6537

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } *Sheet No.* H-6537
Field No. 50

State Florida.

LOCALITY
St. Johns River
~~Jacksonville~~
~~Moncrief and Ribault Creeks~~
Ribault River and Moncrief Creek

193 9

CHIEF OF PARTY

F. L. Calben

U. S. GOVERNMENT PRINTING OFFICE

6537

Form 537
Ed. Dec. 1930

REG. NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 50

REGISTER NO. ~~H6537~~ H6537

State Florida

General locality ~~Jacksonville~~ St Johns River

Locality ~~Ribault and Moncrief Creeks~~ Ribault River and Moncrief Creek.

Scale 1:5000 Date of survey January, 19 ~~40~~ 39

Vessel Launch MIKAWE

Chief of Party F. L. Callen

Surveyed by E. L. Jones

Protracted by M. C. Jenkins and H. J. Bozzo

Soundings penciled by H. J. Bozzo

Soundings in ~~fathoms~~ feet

Plane of reference M. L. W. ✓

Subdivision of wire dragged areas by

Inked by H.A. Wilde

Verified by H.A.W.

Instructions dated October 20, 19 38. ✓

Remarks:

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT

To Accompany Hydrographic Sheet #H-6537 (1939)

INSTRUCTIONS - (Supplemental) Oct. 20, 1938, Project HT-212

SURVEY METHODS

The shoreline and the air photographic control (signals encircled in red) were furnished by Lieut. H. A. Paton from air photographic surveys made in Palatka, Florida. The shoreline was enlarged from the scale of the air photographic surveys (1:10000) to the scale of the hydrographic survey (1:5000) by a projector. The signals were scaled from the original sheet and plotted on both the boat sheet and the smooth sheet.

T-5268 (1939) and T-5269 (1939) — In office by F.H. McBeth checked by F.V.G.

Air photographic signals were recovered by Lieut. (j.g.) E. B. Brown, who also established additional hydrographic signals by sextometer methods. The additional signals so established are shown in blue.

The hydrography on this sheet is controlled by visual fixes, except in the narrower reaches of the rivers and along the shoreline where positions were spotted from the adjacent topography. Sounding lines in the wider water areas were run on ranges, while those in the narrower reaches of the river and in the creeks were run either parallel to the shoreline or parallel to the axis of the stream. The soundings were taken with a 6 lb. lead from a 25 foot skiff powered by a 9½ h.p. outboard motor.

DISCREPANCIES

Where discrepancies with the air photographic survey were found they were called to the attention of the air photographic party in Palatka, Florida for further examination with the photographs and have been shown correctly on the smooth sheet.

The shoreline at signal Ran at Lat. 30° 22.8', Long. 81° 40'.1 was corrected by the hydrographic party as shown on the boat sheet and smooth sheet.*

* Blue shoreline correction based in part on 1938 survey

BRIDGES

Taped bridge clearances obtained by the hydrographic party have been shown on the smooth sheet and are recommended for charting except for the following changes. The vertical clearance was measured from an estimated mean high water as found on the bridge piling.

A poor agreement exists between the bridge clearances as listed in the Corp of Engineers publication "List of Bridges over Navigable Waters of the United States" and the clearances found by the hydrographic party, as follows: -

This is probably the Boscule Bridge in Lat 30°23.3 Long 81°43.2'
3.8 Miles up stream (Ribault River).

1. The bridge 8/10 mile above the mouth of Ribault River (formerly called Six Mile Creek) has 3.6 feet less horizontal clearance than that listed and about 2 feet less vertical clearance. The clearances measured by the hydrographic party were on that portion of the boat sheet destroyed by fire on the Launch Mikawe, hence are not shown on the smooth sheet.

2. A new bridge about 4.9 statute miles above the mouth of Ribault River in Lat. 30° 22'.5, Long. 81° 43'.6 is not listed in the publication. The bridge clearances shown on the sheet will apply to this bridge when construction piling which block the channel under the bridge are removed.

Vertcl. 4.6 ft above MHW Hor. cl 22.3 ft.

3. The bridge listed as 1.32 statute miles above the mouth of Moncrief Creek now has a vertical clearance of 7.0 feet above mean high water, and a horizontal clearance equal to the width of the creek at this point. This bridge appears to be about 15 years old.

GENERAL

Ribault River is used mostly by small fishing skiffs at present, although many years ago it was extensively used to tow log barges and rafts from the upper reaches of the river.

Moncrief Creek is commercially used by small power boats to tow barges to the turpentine and resin docks in the vicinity of signal Jim. A few 20 to 30 foot launches are moored to the bank in the vicinity of signal Osa.

The water area surveyed on the sheet is entirely free from hyacinths.

The two bridges on Ribault River (Lat. 30° 24'.7, Long. 81° 41'.0 and Lat. 30° 23'.3, Long. 81° 43'.2) are of the swing type and are hand operated.

DANGERS.

The wreck shown on the air photographic survey in the vicinity of signal Hoe on Ribault River has been thoroughly investigated with the hand lead. The owner of the dock at signal Hoe states that he removed the wreck and used the lumber to build the bulkhead in front of his property. This wreck should not be charted.

for 6 Rib
see par 6 above

Signal Doc (Lat 30° 23.95' Long 81° 40.72') is on an uprooted tree in the center of Ribault River. A few of the branches of this tree extend above high water and according to local residents this tree has been in approximately the same place for 8 or more years. (sweep).

A wrecked scow was found in the vicinity of signal Har (Lat 30° 24.07 Long 81° 41.76') (see position 126b). This wreck is covered by six inches of water at mean low water.

The bridge in Lat. 30° 22'.5, Long. 81° 43'.6 is of the concrete arch type and was under construction at the time of this survey. Construction piling prevent even small boats from going under the bridge. See par 2 above.

The small creek in Lat. 30° 23.6, Long. 81° 43.4 is blocked by snags about 100 yards from its mouth.

The boat passage underneath the fixed bridge over Moncrief Creek in Lat. 30° 23.8, Long. 81° 40.3 is foul with snags. Boats passing under this bridge should do so with caution.

CHANNELS

There are no aids to navigation on either Ribault or Moncrief Creek river, except a few brush stakes which were set by local residents to mark the deeper water.

The controlling depth from the mouth of Moncrief Creek to the turpentine and resin docks in Lat. 30 22.9, Long. 81 40.0 is 2 feet.

The controlling depth from the mouth of Ribault River to the bridge at signal Fun is 5 feet in Lat. 30° 24.0 Long. 81° 40.7.

The controlling depth from this bridge to the southwest limits of this survey is 4 feet in Lat. 30 23.8 Long. 81 41.5.

COMPARISON WITH PREVIOUS SURVEYS.

A junction was made at the mouth of Ribault River and at the mouth of Moncrief Creek with Hydrographic Survey #6127 made in 1935 on a scale of 1:10000 by Lieut. (j.g.) G. W. Lovesee.

There have been no previous surveys made inside the mouth of either of these bodies of water.

At the mouth of Ribault River there is a good agreement between the two surveys. Where the 1935 sounding lines were carried inside of the river mouth and especially at the ends of the lines there is much poorer agreement. It is recommended that the junction be made across the mouth of the river and that the present survey be used inside of the mouth since it appears from sheet 6127 that the 1935 survey did not have sufficient control in Ribault River to fix the ends of their lines.

* both 6127 (1935) & H-6537 (1939) used, agreement ok. JWW

At the mouth of Moncrief Creek there is a good agreement between the two surveys except there is no indication on the present survey of the 5 foot sounding obtained on the 1935 survey in Lat. 30° 23.6, Long. 81 39.7. This 5' sounding is 2' deeper than depths on H-6537 (1939)

see Junctions par. 4 of review.

As a rule the soundings obtained by this party are more shallow than those shown on the previous survey. This is probably due to the soft bottom found in this locality.

Generally 1' shoaler in common area of Moncrief Cr.

GEOGRAPHIC NAMES

Geographic names for this area will be submitted with the air photographic survey made by the party of Lieut. H. A. Paton in Palatka, Florida.

Geographic names and their sources as obtained by the hydrographic party are shown below:

St. Johns River, Moncrief Creek and Ribault River were all verified by the following without any disagreement:- U S C & G Survey Chart, U S Geological Survey Map, Duval County Engineers Map and local residents.

Ribault River is also referred to by a few local residents as "Six Mile Creek". However all local residents who spoke of this body of water as "Six Mile Creek" stated that the name "Ribault River" was in more general usage.

The geographic names as shown on the smooth sheet are recommended for charting.

LANDMARKS FOR CHARTS

There are no landmarks on this sheet which are of sufficient prominence to chart since the few which might be considered are visible only on very short sections of the creek and river.

Note

This survey was made by Lieutenant (j.g.) Edmund L. Jones, who was transferred from this party before the smooth copy of this report was written. The report is, therefore transmitted without his signature.

Approved and forwarded:

F. L. Gallen

F. L. Gallen
H. & G. Engineer
Chief of Party

Smooth sheet No. H-6537 was plotted under the immediate supervision of the Chief of Party. The sheet and records have been inspected and approved.

F. L. Gallen
H. & G. Engineer
Chief of Party

STATISTICS

Day	Statute Miles	Soundings	Positions
a	7.1	381	61
b	13.4	904	182
c	6.5	568	147
	27.0	1853	390

WS
HHE.

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 8, 1940

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Tide Reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 6537

Locality Ribault and Moncrief Creeks, St. Johns River

Chief of Party: F. L. Gallen
Plane of reference is mean low water reading
1.6 ft. on tide staff at Trout River
14.3 ft. below B.M. 1

Height of mean high water above plane of reference is 1.7 feet.

Condition of records satisfactory except as noted below:

Acting Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

GEOGRAPHIC NAMES

Survey No. H6537

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Jacksonville										1
Moncrief Creek										2
~~Ribailt Creek~~										3
Ribault River										4
Trout River										5
										6
										7
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Names underlined in red approved by L. Heck on 9/9/40

M 234

	Remarks	Decisions
1		303816 U.S.G.B.
2		"
3		
4		304816 U.S.G.B.
5		303816 U.S.G.B.
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M 234		

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. H6537

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	399
Number of positions checked	49
Number of positions revised	2
Number of soundings recorded	1853
Number of soundings revised	0
Number of soundings erroneously spaced	9
Number of signals erroneously plotted or transferred	0

Date: Aug. 22, 1940

Verification by H. A. Wilde Time: 32 hrs.

Review by Leo Braun Time: 4½ hours.

2629

HYDROGRAPHIC SURVEY NO. H6537

Smooth Sheet One

Boat Sheet One

Records; Sounding 2 Vols., Wire Drag ___ Vols., Bomb ___ Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) No ✓

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) _____

Special Chart for Lighthouse Service (Circular Nov.30, 1933) _____

Hydrography: Total Days 3 ; Last Date Jan. 23, 1939

Remarks _____

3776

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H H6537

~~No. I~~

received July 31, 1940
registered Aug. 2, 1940
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.

ROUTE		Initial	Attention called to
20			
22			
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25	✓	HC	Pages 1 to 3
26			
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62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H-6537 (1939)

Verified and Inked by Harold A. Wilde Date Aug. 22, 1940

1. The descriptive report was consulted and appropriate action taken.

2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.

3. All references to survey sheets mentioned in the descriptive report include the registry number and year.

4. Geographic names of hydrographic features are in slanting lettering and of topographic features in vertical lettering.

5. All items effecting the plotting of the survey which are entered in the remarks columns of the sounding records were noted and check marked. In all cases appropriate action was taken.

6. All positions verified instrumentally were check marked in the sounding records.

7. All critical soundings are clear and legible.

8. The metal protractor has been checked within the last three months.

9. The protracting and plotting of all bad crossings were verified.

10. All detached positions locating critical soundings, rocks or buoys were verified.

11. The boat sheet was compared with the smooth sheet.

12. The spacing of soundings as recorded in the records was closely followed.

13. The bottom characteristics were shown on outstanding shoals.

14. The reduction and plotting of doubtful soundings were checked.

15. ✓ The transfer of contemporary topographic information was carefully examined. T-5668(1939) and T-5669(1939)

16. ✓ All junctions were transferred.

17. ✓ The notation "JOINS H-6127" was added for all contemporary adjoining or overlapping sheets now registered.

18. ✓ The depth curves have been drawn to include the significant depths.

19. ✓ All ~~triangulation stations~~ and transfer of topographic and hydrographic signals were checked by the field party.

20. ✓ Heights of rocks were checked against range of tide.

21. ✓ Rocks transferred from topographic survey have a dotted curve where shown thereon.

22. ✓ Unnecessary pencil notes have been removed.

23. ✓ Objects on which signals are located and which fall outside of the low water line have been described on the sheet.

24. ✓ The low water line and delineation of shoal areas have been properly shown (see letter of October 20, 1934).

25. ✓ Degree and minutes values and symbols have been checked.

26. ✓ Source of shoreline and signals (When not given in report).

27. ✓ Depth curves were satisfactory ~~except as follows:~~

28. Sounding line crossings were satisfactory ~~except as follows:~~

29. Junctions with contemporary surveys were satisfactory ~~except~~ as follows:

30. Condition of sounding records was satisfactory ~~except as follows:~~

31. The protracting was satisfactory ~~except as follows:~~

32. The field plotting of soundings was satisfactory ~~except as follows:~~

~~33. Notes to reviewer:~~

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6537 (1939) FIELD NO. 50

Florida, St. Johns River, Ribault River and Moncrief Creek
Surveyed in January 1939, Scale 1:5,000
Instructions dated October 20, 1938 (MIKAWE)

Soundings:
Hand Lead

Control:
Three point visual fixes on shore signals.

Chief of Party - F. L. Gallen.
Surveyed by - E. L. Jones.
Protracted by - M. C. Jenkins and H. J. Bozzo.
Soundings plotted by - H. J. Bozzo.
Verified and inked by - H. A. Wilde.
Reviewed by - Leo S. Straw, August 22, 1940.
Inspected by - H. R. Edmonston.

1. Shoreline and Signals.

The shoreline was enlarged to a scale of 1:5,000 from topographic maps T-5668 (1939) and T-5669 (1939) scales 1:10,000 by projector.

The origin of the signals is discussed on page 1 of the Descriptive Report.

2. Depth Curves.

Satisfactory.

3. Sounding Line Crossings.

The agreement of depths on cross lines (in the wider reaches of the Ribault River and Moncrief Creek) with lines parallel to the channel are satisfactory.

4. Junctions.

The junctions with H-6127 (1935) at the confluences of Ribault River and Moncrief Creek with Trout River are considered satisfactory. It is noted, however, that the present survey (H-6537 (1939)) is about 1 foot shoaler in the overlapping area with H-6127 (1935) at the mouth of Moncrief Creek, and that a 6-1/2 foot sounding in latitude 30° 24.18', longitude 81° 40.68' (Ribault River) falls in depths of 8 and 10 feet on

H-6127 (1935). The soundings from the present survey, within the common area, should supersede H-6127 (1935).

5. Comparison with Prior Surveys.

Except for H-6127 (1935) discussed in the preceding paragraph no prior surveys have been made by this Bureau within the limits of the present survey.

6. Comparison with Chart No. 577 (New print dated Apr. 22, 1940)
Chart No.1243 (New print dated Apr. 22, 1940)

a. Hydrography.

Chart 577 shows the Ribault River from its mouth to about one-half mile upstream, and Moncrief Creek to its head of navigation. The wreck in Ribault River, charted in Latitude 30° 23.98', Longitude 81° 40.77' (originating with H-6127 (1935) has been removed and should be expunged from the chart. (See page 2 of the Descriptive Report).

Chart 1243 shows Moncrief Creek from its mouth to about one-half mile upstream.

The soundings on the charts within the limits of the present work are from H-6127 (1935) and as recommended in paragraph 4 of this review should be superseded by soundings from present survey.

b. Aids to Navigation.

There are no aids to navigation in either Ribault River or Moncrief Creek. (Page 3 of the Descriptive Report).

7. Condition of Survey.

a. The records conform to the requirements of the Hydrographic Manual.

b. The descriptive report is satisfactory.

c. The field plotting and protracting was satisfactory.

d. The field party did not give the clearance of the overhead cable across the Ribault River in Latitude 30° 23.97', Longitude 81° 41.83'.

e. No triangulation stations fall within the area of this survey and, therefore, no station is shown on the survey. The control furnished by the air photographic method is adequate.

8. Compliance with Instructions for the Project.

Satisfactory.

9. Additional Field Work Recommended.

No additional work is required.

10. Superseded Old Surveys.

None.

Examined and approved:

T. B. Reed,
Chief, Section of Field Records.

J. S. Borden
Chief, Division of Charts.

Raymond R. Lyman
Chief, Section of Field Work.

G. Rude
Chief, Division of H. & T.

applied to Ht 577 – Oct 1940 – P.B.C.
No correction chart 1243. March 4, 1941. L.A.M.
Appl'd to 636 SC 7/5/68 J.H.E.