## DESCRPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Eh-35A(48)</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9306</td>
</tr>
</tbody>
</table>

### LOCALITY

- **State:** Florida
- **General locality:** East Coast
- **Locality:** Ponte Vedra Beach

**1949-52**

### CHIEF OF PARTY

- H.F. Garber, Chief of Field Party
- A.L. Wardwell, Tampa Photo. Office

### LIBRARY & ARCHIVES

**DATE:** January 2, 1959
DATA RECORD
T - 9306

Project No. (II): Ph-35A(48)  Quadrangle Name (IV):

Field Office (II): Edenton, North Carolina  Chief of Party: Harry F. Garber
Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 30 December 1949  Copy filed in Division of
Supplement Instructions No. 1, 8 March 1950  Photogrammetry (IV)

Office Files

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:20,000  Stereoscopic Plotting Instrument Scale (III): Inapplicable
Scale Factor (III): None

Date received in Washington Office (IV): FEB 19 1952  Date reported to Nautical Chart Branch (IV): 27 Feb 1952

Applied to Chart No.  Date:  Date registered (IV): 3/20/52
Publication Scale (IV):

Geographic Datum (III): N. A. 1927  Publication date (IV):

Vertical Datum (III): MSL
Mean sea level except as follows:
Elevations shown as (26) 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): PALM, 1932

Lat.: 30° 12' 26.197 (806.7m)  Long.: 81° 22' 51.249 (1370.7m)  Adjusted
Unadjusted

Plane Coordinates (IV):

Y =
X =

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.
All contouring

done by

John R. Smith,

Cart. Sr. Aid

Areas contoured by various personnel

(Show name within area)

(II) (III)
DATA RECORD

Field Inspection by (II): John R. Smith, Cart. Sur. Aid

Date: 15 Feb. 1951 to 20 April 1951

Planetary contouring by (II): John R. Smith, Cart. Sur. Aid

Date: 15 Feb. 1951 to 20 April 1951

Completion Surveys by (II): James E. Hundley

Date: 20 May 1952

Mean High Water Location (III) (State date and method of location): 15 March 1950 - Air Photo Compilation.

Photographs taken, 1949

Projection and Grids ruled by (IV): T. L. J. (W. O.)

Date: 10 Oct. 1950

Projection and Grids checked by (IV): H. D. W. (W. O.)

Date: 12 Oct. 1950

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

Date: 24 Nov. 1950

Control checked by (III): R. J. Pate

Date: 28 Nov. 1950

Radial Plotning (III): M. M. Slavney

Date: 15 Dec. 1950

Stereoscopic Instrument compilation (III): Inapplicable

Date:

Contours

Manuscript delineated by (III): R. A. Reece

Date: 13 July 1951

Photogrammetric Office Review by (III): J. A. Giles

Date: 16 Jan. 1952

Elevations on Manuscript checked by (III): R. A. Reece

Date: 9 July 1951
Camera (kind or source) (III): Fairchild Cartographic 6" Metrogon lens, Camera "0"

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-0-218</td>
<td>16 April 1949</td>
<td>0958</td>
<td>1:20,000</td>
<td>4.2</td>
</tr>
<tr>
<td>19-0-219</td>
<td>n</td>
<td>0959</td>
<td>n</td>
<td>4.2</td>
</tr>
<tr>
<td>19-0-220</td>
<td>n</td>
<td>0959</td>
<td>n</td>
<td>4.2</td>
</tr>
<tr>
<td>19-0-233 to 234</td>
<td>n</td>
<td>1013-1015</td>
<td>n</td>
<td>4.2</td>
</tr>
<tr>
<td>19-0-241 to 245</td>
<td>n</td>
<td>1027-1029</td>
<td>n</td>
<td>(Inland)</td>
</tr>
<tr>
<td>19-0-258 to 261</td>
<td>n</td>
<td>1045-1047</td>
<td>n</td>
<td></td>
</tr>
</tbody>
</table>

Tide (III)

(Tide computation submitted with T-9307)

Reference Station: MAYPORT, FLORIDA
Subordinate Station: St. Augustine Inlet, Fla.

Washington Office Review by (IV):

Final Drafting by (IV): A. P. Berry
Drafting verified for reproduction by (IV): Wm. O. Hallen

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 64
Shoreline (More than 200 meters to opposite shore) (III): 10 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 16
Control Leveling - Miles (II): 37.5
Number of Triangulation Stations searched for (II): 28 Recovered: 28 Identified: 13
Number of BMs searched for (II): 16 Recovered: 12 Identified: 5
Number of Recoverable Photo Stations established (III): 27
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:
Summary to Accompany Topographic Map T-9306

Map T-9306 is one of ten topographic maps in project Ph-35(48). It covers a portion of the Atlantic Ocean and the Intracoastal Waterway and the adjacent land area.

Project Ph-35(48) is a graphic compilation project. Field work in 1951 in advance of compilation included the recovery of control, complete field inspection, the location of boundaries, land lines, the investigation of geographic names and contouring directly on photographs by planetable.

Map T-9306 was compiled at a scale of 1:20,000 using single-lens photographs taken in 1949. It covers 7½' in latitude by 7½' in longitude. After compilation, the map was completely field edited. With the addition of hydrographic data the map will be forwarded to the Geological Survey for publication as a standard topographic quadrangle.

Items registered under T-9306 will include a cloth-backed lithographic copy of the map manuscript at a scale of 1:20,000, a cloth-backed color print of the published map at a scale of 1:24,000, and the original descriptive report.
FIELD INSPECTION REPORT
Quadrangle T-9306
30-07-30/81-22-30
Project Ph-35A(48)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with Instructions, dated 30 December 1949, Project Ph-35A(48), and Supplement I, dated 8 March 1950, under the direction of Joseph K. Wilson, Supervisor. Field work, in addition to those phases listed on pages 2 and 3, was done by the following personnel:

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Phase</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leo F. Bemnet Cart. Sur. Aid</td>
<td>Shoreline</td>
<td>15 March 1950 to 1 April 1950</td>
</tr>
</tbody>
</table>

This report is written in accordance with Paragraph 724 of the Topographic Manual, Part II, dated 1949.

2. AREAL FIELD INSPECTION

This quadrangle lies in Duval and St. Johns Counties. This is a sparsely settled area, the chief industries of which are lumbering and cattle raising. Palm Valley Community and Ponte Vedra Beach are the only settlements within the area, neither of which are incorporated. The Intracoastal Waterway runs through the entire quadrangle, and a portion of the Atlantic Ocean is included on the sheet. Florida State Highway No. 210 runs across the southeast portion of the quadrangle.

Special attention is called to the area west of the Intracoastal Waterway. This area has no improved roads and cannot be entered except by obtaining keys to the locked gates which enter the private properties of the ranches. There are five main entrances into this area. Listed below are the local people to be contacted for keys when entering:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Spooner</td>
<td>Foreman of Stockton Ranch</td>
<td>Bayard, Florida</td>
</tr>
<tr>
<td>Mr. R. D. Skinner</td>
<td>Owner of Skinner Ranch</td>
<td>Sunbeam, Florida</td>
</tr>
<tr>
<td>Dr. Roberts</td>
<td>Owner of ranch near Palm Valley Bridge</td>
<td>Jacksonville Beach, Florida</td>
</tr>
</tbody>
</table>
No difficulty was encountered in the interpretation of the photographs. Sufficient classifications were made so that the compiler should have no great difficulty with the tones.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(a) No supplemental control was established.

(b) All stations are on the N.A. 1927 datum.

(c) Stations not established by the U.S. C. & G.S. are:

<table>
<thead>
<tr>
<th>Station</th>
<th>Agency</th>
<th>Order</th>
<th>Datum</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-19</td>
<td>Florida Geodetic Survey</td>
<td>Third</td>
<td>N.A. 1927</td>
</tr>
<tr>
<td>E-20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-23</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AA-23</td>
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<td></td>
<td></td>
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<tr>
<td>AA-24</td>
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<td></td>
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</tr>
<tr>
<td>AA-25</td>
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<td></td>
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<tr>
<td>AA-26</td>
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<tr>
<td>AA-27</td>
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<td></td>
<td></td>
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<tr>
<td>AA-28</td>
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<td>AA-29</td>
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<td></td>
</tr>
<tr>
<td>AA-30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AA-31</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. 5K</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S.G.S. B.M.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-75 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-76 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-77 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-78 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-79 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-80 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TT-81 CWH</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
(d) A search was made for all known control points. Stations reported as "lost" or "not recovered" are:

Prim. Trav. Sta. No. 5K (USGS), 1917
Casa Marina Water Tank, 1932
Pablo, 1932
AA-28 (Fla. Geod. Surv.), 1934
AA-31

Six stations, which are located outside of the quadrangle limits, were identified to control the radial plot.

4. VERTICAL CONTROL

(a) A search was made for all known vertical control. Bench marks in the quadrangle are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-19</td>
<td></td>
<td>Third</td>
</tr>
<tr>
<td>E-20</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>E-21</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>E-22</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>E-23</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

(b) Thirty-seven miles of supplemental levels were run with a Wye level, beginning and closing on bench marks of third order accuracy or better. The greatest error of closure on any line was 0.60 foot. The line was adjusted by dividing the error by the number of instrument set-ups.

(c) The first and last fly level points are 06-1 and 06-49.

(d) Inapplicable.

5. CONTOURS AND DRAINAGE

The contouring was done by planetary methods directly on single-lens photographs (1:20,000 scale), at a contour interval of five (5) feet.

The terrain west of the Intracoastal Waterway is quite irregular. This area is composed of a series of sand ridges, some of which rise to a height of 68 feet in the west central portion. These ridges are broken by flat swamps, which in many cases have no definite drainage. The terrain east of the Intracoastal Waterway is quite flat, with elevations ranging from 4 to 15 feet. The natural drainage is by Pablo Creek in the north, Durbin Swamp in the south, and the Intracoastal Waterway in the east.

* 56 highest spot elevation shown by tide.
6. **WOODLAND COVER**

   The cover was classified in accordance with Paragraph 5433 of the Topographic Manual, Part 11, dated 1949.

   The entire area, except for the swampland, is covered by low palmetto. Both oak and pine trees grow on the high areas. The swamps, for the most part, have a mixture of gum and cypress growing in them, with a heavy undergrowth. Scattered pine are found in most of the areas classified as "Open". The ranchers are improving their grass for cattle, and have cut down most of the trees.

7. **SHORELINE AND ALONGSHORE FEATURES**

   (a) The shoreline for this quadrangle was inspected on single-lens photographs 1:30,000 scale.

   Only a small portion of the shoreline of the Atlantic Ocean falls within the limits of the quadrangle. Measurements from identifiable points on the photographs were made to the high-water line, at approximately three-quarter mile intervals. The area along the Intracoastal Waterway was inspected by skiff. The banks of the river have undergone no changes since photography.

   (b) The low-water line along the beach was located by the same methods used on the high-water line.

   No attempt was made to accurately locate the low-water line along the Intracoastal Waterway. However, the area was inspected at low-water, and a low-water line has been shown where it was discernible on the photographs.

   (c) Bluffs - Along this portion of the Atlantic Ocean, sand dune heights range from 10 to 15 feet, and are depicted by the contours.

   (d) All docks, wharves, piers, landings, etc. have been labeled on the photographs.

   (f) There are no submarine cables within the quadrangle.

8. **OFFSHORE FEATURES**

   There were no offshore features noted during the field inspection.

9. **LANDMARKS AND AIDS**

   (a) Two water tanks at Ponte Vedra Beach have been recommended on Form 567 for charting.

   (b) No interior landmarks are recommended.

   (c) There are no aeronautical aids within the quadrangle.
(d) Two daybeacons, along the the Intracoastal Waterway, were located by theodolite cuts from identifiable photogrammetric points, and have been reported on Form 567. (See Supplement 1 of Instructions, dated 8 March 1950.)

10. BOUNDARIES, MONUMENTS AND LINES

A Special Report on Boundaries will be submitted at a later date by Joseph K. Wilson, Cartographer, filed under project number in General Files, Div. of Photogrammetry.

Twenty-five section corners were recovered and identified. No grant corners were found.

This sheet falls within Commissioner's District No. 1 in St. Johns County and Commissioner's District No. 5 in Duval County.

11. OTHER CONTROL

There were no topographic stations established. (See Supplement 1 of Instructions, dated 8 March 1950.)

12. OTHER INTERIOR FEATURES

All roads and buildings have been classified in accordance with Paragraph 5441 and 5446 of the Topographic Manual, Part II, dated 1949.

All bridge information, as listed in the "U. S. Engineers List of Bridges Over Navigable Waters in the U. S.", dated July, 1941, and its supplement, dated January 1, 1948, was verified in the field. All clearances were carefully measured with a steel tape and the published description verified. The discrepancies were reported to the local District Engineer. See copy of letter attached to Field Inspection Report for quadrangle T-9305.

13. GEOGRAPHIC NAMES

This is the subject of a "Special Report" which was submitted by Joseph K. Wilson, Cartographer, on 21 July 1950. Filed in Geographic Names Section, Div. of Charts.

Several new names were noted along the north project limits of quadrangle T-9305 and T-9306 during the field inspection. These names have been shown on previous Federal maps and are recommended. They have been underlined in black on quadrangle sheets of Jacksonville Beach and Arlington, and also on single-lens photographs numbers 49-C-241 and 49-C-261 where there was coverage. The following is a
List of the names concerned:

- BELFORT ROAD
- BIG ISLAND SWAMP
- BOGGY SWAMP
- BUCK HEAD BRANCH
- CEDAR SWAMP CREEK
- FIRST PUNCHEON BRANCH
- MILL DAM BRANCH
- PHILLIPS HIGHWAY
- RYALS SWAMP
- SAWMILL SLough
- SECOND PUNCHEON BRANCH
- THIRD PUNCHEON BRANCH
- TIGER HOLE SWAMP
- WOLF BAY

The following local residents were consulted in the investigation and have verified these names:

1. Cedell Simpson
   Hogan Road
   Jacksonville 7, Florida
   Forest Ranger in this area for 10 years.

2. H. A. Cesterreicher
   1st St. & 16th Ave., S
   Jacksonville Beach, Fla.
   Has lived near Pablo Creek for 40 years.

3. R. O. Moor
   Love Grove Rd.
   Jacksonville 7, Florida
   Retired business man; has lived in area for 50 years.

4. B. G. Skinner
   Parental Home Rd.
   Jacksonville 7, Florida
   Dairyman; has lived in area for 50 years.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

A Coast Pilot Report for the project was submitted by the Chief of Party in July, 1950. There are no other reports or special data, except as noted in Paragraphs 10 and 13.

15 April 1951
Submitted by:
John R. Smith,
Cart. Sur. Aid

20 April 1951
Approved by:
Harry F. Barber,
Chief of Party
Photogrammetric Plot Report

This report which covers all surveys of Project Ph-35(48), Parts A & B, is filed as part of Descriptive Report T-9101.
**LIST OF DIRECTIONS**

Station: Photo Pt 1  
State: Florida  

Chief of party: H. G. Garber  
Date: 11 Apr. 1939  
Computed by: L. G.  

Observer: L. E. Baugniet  
Instrument: Transit  
Checked by: L. H. W.

<table>
<thead>
<tr>
<th>OBSERVED STATION</th>
<th>Observed direction</th>
<th>Reometric reduction</th>
<th>Sea level reduction*</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Photo Pt. 2</td>
<td>0 00 00.00</td>
<td></td>
<td></td>
<td>0 00 00.00</td>
<td></td>
</tr>
<tr>
<td>Pablo Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daybeacon 57</td>
<td>205 28 00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pablo Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daybeacon 58</td>
<td>291 03 00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Distance from Photo Pt 1 to Pablo Creek Daybeacon 57 = 330 ft.  
58 = 752 ft.  
58 = 229.24 ft.  

*These columns are for office use and should be left blank in the field.
Station: Ken
Chief of party: C. V. H.
Observer: C. V. H.

State: Maryland
Date: 1917
Instrument: No. 168
Computed by: O. P. S.
Checked by: W. F. R.

<table>
<thead>
<tr>
<th>OBSERVED STATION</th>
<th>Observed direction</th>
<th>Eccentric reduction</th>
<th>Sea level reduction</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherry</td>
<td>0 00 00.00</td>
<td>-7.31</td>
<td>0 00 00.00</td>
<td>29 02 34.5</td>
<td></td>
</tr>
<tr>
<td>Tank west of A Duke</td>
<td>29 03 57.0</td>
<td>-1 09.8</td>
<td>32 32 09.45</td>
<td>313 28 01.5</td>
<td></td>
</tr>
<tr>
<td>Ken (center), 3.469 meters</td>
<td>178 42</td>
<td></td>
<td>357 28 54.78</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>Forest Glen standpipe</td>
<td>313 24 53.0</td>
<td>+3 01.2</td>
<td>313 28 54.78</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>Home</td>
<td>326 31 30.21</td>
<td>+31.03</td>
<td>326 32 09.45</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>Bureau of Standards, wireless pole</td>
<td>352 17 20.8</td>
<td>+5.7</td>
<td>352 17 33.8</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>River</td>
<td>357 28 43.83</td>
<td>-1.16</td>
<td>357 28 54.78</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>Reference mark, 16.32 m</td>
<td>358 31 20</td>
<td></td>
<td>357 28 54.78</td>
<td>357 28 54.78</td>
<td></td>
</tr>
</tbody>
</table>

This form, with the first three and fifth columns properly filled out and checked, must be furnished by field parties. *To be acceptable it must contain every direction observed at the station.*

It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24A some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial 0° 00' 00.0" 00, and by applying the corrected angles to this, fill in opposite each station its direction reckoned *clockwise* around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. *Measure no sum angles.* Follow each measurement of every angle immediately by a measurement of its supplement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.
<table>
<thead>
<tr>
<th>Observed Station</th>
<th>Observed direction</th>
<th>Geocentric reduction</th>
<th>Spa level reduction*</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction*</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States Engineer</td>
<td>0 00 00.00</td>
<td>0 00 00.00</td>
<td>0 00 00.00</td>
<td>0 00 00.00</td>
<td></td>
</tr>
<tr>
<td>Pablo Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Roosevelt 58</td>
<td>147 11 40</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pablo Creek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Roosevelt 57</td>
<td>147 50 00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*These columns are for office use and should be left blank in the field.
Station: Ken  
Chief of party: C. V. H.  
Observer: C. V. H.  
State: Maryland  
Date: 1917  
Instrument: No. 168  
Computed by: O. P. S.  
Checked by: W. F. R.

<table>
<thead>
<tr>
<th>OBSERVED STATION</th>
<th>Observed direction</th>
<th>Rrectric reduction</th>
<th>Sea level reduction</th>
<th>Corrected direction with zero initial</th>
<th>Adjusted direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy</td>
<td>0 00 00.00</td>
<td>-</td>
<td>7.31</td>
<td>0 00 00.00</td>
<td></td>
</tr>
<tr>
<td>Tank west of A Diff</td>
<td>29 03 37.0</td>
<td>-1 09.8</td>
<td></td>
<td>29 02 34.5</td>
<td></td>
</tr>
<tr>
<td>Ken (center), 5469 meters</td>
<td>176 42</td>
<td></td>
<td></td>
<td>313 28 01.5</td>
<td></td>
</tr>
<tr>
<td>Forest Glen standard pipe</td>
<td>313 24 53.0</td>
<td>+3 01.2</td>
<td></td>
<td>326 32 00.45</td>
<td></td>
</tr>
<tr>
<td>Home</td>
<td>326 31 20.31</td>
<td>+</td>
<td>31.33</td>
<td>352 17 33.8</td>
<td></td>
</tr>
<tr>
<td>Bureau of Standards, wireless pole</td>
<td>357 23 41.63</td>
<td>+</td>
<td>5.7</td>
<td>357 28 54.78</td>
<td></td>
</tr>
<tr>
<td>Reno</td>
<td>357 23 41.63</td>
<td>-</td>
<td>1.16</td>
<td>357 28 54.78</td>
<td></td>
</tr>
</tbody>
</table>

This form, with the first three and fifth columns properly filled out and checked, must be furnished by field parties. To be acceptable it must contain every direction observed at the station.

It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24A some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial 0° 00' 00" 00, and by applying the corrected angles to this, fill in opposite each station its direction reckoned clockwise around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. Measure no sum angles. Follow each measurement of every angle immediately by a measurement of its complement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\mu$-COORDINATE LONGITUDE OR $\chi$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>JACKSONVILLE BEACH BLACK MUNIC, W.T. 1932</td>
<td>G.Ps.</td>
<td>43</td>
<td>2°16'4,220.62</td>
<td>6,220.62 (5,779.38)</td>
<td>NORTH</td>
<td>328.8 (1,518.8)</td>
<td>1,370.7 (223.3)</td>
</tr>
<tr>
<td></td>
<td>G.Ps.</td>
<td>43</td>
<td>30</td>
<td>15</td>
<td>10,677</td>
<td>6,053.00 (3,947.00)</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>G.Ps</td>
<td>3</td>
<td>30</td>
<td>12</td>
<td>26,197</td>
<td>81</td>
<td>22</td>
</tr>
<tr>
<td>AA24, 1934 ( Fla. Geod. Surv.)  Duval County Sta. Desc.</td>
<td>2°17'5,540.18</td>
<td>2,175,540.18</td>
<td>5,540.18 (4,459.82)</td>
<td>NORTH</td>
<td>23.25 (9,776.75)</td>
<td>OF PROJ.</td>
<td></td>
</tr>
<tr>
<td>AA26, 1934 ( Fla. Geod. Surv.)</td>
<td>2°17'6,882.44</td>
<td>2,176,882.44</td>
<td>6,882.44 (3,117.56)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>AA27, 1934 ( Fla. Geod. Surv.)</td>
<td>2°17'7,778.87</td>
<td>2,177,778.87</td>
<td>7,778.87 (2,221.13)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>AA29, 1934 ( Fla. Geod. Surv.)</td>
<td>2°17'8,055.98</td>
<td>2,178,055.98</td>
<td>8,055.98 (1,944.02)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>E 19, 1934 ( Fla. Geod. Surv.) St. Johns County Sta. Desc.</td>
<td>2°14'5,118.57</td>
<td>2,114,518.57</td>
<td>5,118.57 (4,611.93)</td>
<td>607.84 (9,392.16)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 20, 1934 ( Fla. Geod. Surv.)</td>
<td>2°12'0,923.36</td>
<td>2,112,092.36</td>
<td>2,092.36 (7,907.64)</td>
<td>747.78 (9,252.22)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 21, 1934 ( Fla. Geod. Surv.)</td>
<td>2°11'2,014.49</td>
<td>2,110,201.49</td>
<td>201.49 (9,798.51)</td>
<td>9,716.24 (283.76)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 22, 1934 ( Fla. Geod. Surv.)</td>
<td>2°10'8,330.72</td>
<td>2,108,330.72</td>
<td>8,330.72 (1,269.28)</td>
<td>9,354.69 (465.31)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 23, 1934 ( Fla. Geod. Surv.)</td>
<td>2°08'3,360.09</td>
<td>2,108,336.09</td>
<td>8,336.09 (1,663.92)</td>
<td>8,256.34 (1,743.66)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR y-COORDINATE</td>
<td>LONGITUDE OR x-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------</td>
<td>---------------------------</td>
<td>-------------------------------------------------------</td>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td>TT75 GWH, 1947 (U.S.G.S.)</td>
<td>Palm Valley U.S.G.S.</td>
<td>N.A. 1927</td>
<td>13</td>
<td>06.56</td>
<td>202.0 (1,645.5)</td>
<td>1,603.0 (1,66)</td>
<td></td>
</tr>
<tr>
<td>TT76 GWH, 1947 (U.S.G.S.)</td>
<td></td>
<td></td>
<td>12</td>
<td>25.22</td>
<td>776.6 (1,070.9)</td>
<td>327.9 (1,276.9)</td>
<td></td>
</tr>
<tr>
<td>TT77 GWH, 1947 (U.S.G.S.)</td>
<td></td>
<td></td>
<td>13</td>
<td>17.26</td>
<td>531.5 (1,316.0)</td>
<td>302.2 (1,302.4)</td>
<td></td>
</tr>
<tr>
<td>TT78 GWH, 1947 (U.S.G.S.)</td>
<td>Hayport U.S.G.S.</td>
<td></td>
<td>15</td>
<td>00.90</td>
<td>27.7 (1,819.8)</td>
<td>1,425.0 (179.1)</td>
<td></td>
</tr>
<tr>
<td>TT79 GWH, 1947 (U.S.G.S.)</td>
<td>Palm Valley U.S.G.S.</td>
<td></td>
<td>14</td>
<td>19.72</td>
<td>607.2 (1,240.3)</td>
<td>1,113.9 (490.3)</td>
<td></td>
</tr>
<tr>
<td>BM, 1917 (U.S.G.S.)</td>
<td></td>
<td></td>
<td>12</td>
<td>00.24</td>
<td>7.4 (1,840.1)</td>
<td>948.2 (656.6)</td>
<td></td>
</tr>
</tbody>
</table>
COMPILATION REPORT T-9306

PHOTOGRAHMATIC PLOT REPORT.

Submitted with T-9101.

31. DELINEATION.

The graphic method was used.

32. CONTROL.

Adequate control was provided. Identification was positive. Density and placement were good.

33. SUPPLEMENTAL DATA.

None used. GLO plats used. CHK

34. CONTOURS AND DRAINAGE.

No particular difficulty was encountered in delineating the drainage or contours.

35. SHORELINE AND ALONGSHORE DETAILS.

Shoreline inspection was adequate. No difficulty was encountered in the delineation of these features. There are no shoal lines. Low-water line is shown according to field inspector's notes.

36. OFFSHORE DETAILS.

None.

37. LANDMARKS AND AIDS.

See Item 9.
38. **CONTROL FOR FUTURE SURVEYS.**

Paragraph 11 is in error in that 21 Forms 52½ were submitted. Nineteen are for section corners and 2 are for landmarks which have been listed under Item 19.

39. **JUNCTIONS.**

Junctions were made with Surveys T-9305 to the west; T-9307 to the east; T-9310 to the south; and U.S.G.S. Quadrangle MAYPORT, scale 1:62,500, surveyed in 1917, to the north. All were in agreement.

40. **HORIZONTAL AND VERTICAL ACCURACY.**

No statement. 

41. **PUBLIC LAND LINES.**

Numerous discrepancies were found in distances and bearings on the land office plats, but due to the number of section corners recovered, the section lines are believed to be fairly reliable. Few points on grant lines were recovered so they are less reliable. A field edit check on grant lines is needed in order to confirm the lines as shown on the Section Line Discrepancy Print.

46. **COMPARISON WITH EXISTING MAPS.**

Comparison was made with U. S. Geological Survey PALM VALLEY quadrangle, scale 1:62,500, surveyed in 1917, printed in 1943. Agreement appears to be good.

47. **COMPARISON WITH NAUTICAL CHARTS.**

Comparison was made with U. S. C. & G. S. Nautical Chart No. 812, scale 1:40,000, edition of July 1944, bearing a correction date - 3 December 1950. The only major difference noted was the swamp areas. On the manuscript, almost half of the area is swamp land. Chart 812 shows only a very small area as swamp. No other major differences were noted.

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

None.
ITEMS TO BE CARRIED FORWARD.

None.

Richard A. Reese
Cartographic Survey Aid

APPROVED AND FORWARD:

Arthur L. Wardwell
Chief of Party
49. NOTES FOR THE HYDROGRAPHER.

Two (2) topographic stations that may be useful to the hydrographer are as follows:

TANK, 1950 (landmark)
TANK, 1950 (landmark) \textit{Elevated}
FIELD EDIT REPORT
Project Ph-35A(48)
Quadrangle T-9306

51. METHODS

The field edit of this area was accomplished by standard surveying methods in conjunction with visual inspection. Actual field work was started 24 April 1952 and completed 12 May 1952.

Field edit data, additions, corrections and deletions, are shown on the discrepancy prints, field edit sheet and photographs 49-0-235, 236 and 244.

The reviewer's questions are answered on the discrepancy prints, field edit sheet and in this report.

A legend appears on the field edit sheet which is self-explanatory.

52. ADEQUACY OF COMPILATION

The map compilation, in general, was adequate and will be complete after field edit data have been applied.

53. MAP ACCURACY

The horizontal accuracy of the map detail is relatively good.

The accuracy of the contouring is relatively good.

Minor contour corrections were made in small areas scattered throughout the quadrangle. Two small areas of spoil (sand), adjacent to the Intracoastal Waterway, were contoured.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. Sam W. Faver, registered land surveyor, of Palm Valley, Florida, is best-qualified to examine a proof copy of this work.
Ref. to Item 13 - Field Inspection Report

All geographic names applicable to these particular areas are shown on the field edit sheets of T-9305 and T-9306.

56. SHORELINE AND ALONGSHORE FEATURES

The two sand spoil areas, along the shores of the Intracoastal Waterway, were formed by dredging and in no way affected the actual shoreline as shown on the field edit sheet.

The bulkhead along the shores of Ponte Vedra Beach is 150 feet from mean high water and is discernible in only a very few places along its entire length. Deleted from manuscript.

57. LANDMARKS AND AIDS TO NAVIGATION

Ref. to Item 9 - Field Inspection Report

The heights of two water tanks, located at Ponte Vedra Beach, were checked and found to be as follows:

A - TANK, 1950 (Ht. above ground = 125 ft.; Ht. above M.S.L. = 140 ft.) (138 above MHW)

B - TANK, 1950 (Ht. above ground = 125 ft.; Ht. above M.S.L. = 135 ft.) (133 above MHW)

Pablo Creek Daybeacon 58 has been removed and replaced by Special Buoy 58. Form 567 is submitted.

58. PUBLIC LAND LINES

Ref. to Item 41 - Compilation Report

Numerous additional section corners, grant line corners and points on land lines were recovered and plotted on the field edit sheet. Some corners were constructed on the field edit sheet from recovered monuments and data shown on the G.L.O. plats. It is believed that a sufficient number of these corners have been recovered to enable the compilation office to complete the construction of the lines.

59. OTHER INTERIOR FEATURES

Ref. to Item 12 - Field Inspection Report

Numerous additional buildings have been shown on the field edit sheet.
60. JUNCTIONS

Satisfactory junctions have been made with all adjacent contemporary quadrangles.

Sec. 867

14 May 1952
Submitted by:

James E. Hundley
Cartographer

20 May 1952
Approved by:

Paul Taylor
Lt. Comdr., USCG
Chief of Party
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9306


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES

MISCELLANEOUS


39. Remarks (see attached sheet) 

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
40. 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. 

41. Remarks: 

Richard A. Gooce 
Compiler 

Jesse C. Giles 
Supervisor
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 Richard A. Reece, Tampa Photogrammetric Office.

Richard A. Reece, Tampa Photogrammetric Office

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>BN. 57 PABLO CREEK</td>
<td>Black band and pointer with yellow top on white pile. Green reflector.</td>
<td></td>
</tr>
<tr>
<td>BN. 58 PABLO CREEK</td>
<td>Black band and pointer with yellow top on white pile. Red reflector</td>
<td></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 field survey alone field survey would be given.
I recommend that the following objects which have [crossed out] 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

Richard A. Reece, Tampa Photogrammetric Office

### Table

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLORIDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>PONTE VEDRA N. TANK (Elev. steel water tank) ht = 125 (115)(135)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>PONTE VEDRA S. TANK (Elev. steel water tank) ht = 125 (135)(133)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**See $57, this report**

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 chart. Information under each column having should be given.
48. GEOGRAPHIC NAME LIST.

ATLANTIC OCEAN

BIG CYPRESS
BIG DAVIS CREEK
BOX BRANCH
CABBAGE SWAMP
CABBAGE CREEK
COMMISSIONERS DISTRICT NO. 1
COMMISSIONERS DISTRICT NO. 5
CRACKER LANDING

Cedar Swamp Creek

DIEGO PLAINS
DURIN SWAMP
DUVAL COUNTY

FLORIDA

INTRACOASTAL WATERWAY

PABLO CREEK
PALM VALLEY BRIDGE
PALM VALLEY CHURCH
PALM VALLEY COMMUNITY
PALM VALLEY LANDING
PONTE VEDRA BEACH
PONTE VEDRA BEACH GOLF COURSE
POWERS BAY

RAGGED ISLAND
REEDY BRANCH

ST. JOHNS COUNTY
STATE A1A
STATE 210

TEN MILE (One word approved in project name report)

PUBLIC LAND GRANTS

CHAIRS, BEN
CLARK, CHARLES AND GEORGE
CLARK, DANIEL
CLARKE, GEORGE I.F.
CLARK, JAMES
COCIFACIO, PEDRO

Also see 513

Names underlined in red are approved.
3-12-52
L. Hecij

(Prior to field edit)
GEOGRAPHIC NAME LIST.

PUBLIC LAND GRANTS (CONTINUED)

DE GALA, PEDRO R
DE CASTRO, BARTOLOMEO, Y FERRER

ESPINOSA, SEBASTIAN (HEIRS OF)

FACIO, PEDRO COCI
FAIRBANKS, SAM
FITCH, THOMAS (HEIRS OF)

HALL, JAMES
HILL, CHRISTINA

MATTAIR, LEWIS
MESTRE, PEDRO
MIRANDA, PEDRO

PARK, ANDRES
PEAVETT, JOS.

SALANA, P
SANCHEZ, FRANCIS XAVIER
SANCHEZ, JOS. S.
SANCHEZ, NICHOLAS
SEGUI, AGUEDA

SABATE, PAUL
Review Report  
Topographic Map T-9306  
24 September 1953

62. **Comparison with Registered Topographic Surveys.**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-713</td>
<td>1:10,000</td>
<td>1858</td>
</tr>
<tr>
<td>T-4084</td>
<td>1:20,000</td>
<td>1924</td>
</tr>
</tbody>
</table>

These surveys are to be superseded by this survey for nautical charting purposes for common areas.

63. **Comparison with Maps of Other Agencies.**

Palm Valley, Florida (USGS quad) 1:62,500, 1917 rep. 1943

There have been many cultural changes since this survey was made.

64. **Comparison with Contemporary Hydrographic Surveys.** None

65. **Comparison with Nautical Charts.**

842 1:40,000 1952 corrected to 53 7/20

No discrepancies were detected. Small piers along the Intracoastal Waterway are not shown on the chart.

66. **Adequacy of Results and Future Surveys.**

This map meets the National Standards of Map Accuracy and complies with project instructions.

67. **Junctions.**

The north edge of T-9306 was junctioned with the U.S.G.S. 1948 Jacksonville Beach, Florida quadrangle. All discrepancies between contours at the junction were resolved. Trails and streams were not junctioned in every instance. Trails are overgrown with brush and other vegetation and appear as very indefinite images on the photographs.

Trails that occur at the junction on the USGS quadrangle but not on T-9306 are located at approximate longitude 81° 24.1' and 81° 24.6'.

A stream at approximate longitude 81° 28.2' and 81° 28.4' on the USGS quadrangle junctions with narrow fingers of swamp in which the stream proper is not shown on T-9306.
Reviewed by:

K. N. [Signature]
Everett H. Ramey

for

APPROVED:

L. C. [Signature]                      [Signature]
Chief, Review Branch                  Chief, Nautical Chart Branch
Photogrammetry Division                Charts Division

[Signature]                          [Signature]
Chief, Photogrammetry Division        Chief, Coastal Surveys Division

22 Dec 1957
History of Hydrographic Data for T-9306

Hydrography was added to the map manuscript in accordance with the general specifications of 18 May 1949.

Depth curves and soundings are in feet at mean low water and originate with the following C&GS hydrographic surveys:

H-4373 1:20,000 1924

and nautical chart 8h2, 1:40,000, 1952 corrected to 53-7/20. Comparison was also made with Nautical Chart 1243, 1:80,000, 1940 corrected to 52-1/7.

The compilation was done by Everett H. Ramey on 23 October 1953 and verified by O. Svendsen.

[Signature]

Everett H. Ramey
# Nautical Charts Branch

**Survey No.**

**Record of Application to Charts**

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-17-52</td>
<td>842</td>
<td>H.W.B.</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Examiner - no revision.</td>
</tr>
<tr>
<td>7-6-60</td>
<td>842</td>
<td>R.E. Elkins</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Revised topo. fully applied</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.