DESCRIPTIVE REPORT

Topographic  Sheet No. PP

Hydrographic

State    Florida

Locality
St. Johns River
Dunns Creek to Horse Shoe Point

1935

Chief of Party
Hubert A. Paton
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT

PHOTOSTAT OF

No. H
No. T 6391a

received Feb. 3, 1936
registered Feb. 11, 1936
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

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<td>S. P.</td>
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RETURN TO
82

C. K. Green Feb. 12, 1936
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.....FF....T6391a

REGISTER NO.

State..............Florida

General locality....St. Johns River

Locality............Dums Creek to Horseshoe Point

Scale..............1:5000

Date of survey.....July, 1935

Party No............26

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

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

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

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

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

Instructions dated.....August 23, 1934

Remarks:..................................................

........................................................................

........................................................................
INSTRUCTIONS:

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

LIMITS:

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

PURPOSE:

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

METHODS:

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

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

CONTROL:

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

DATUM:

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

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

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

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

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

<table>
<thead>
<tr>
<th>Type</th>
<th>Steel Swing Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of Span</td>
<td>160.7 feet (49 meters)</td>
</tr>
<tr>
<td>Horizontal Clearance</td>
<td>60.35 feet (18.4 meters)</td>
</tr>
<tr>
<td>Vertical Clearance at M.L.W.</td>
<td>10.82 feet (3.3 meters)</td>
</tr>
</tbody>
</table>

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

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

No form lines were located.

JUNCTIONS:

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

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

PERMANENT STATIONS:

Signals Sey, Ate, and Wet are described on Form #524 as recoverable topographic stations, and are indicated on the sheet with a lower case letter "(d)". They are listed in the Light List as No. 2223 Murphy Island 571, No. 2221 Crescent Lake 78, and No. 2222 Horse Shoe 80 respectively.

GEOGRAPHIC NAMES:

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

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

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

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

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

A list of landmarks is attached to this report.
A list of Aids to Navigation is also attached.

COMPARISON WITH PREVIOUS SURVEYS:

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

Respectfully submitted,

Approved and forwarded,

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

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

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME AND DESCRIPTION</td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
<td>LOCATION</td>
</tr>
<tr>
<td>HOUSE, south gable, tin roof</td>
<td>29 35</td>
<td>1471</td>
<td>81 38</td>
<td>518</td>
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<td>(O Ham) (3)</td>
<td></td>
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<td>American</td>
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Object has been viewed from the water area.

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.
I recommend that the following objects which have been inspected from seaward to determine their value as aids to navigation be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
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<tbody>
<tr>
<td>Beacon #76</td>
<td>29° 35' 925' 81° 38' 117'</td>
<td>North American 1927</td>
<td>Topography</td>
<td>July 1935</td>
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<tr>
<td>Beacon #80</td>
<td>29° 35' 127' 81° 38' 1055</td>
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<tr>
<td>Beacon #57</td>
<td>29° 35' 1638' 81° 38' 1536</td>
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This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
REVIEW OF GRAPHIC CONTROL SURVEY T-639/A, SCALE 1:5000

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

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5/45, 57/3-5, 57/16, 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-5/45, 57/3-5, 57/16, 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. Note for T-5145 shown.

1. In area covered by T-5145, use T-5145 for chart compilation.

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

FORM 584
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATON, DEPUTY DIRECTOR

State: Florida

LOCALITY
St. Johns River

Horse Landing to Nashua

1935

CHIEF OF PARTY
Hubert A. Paton
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT
PHOTOSTAT OF

\{\text{No. H} \}
\text{No. T 6391b}

\{\text{received Feb. 3, 1936}
\text{registered Feb. 11, 1936}
\text{verified}
\text{reviewed}
\text{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\}
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

**Field No:** SS T6391 b

**State:** Florida

**General locality:** St. Johns River

**Locality:** Horse Landing to Nashua

**Scale:** 1:5000

**Date of survey:** July 22, 1935

**Party No:** 26

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

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

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

**Heights in feet above:** to ground to tops of trees

**Contour, Approximate contour, Form line interval:** feet

**Instructions dated:** August 23, 1934

**Remarks:**
DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET SS
ST. JOHNS RIVER, FLORIDA.
PARTY NO. 26 - PROJECT H. T. 168

July 26, 1935.

INSTRUCTIONS:

The work on this sheet was done in accordance with
instructions dated August 25, 1934.

LIMITS:

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

PURPOSE:

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

METHODS:

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

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

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

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

DATUM:

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

SHORELINE:

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

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

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

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

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

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

The water hyacinths, so commonly found in the St. Johns River, do not tend to cling to the banks in the area except where they become lodged in overhanging bushes and trees.
The shoreline in pencil was transferred from old surveys and was for the use of the topographer only. It is of no further value.

No form lines were located.

JUNCTIONS:

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

MAGNETIC MERIDIAN:

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

PERMANENT STATIONS:

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

GEOGRAPHIC NAMES:

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

Horse Landing  Nashua

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

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

LANDMARKS:

A list of landmarks is attached to this sheet.

A list of Aids to Navigation is also attached.
COMPARISON WITH PREVIOUS SURVEYS:

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

Respectfully submitted,

Approved and forwarded,

[Signature]

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

Hubert A. Paton,
Lieut. C. & G. S.,
Chief of Party.
REVIEW OF GRAPHIC CONTROL SURVEY T-6391b, SCALE

Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T- , , , with particular attention to the following details:
   
   (a) Projection has been checked in the Field.
   
   (b) Accuracy of location of plane table control points.
   
   (c) Discrepancies between detail on this survey and the air photo compilations listed above.
   
   (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T- , , , for a more complete discussion of any errors or discrepancies found.

   Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

   Notes and corrections resulting from the review are shown on this survey in green.