerous boathouses and sheds on piers have been indicated on the photographs.

Public and Landmark buildings have been indicated on the photographs.

The only airport in the area is Jacksonville Naval Air Station.

Horizontal and vertical clearances were determined for the following bridges and cables:

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<thead>
<tr>
<th>BRIDGE</th>
<th>TYPE</th>
<th>FIELD MEASUREMENTS</th>
<th>BRIDGE BOOK</th>
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<tr>
<td>Doctors Inlet</td>
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<td>62N</td>
<td>62</td>
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<tr>
<td>(U.S.17)</td>
<td></td>
<td>63.58 9 Ft.(MHW)</td>
<td>63.75 9.29</td>
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<tr>
<td>Ortega River (Old</td>
<td></td>
<td>53 9 Ft.(MHW)</td>
<td>53 9</td>
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<tr>
<td>U.S.17)</td>
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<tr>
<td>Ortega River (U.</td>
<td></td>
<td>40 1 Ft.(MHW)</td>
<td>Not Listed</td>
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<td>S.17)</td>
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<td>Ortega River A.C.L.RR</td>
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<td>Goodby Creek</td>
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<td>State Hwy 13</td>
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<td>37 11 Ft.(MHW)</td>
<td>27 10</td>
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The vertical clearance for an overhead power line on the northeast side of U.S.17 bridge, over Ortega River was determined at 65 feet above mean high water. (See Item 7).
13. GEOGRAPHIC NAMES

A systematic search of Geographic Names was not required. No discrepancies in published names were encountered during field inspection.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

1 Section Nautical Chart 685

1 Volume Form 251a, Observations of Horizontal Directions.

Submitted,

William M. Reynolds
William M. Reynolds
Cartographer

Approved and Forwarded:

A. L. Wardwell
Chief of Party
PHOTOGRAHMNETIC PLOT REPORT
ST. JOHNS RIVER, FLORIDA
Project 10,000-808
Scale 1:20,000

21. AREA COVERED

St. Johns River, Orange Park, Florida,
sheet T-11093.

22. METHOD

Stereotriangulation of 3 short strips was per-
formed on the stereoplanigraph. A straight line
adjustment was performed on all 3 strips. Most of the
other models have sufficient control that will allow
them to be set up independently. The remainder of the
models cannot be cleared of parallax on the stereo-
planigraph because of excessive water areas. In these
cases, graphic methods of compilation will be necessary.

23. ADEQUACY OF CONTROL

Except for the bridged strip 57W-477 through 480
where there was a minimum of control, the control was
adequate. The strip could not be extended to include
other control because of excessive water areas on both
ends of the strip.

All the triangulation control stations held with-
in 0.1MM at manuscript scale.

24. SUPPLEMENTAL DATA

U.S.G.S. Quad Orange Park, Fla. 1:24,000, 1952
U.S.G.S. Quad Jacksonville, Fla. 1:24,000, 1948

25. PHOTOGRAPHY

The photography was adequate.

Submitted

Morton Keller
Supervisory Cartographer
7 March 1958
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1 FT = 304.8006 METER

COMPUTED BY: C. O. Demarr    DATE: 25 Feb 58
CHECKED BY: GTS    DATE: Feb 58
### Florida, East Zone (3)

#### Coordinates

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<th>DATUM</th>
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<td>Tyson 2, Rm 2</td>
<td>Sub Pt</td>
<td></td>
<td>2,153,979.36</td>
<td>295,198.06</td>
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<tr>
<td>Tyson 2, Rm 2, Sub Pt</td>
<td>P.C.'s p 69</td>
<td></td>
<td>2,153,697.47</td>
<td>295,205.81</td>
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<tr>
<td>Julington, 1934</td>
<td>P.C.'s p 69</td>
<td></td>
<td>2,107,541.80</td>
<td>296,449.63</td>
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<tr>
<td>Julington, Sub Pt</td>
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<td>P.C.'s</td>
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<tr>
<td>Jones, 1934 p 61</td>
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<td></td>
<td>2,121,102.41</td>
<td>295,114.58</td>
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<td>P.C.'s</td>
<td></td>
<td></td>
<td>2,120,950.55</td>
<td>295,272.94</td>
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<td>Huntington, 1876</td>
<td>P.C.'s p 69</td>
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<td>2,108,302.45</td>
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<td>2,108,537.34</td>
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<td>STATION</td>
<td>SOURCE OF INFORMATION</td>
<td>DATUM</td>
<td>LATITUDE OR y-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
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<tr>
<td>Mandarin, 1876</td>
<td>P.C.'s p209</td>
<td>1927</td>
<td>2,117,687.54</td>
<td>287,465.01</td>
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<td>2,150,621.45</td>
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<td>Park Lane Apts CHY, 1932</td>
<td>P.C.'s p10</td>
<td>&quot;</td>
<td>2,173,078.62</td>
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<td>Vincent, 1934</td>
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<td>&quot;</td>
<td>2,172,216.23</td>
<td>282,229.11</td>
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<tr>
<td>San Jose 1934</td>
<td>P.C.'s p61</td>
<td>&quot;</td>
<td>2,148,506.71</td>
<td>301,016.92</td>
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<tr>
<td>San Jose, Golf Club Water Tank</td>
<td>P.C.'s p8</td>
<td>&quot;</td>
<td>2,147,562.45</td>
<td>305,121.18</td>
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<td>P.C.'s p68</td>
<td>&quot;</td>
<td>2,150,455.00</td>
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<td>Swing 1934</td>
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<td>2,114,807.67</td>
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<td>A J 26</td>
<td>Duval County Index</td>
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<td>2,173,860.57</td>
<td>294,847.15</td>
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</tbody>
</table>

1 FT = 0.000937 METER

COMPUTED BY C. O. DeMarr   DATE 25 Feb 58   CHECKED BY G.T.S.   DATE Feb. 58

M : 2365.12
31. DELINEATION

The shoreline in the following models was delineated on the stereoplanigraph.

Models 57W-459 thru 462
463 thru 468
474 thru 475
477 thru 480

The shoreline in the following models was delineated by graphic methods.

Models 57W-475 thru 477
480 thru 483
462 thru 463

Photographic coverage and field inspection were adequate. Only those features necessary to support hydrographic operations such as shoreline bulkheads, photo centers, pass points, detail points, piers and some few aids to navigation were shown on this initial partial compilation. The map will be completed following completion of the hydrographic survey and the positions of all topographic stations, landmarks and aids to navigation will then be furnished.

The map has been classified as an "Advance Manuscript" for the degree of delineation shown thereon.

This preliminary compilation report will be rewritten on completion of the map manuscript.

(See next page)
PHOTOGRAVMETRIC PLOT REPORT

Stereoplanigraph bridge by Washington Office.

31. Delineation

The "Incomplete Manuscript" submitted by the Washington Office was completed by the Tampa Photogrammetric Office after field edit.

Small changes were made in the shoreline and alongshore details in the area of latitude 30°16′45″ to 30°18′ - Longitude 81°42′ to 81°43′.

Discrepancies in this area were noticed during field edit while cutting in photo points that were used for locating aids to navigation. The points were corroborated with the Kelsh plotter in this office.

32. Control

No statement.

33. Supplemental Data

None.

34. Contours and Drainage

Contours were not applicable. Drainage was delineated according to photograph interpretation and field inspection notes.

35. Shoreline and Alongshore Details

The mean high-water was shown as indicated by the field inspection. No low-water line was shown. Reference Field Edit Report.

No shoal areas were evident on the photographs nor indicated by the field inspection. All shoreline features were delineated according to field inspection notes. The shoreline inspection was adequate.

36. Offshore Details

All offshore details were delineated as indicated by the field inspector and the field editor.
37. LANDMARKS AND AIDS

All aids to navigation and landmarks were shown as specified by the field inspection and listed on Form 567.

38. CONTROL FOR FUTURE SURVEYS

Three (3) Topographic stations are being submitted on Form 524 and are listed under Item 49.

39. JUNCTIONS

A satisfactory junction was made with the U.S. Geological Survey Quadrangles JACKSONVILLE FLA. and ORANGE PARK FLA. scale 1:24,000

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with the Quadrangles listed under item 39 and except for changes due to the passage of time, they were found to be in fair agreement.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with U.S.C. & G.S. Chart No. 685, scale 1:40,000, 2nd edition revised to 6/4/56. The same differences found under item 46 apply here.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

Approved and Forwarded:

Arthur L. Wardwell
48. GEOGRAPHIC NAME LIST

BLACK POINT
BEAUCLERC BLUFF
BIG FISHEIR CREEK

CASA LINDA LAKE
CHRISTOPHER CREEK
CHRISTOPHER POINT
CRAIG CREEK

DEEP BOTTOM CREEK
DOCTORS LAKE
DOCTORS INLET

FLORIDA YACHT CLUB

GOODBY S CREEK

HOLLINGWOOD
JACKSONVILLE NAVAL AIR STATION
JACKSONVILLE
JOHNSON SLough

MULBERRY COVE
MANDARIN COMMUNITY 5-29-50
MANDARIN POINT

ORTEGA RIVER
ORANGE PARK LANDING
ORANGE PARK
ORANGE POINT
ORTEGA TERRACE

PLUMMERS COVE
PIRATES COVE
POINT LA VISTA
PLUMMERS POINT
PINEY POINT

SOUTH JACKSONVILLE
SADLER POINT
ST JOHNS RIVER

TIMUQUANA COUNTRY CLUB

VENETIA
VENETIA PENINSULA

4-30-59

George M. Bille
Geographical Names
49. **NOTES FOR THE HYDROGRAPHER**

Photo-hydro stations were cut in on a positive print of the manuscript at the time of Field Edit and the print furnished direct to the hydrographic party. All signals were built at the time of identification. None of the photo-hydro signals appear on the manuscript.

Three topographic stations were located as follows:

- **BARE (1950) 1958**
- **ACRE (1950) 1958**
- **COCHLEY (USE) RM 1 (1934) 1958**
51. METHODS

The entire shoreline and alongshore features were field edited while the establishment of signals for the hydrographic party was in progress. It was noted that the mean highwater and mean lowwater lines were synonymous.

A skiff was used for the entire operation.

All additions and corrections were noted in pencil on two prints furnished for this purpose. One print contains all field edit notes and the other print contains planetable cuts.

52. ADEQUACY OF COMPILATION

The compilation was adequate.

53. MAP ACCURACY

No horizontal accuracy tests were made.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Inapplicable.

W. W. Dawsey
Cartographer (Photo)

Approved and Forwarded:

Arthur L. Wardwell
Chief of Party
PHOTOGRA Hametic O BICE REVIEW

T. 11093

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planetary contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

40. William A. Rasur
   Milton M. Slavney
   Supervisor, Review Section or Unit
   William A. Rasure

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:
Review Report of
Shoreline Manuscript T-11093
May 1959

62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Scale</th>
<th>Date Range</th>
</tr>
</thead>
<tbody>
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<td>T-1459</td>
<td>1:20000</td>
<td>1876-77</td>
</tr>
<tr>
<td>T-5319</td>
<td>1:10000</td>
<td>1935-39</td>
</tr>
<tr>
<td>T-5663</td>
<td>1:10000</td>
<td>1935</td>
</tr>
<tr>
<td>T-5664</td>
<td>1:10000</td>
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<td>1933-39</td>
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<tr>
<td>T-5666</td>
<td>1:10000</td>
<td>1933-39</td>
</tr>
<tr>
<td>T-5667</td>
<td>1:10000</td>
<td>1949-52</td>
</tr>
<tr>
<td>T-9304 N &amp; S</td>
<td>1:10000</td>
<td>1949-52</td>
</tr>
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</table>

There is good agreement between all these surveys in consideration of time intervals. Only changes in cultural features were noted. Subject survey is to supersede above-listed surveys for nautical charting purposes of common areas.

63. Comparison with Maps of Other Agencies:

- Arlington, Fla. 1:24000, Ed. of 1950
- Orange Park, Fla. 1:24000, Ed. of 1952
- Bayard, Fla. 1:24000 Ed. of 1952

There are some cultural changes between these surveys, which in a period of 6 to 8 years are to be expected in this ever-expanding State of Florida. Basically, there is good agreement.

64. Comparison with Contemporary Hydrographic Surveys:

- H-8412 1:20000 1958 (with add. work of 1959)

Advance Shoreline of subject survey was furnished for this hydrographic survey and only minor changes were noted. A few noteworthy corrections in shoreline and piers on T-11093 after field edit of April 1958, however, have not been applied to hydrographic survey H-8412.

65. Comparison with Nautical Charts:

- 685 1:40000 Revised to 58 3/17

There is good agreement!
66. Adequacy of Results and Future Surveys:

This shoreline manuscript was completed according to project instructions. It meets the requirements of accuracy and adequacy of this type of survey.

Reviewed by:

[Signature]

Joseph J. Streiffer

Approved by:

[Signature]

La Lande
Chief, Review & Drafting Section
Photogrammetry Division

[Signature]

May Throwett
Chief, Nautical Chart Branch
Charts Division

[Signature]

W. Swanson
Chief, Photogrammetry Division

[Signature]

J. Bowie
Chief, Coastal Surveys Division

24 Sept'59
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on (insert date) the charts indicated.

The positions given have been checked after listing by

W. F. Rawsey

<table>
<thead>
<tr>
<th>State</th>
<th>Florida</th>
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</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
</tr>
<tr>
<td>ST. JOHNS RIVER</td>
<td>(Red square daymark on dolphin)</td>
</tr>
<tr>
<td>LIGHT 2</td>
<td>WINTER POINT</td>
</tr>
<tr>
<td>LIGHT 3</td>
<td>WINTER POINT</td>
</tr>
<tr>
<td>LIGHT 5</td>
<td>CHRISTOPHER POINT</td>
</tr>
<tr>
<td>LIGHT 9</td>
<td>PLUMBERS POINT</td>
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<tr>
<td>LIGHT 10</td>
<td>ORANGE PARK</td>
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<tr>
<td>LIGHT 11</td>
<td>MANDARIN POINT</td>
</tr>
<tr>
<td>TAYBN 2</td>
<td>ORTEGA RIVER</td>
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<tr>
<td>TAYBN 3</td>
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<td>MARKER</td>
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</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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

W. W. Dauwey

Arthur L. Wardwell
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>PLORIDA</th>
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<tbody>
<tr>
<td>CHARTING NAME</td>
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<td>TANK</td>
<td>Orange Park Water Tank</td>
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<tr>
<td>(ELEV.) 1</td>
<td>123 Ft. high (140)</td>
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<tr>
<td>TANK</td>
<td>Naval Air Station Hospital Water Tank</td>
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<tr>
<td>(ELEV.) 2</td>
<td>162 Ft. high (180)</td>
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<tr>
<td>RADIO TOWERS</td>
<td>Naval Air Station Radio Tower</td>
</tr>
<tr>
<td></td>
<td>158 Ft. high (173) North of 3</td>
</tr>
<tr>
<td></td>
<td>Naval Air Station Radio Tower</td>
</tr>
<tr>
<td></td>
<td>158 Ft. high (173) Southeast of 3</td>
</tr>
<tr>
<td></td>
<td>Naval Air Station Radio Tower</td>
</tr>
<tr>
<td></td>
<td>158 Ft. high (173) Southeast of 3</td>
</tr>
<tr>
<td>TANK</td>
<td>Naval Air Station Water Plant No. 2</td>
</tr>
<tr>
<td>(ELEV.) 3</td>
<td>163 Ft. high (184)</td>
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<tr>
<td>TANK</td>
<td>Naval Air Station Water Plant No. 1</td>
</tr>
<tr>
<td>(ELEV.) 4</td>
<td>162 Ft. high (174)</td>
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<tr>
<td>TANK</td>
<td>Naval Air Station Water Plant No. 1 (N)</td>
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<tr>
<td>(ELEV.) 5</td>
<td>162 Ft. high (174)</td>
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<tr>
<td>TANK</td>
<td>Jacksonville, Lakewood Municipal</td>
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<td>*(ELEV.) 6</td>
<td>153 Ft. high (173)</td>
</tr>
<tr>
<td>TANK</td>
<td>(San Jose Golf Club Water Tank Flimsal 1932)</td>
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<tr>
<td>(ELEV.) 7</td>
<td>160 Ft. high (182)</td>
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<tr>
<td>TANK</td>
<td>(San Jose 1933) Bolles School Water Tank</td>
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<tr>
<td>(ELEV.) 8</td>
<td>167 Ft. high (167)</td>
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<tr>
<td>TANK</td>
<td>Jacksonville, Intake Street Pumping Plant</td>
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<td>*(ELEV.) 9</td>
<td>153 Ft. high (173)</td>
</tr>
<tr>
<td>AIRPORT BEACON</td>
<td>Airport Beacon atop Hangar at Naval Air Station</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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

W. N. Ramsay

| STATE | CHARTING NAME | DESCRIPTION | SIGNAL NAME | LATITUDE | LONGITUDE | DATUM | METHOD OF LOCATION \n|-------|---------------|-------------|-------------|----------|----------|-------|------------------|
|      | TANK          | Jacksonville Marine Tank, Gld | North of Sheet |          |          | M.A. Plot | T-11093, 1958 |
|      | ELEV.        | Beach Road, 147 Ft. High (169) | North of Sheet |          |          | 1927      |                  |
|      | SFIRE         | Southside Baptist Church Spire | North of Sheet |          |          | -        |                  |
|      | TV            | WJDP Television Tower |          | 56.15    | 52.23    | -      |                  |
|      | TOWER         | 472 Ft. high (498) | 30: 16    | 1729     | 81 37    | -      |                  |
|      | TV            | WNBV Television Tower |          |          |          | -      |                  |
|      | TOWER         | 902 Ft. high (1002) | North of Sheet |          |          | -      |                  |
|      | (VINCENT 1954) | St. Vincent Hospital |          | 20.840   | 24.334   | T-11093, 1934 |                  |
|      | STACK         | Stack 100 Ft. High (104) |          | 795.7    | 41 41    | T-11093, 1934 |                  |
|      | (Jacksonville, Park Lane Apts) | |          | 34.536   | 50.095   | -      |                  |
|      | BUILDING      | Chimney 1932 |          | 1064.1   | 81 40    | 1932   |                  |

All objects are outside sheet limits

Position given by station manager

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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.
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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</thead>
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<td></td>
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<td></td>
<td>Before</td>
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<tr>
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<td></td>
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<td>After</td>
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<td></td>
<td></td>
<td>Verification and Review</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Before</td>
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<td>Verification and Review</td>
</tr>
</tbody>
</table>

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.