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<p>C. &amp; G. SURVEY L. &amp; A. JUL 10 1930 Acc. No.</p>	
<p>State: Florida</p>	
<p>DESCRIPTIVE REPORT</p>	
<p>Topographic <del>Hydrographic</del></p>	<p>Sheet No. "B" 4538 4538</p>
<p>LOCALITY</p>	
<p>Sebastian Inlet <del>Fort Pierce Inlet</del></p>	
<p>to</p>	
<p>Fort Pierce Inlet <del>Sebastian Inlet</del></p>	
<p>1930</p>	
<p>CHIEF OF PARTY</p>	
<p>Charles Shaw</p>	

*Graphic Control*

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON - DIRECTOR

U. S. C. & G. S. S. RANGER

PROJECT NO. 51

1930

DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEET "B"

FORT PIERCE INLET TO SEBASTIAN INLET

FLORIDA

CHARLES SHAW, H. & G. E., C. & G. SURVEY

CHIEF OF PARTY

DESCRIPTIVE REPORT  
TO ACCOMPANY  
TOPOGRAPHIC SHEET "B"  
FORT PIERCE INLET TO SEBASTIAN INLET  
U. S. C. & G. S. S. RANGER  
CHARLES SHAW, H. & G. E., Chief of Party  
February, March, 1930

INSTRUCTIONS:

The topography on this sheet is a part of Project No. 51, the instructions for which are dated December 31, 1929.

EXTENT:

The topography shown on this sheet includes the shore line of the Atlantic Ocean from a point 0.6 statute miles N'ly from the Fort Pierce Inlet to a point 0.6 statute miles N'ly from the Sebastian Inlet; all modern improvements along the shore line; and Sebastian Inlet.

SURVEY METHODS:

A standard Coast and Geodetic Survey plane-table and alidade No. 196 were used. During most of the work two and sometimes three of the tall hydrographic signals located by triangulation were visible affording excellent checks on the azimuth. On two occasions the control points were not intervisible so that random traverse lines had to be run and later adjusted according to specifications in the topographic manual. The work was executed on a scale of 1 to 20,000. The S'ly and N'ly positions

of the work being inaccessible by road, were reached by small boat, landings being made on the Indian River side of the island along the S'ly portion and surf landings along the N'ly extremity. A two ton Chevrolet truck was used for transportation to those reaches of the shore line accessible by road and a minimum amount of walking. The field party consisted of the topographer, two rodmen, a table man, and a truck driver.

PERSONNEL:

The work was executed by Harry C. Walker, Deck Officer, as topographer, Members of the crew acted as rodmen and tableman. The necessity of breaking in new rodmen every few days appreciably slowed the progress of the work.

CONTROL:

The topography along the coast line was controlled by triangulation station "North", a Fort Pierce Port District triangulation station, the position of which was computed and adjusted by the RANGER, and third order triangulation intersection stations, the distances between which are approximately as follows:

Triangulation station "North to triangulation station Pack 3.6 Sta.mi.

"	"	Pack	"	"	"	Road	6.5	"	"
"	"	Road	"	"	"	Bend	6.5	"	"
"	"	Bend	"	"	"	Last	4.2	"	"
"	"	Last	"	"	"	Sub	2.5	"	"
"	"	Sub	"	"	"	Beaujean	4.6	"	"

At two points, plane table traverses were begun with only an approximate azimuth, the control stations not being intervisible. Particular care

was exercised in reading distances to set-up points as also to all small hydrographic signals which were used as effective checks. The greater part of all the traverses was run on the top of the bank which rises abruptly from the sandy beach in order that the control points could be seen. Where ever possible, the traverses were run on the beach.

#### TRAVERSE DETAILS:

The traverse from triangulation station "North" N'ly to triangulation station "Pack", a distance of 3.8 statute miles, checked in azimuth but was 28 meters short in distance. Since all distances between small hydrographic signals had been carefully checked, the error was adjusted proportionally.

The traverse "Road" S'ly to "Pack", a distance of 6.5 statute miles, was run as a random line for 1.8 statute miles because no control station was visible from "Road". Near hydrographic signal "Wreck", "Road" and "Pack" were both visible at which point the random line was adjusted. The traverse closing on "Pack" was out 4 meters in azimuth and 44 meters in distance, the errors being adjusted proportionally.

The traverse from "Road" N'ly to "Bend", a distance of 6.5 miles, was begun by orienting on small hydrographic signals to the southward, no control point being visible. At the set up between hydrographic signals "Ran" and "Trip", both "Road" and "Bend" were visible, at which point the traverse was adjusted in azimuth, being out about 8 meters. The traverse then closed on "Bend" without error in azimuth and with an error of 2 meters in distance which was not adjusted.

The traverse from "Bend" N'ly to "Last", a distance of 4.2 statute miles closed in azimuth but was 28 meters short in distance which

closure was adjusted proportionally since all of the forward and back distances to the small hydrographic signals afforded good checks on distances between set ups.

The traverse from "Last" N'ly to "Sub", a distance of 2.5 statute miles, closed without error. The distance closure in this case was undoubtedly due to the condition of the weather, it being cold and cloudy, causing very little refraction.

The traverse from "Sub" N'ly to "Beaujean", a distance of 4.6 statute miles, closed without error in azimuth but was 29 meters short in distance. The closure was adjusted proportionally.

The shoreline to the northward of "Beaujean" for 0.6 statute miles was run in from two set ups north of "Beaujean".

The inside shore of Sebastian Inlet was rodded from a spur one set up from "Beaujean".

#### GENERAL DESCRIPTION:

The shoreline shown on this sheet is typical of the Florida east coast in that it is sandy with lines of sand dunes parallel to the shore line, low, and fairly regular, covered by scrub palmetto, palmetto, cabbage palms, coarse grasses, and scattered cactuses. Along the shore of Indian River are to be found scattered cocoanut palms and a heavy growth of mangroves.

The shore line from "North" to "Log" is low, and in the vicinity of "Kid" just to the north of the coast guard station the vegetation is quite sparse where the old Indian River Inlet has been filled in. In the vicinity of the sloughs is a dense growth of mangroves.

The E'ly corner of the boat house shown to the westward of the coast guard house was located by a rod reading, but the shore line was only sketched in.

The wreck S.E'ly from "Pot" has only a boiler steam dome showing at high tide. The wreck to the southeastward of "Gal" is under water at high tide.

Signal "Saw" is the E'ly gable of a small abandoned building standing near the edge of a vertical bank rising about five feet from the sandy beach. The bank tapers away to the southward and northward. The pathway shown there runs back through dense growth of palmettoes, crosses several mosquito drainage ditches and ends at a small dock which runs out into Blue Hole Cut on the Indian River side of the island. Several farm buildings not shown on the sheet are near the dock.

Between "Bil" and "Cal", located in what is generally known as the Avalon district, is an abandoned cottage with a row of pine trees growing on the south, east, and north sides. The pines, as a group, stand out very well as a landmark from seaward.

Signals "Sox" & "May", "Dol", "Mit" and "Box" are small abandoned buildings in the last stages of destruction by the elements. The shore line in that vicinity is low and over grown with coarse grasses. The palmettoes begin about 80 meters inshore from the high water line.

"Wreck" is an old steel hulk about 15 feet high on the low water line which made an excellent hydrographic signal. A fisherman's small shack is shown about 90 meters back from the high water line between "Dot" and "Pay". Along that part of the shore line an abrupt bank varying in height from two to five feet rises from the sandy beach which is

rather steep between the high water line and the bank.

Just to the southward of "ROAD" is a small dilapidated house tenanted at times. "ROAD" is located on the continuation of the center line of the sandy wagon road shown approaching from the westward.

Between "Jin" and "Sam" is the S'ly limit of a golf course the N'ly limit of which is near "Tar". Between "Tar" and "Pole" there is a coquina rock reef just off shore, awash at low tide. The aerial photographs of that region show the existence of those rocks very plainly.

"Con" is the N.E'ly corner of a large Spanish type dwelling. A first class gravel road is shown to the southward and westward.

The two wrecks shown off Vero Beach are parts of one wreck, the S'ly one being a mast appearing from a distance very much like a spar buoy; and the N'ly one being a boiler, the steam dome and the top part of the boiler being above high water. The stakes shown close in shore are posts for a swimming guard line.

Adjoining on the north side of the casino, which is shown in solid black, is shown a large out-of-doors swimming pool and encircling wall. The one street shown running N'ly and S'ly and the boulevard running W'ly are paved. The streets shown branching off to the westward are in several cases little more than clearings through the palmettos. On the aerial photographs of this region a large dwelling is shown just to the southward of "Top" but it no longer exists, having been destroyed by fire.



"Gab" is the E'ly gable of a small coast guard building and "Lag" is the center of a small bath house. The road shown dotted and the telephone line runs back to the Bethel Creek Coast Guard Station.

The beach along that part of the coast is rather steep from which rises an abrupt bank from three to six feet in height. The first line of sand dunes is close to the bank and about fifteen feet above high water.

The roads shown dotted in the vicinity of "Man", "Lee", "Get", and "Fat" are sandy wagon tracks being little more than clearings through the palmettos. Between "Die" and "We" an abrupt bank from four to six feet in height rises from the steep sandy beach. From "We" N'ly to "Bay" the bank varies from six to ten feet in height. From "Bay" to "Jo" it varies from eight to four feet. The dotted lines running N'ly as a prolongation of the macadam road near "Sow" mark an old road clearing partly grown over, which might be mistaken for a good road on the aerial photographs.

The pine trees shown inland from "Map" and "Cob" are on the E'ly bank of the Indian River and form a good landmark from seaward.

"Red" is the center of a bath house on the S'ly side of the Wabasso Beach road where it ends at the beach. The dotted lines show a road which is little more than a clearing through the palmettos. Just NW'ly from "LAST" is a small house tenanted at times. The submerged wreck indicated off shore between "Sap" and "Rod" is visible only at lower low water or when a heavy sea is running at low water. Between "Joe" and "Hoe" the sandy beach terminates at a bank varying from four to eight feet in height. Just to the southward of "SUB" is shown a poor

wagon road and two small dwellings, one on N'ly side of the road and the other on the S'ly side. From "Hoe" to "Det" a vertical bank six to ten feet in height rises from the steep and narrow sandy beach. The bank from "Det" to "Gun" varies from ten to fifteen feet in height and is being cut back by storm waters. Northward from "Gun" where the bank is about twelve feet high, it gradually decreases in height to "Mut" where it is about two feet high.

A small portion of the Indian River shore line was rodged in as shown just SSW'ly from "Det", W'ly of "Gap" and "Bed", NW'ly from "Val" and SW'ly from "Sir". Two prominent points of land in the Indian River and the SE'ly corner of a one story red roofed water front building on the W'ly side of the Indian River were located by series of cuts.

Sebastian Inlet is the first entrance to Indian River north of Fort Pierce Inlet. It is used only by small shallow draft fishing boats and cannot be entered except when the ocean is fairly calm. Coquino<sup>a</sup> rock jetties are on each side as shown. On the north side of the Inlet are several buildings which can be reached by road from the north. The sandy beach N'ly from the inlet is wide and flat, terminating at a low bank covered with coarse grasses and scrub palmettos.

#### CHANGES SINCE PREVIOUS SURVEY:

The old Indian River Inlet is completely filled in, the shore line being unbroken at that point. The shore line for about three miles S'ly from Sebastian Inlet is being cut back by storm waters. All other changes are the results of man-made commercial and civic enterprises.

#### MAGNETIC DECLINATION:

The magnetic declination was determined at about 9:30 A.M. on March 26, 1930, by means of the declinoire and plane table at triangulation station "SUB" Latitude  $27^{\circ} - 48' - 02''.577$  (79.3 meters) Longitude  $80^{\circ} - 25' - 01''.679$  (45.97 meters). The plane table was oriented along the line "SUB" to "BEAUJEAN". The declination was found to be  $1^{\circ} - 17'$  E. It was also determined at about 9:00 A.M. on May 20, 1930 at triangulation station "NORTH", Latitude  $27^{\circ} - 28' - 53''.74$  (1654.08 meters), Longitude  $80^{\circ} - 17' - 47''.81$  (1312.56 meters). The plane table was oriented along the line "NORTH" to "PACK". The declination was found to be  $1^{\circ} - 18'$  E. magnetic station

The declination<sup>at</sup> was checked at Fort Pierce, St. Lucie County, at 8:30 A.M. June 7, 1930 and found to be correct  $1^{\circ} - 18'$  E.

#### DISTORTION OF THE SHEET:

The sheet which is dated November 14, 1928, was hung from one end for several weeks to "cure" before the projection was plotted on it. While the field work was in progress the sheet expanded and contracted as effected by the weather conditions. At the completion of the field work and after the inking had been completed, the sheet was found to have contracted 1 in 625 meters along its length and 1 in 1,000 meters across its width.

#### NEW NAMES:

1. Well Established Local Names:

Sebastian Inlet.

#### STATISTICS:

Area surveyed in square statute miles - - - - - 7.0  
Length of detailed shore line in statute miles - - - - - 29.3  
Length of roads in statute miles - - - - - 5.1

Fort Pierce, Florida  
May 10, 1930.

Respectfully submitted,



Harry C. Walker,  
Deck Officer,  
U. S. C. & G. Survey.

Approved:



Charles Shaw,  
H. & G. Engineer,  
Chief of Party,  
U. S. C. & G. Survey.

# STATISTICS

## TOPOGRAPHIC SHEET "B"

### FORT PIERCE INLET TO SEBASTIAN INLET

1930

SHORE LINE		ROADS	
Date	Stat. Miles	Date	Stat. Miles
February 24	2.2	March 5	0.3
25	2.0	6	2.8
26	2.5	7	0.3
27	1.0	10	1.9
28	1.3	11	0.7
March 3	1.1	12	0.1
5	2.4	Total- <u>5.1</u>	
6	2.1		
7	2.0		
10	2.3		
11	2.4		
12	2.2		
26	2.3		
April 2	2.4		
3	<u>1.1</u>		
Total -		29.3	

LIST OF

PLANE-TABLE POSITIONS

SHEET B SCALE 1:20,000

SHIP RANGER

FORT PIERCE, FLA. 1930.

Station Name	Latitude °	D. M. meters	Longitude °	D. P. meters	Remarks
PAT	27 29	(1713) 134	80 17	(221) 1426	
Rib	27 29	(1345) 502	80 17	(118) 1529	
MOL	27 29	(793) 1054	80 17	(4) 1643	
FLAG	27 29	(470) 1377	80 18	(1498) 149	Coast Guard Flag
Coast	27 29	(439) 1408	80 18	(1477) 170	Pole N.E. corner C.G.
JIM	27 30	(1840) 7	80 18	(1414) 232	House
RUN	27 30	(1602) 245	80 18	(1341) 306	
KID	27 30	(1195) 652	80 18	(1215) 432	
SAT	27 30	(816) 1031	80 18	(1084) 563	
POT	27 30	(820) 1427	80 18	(940) 707	
BAD	27 30	(27) 1820	80 18	(795) 852	
GAL	27 31	(1428) 419	80 18	(616) 1031	
MIN	27 31	(1006) 841	80 18	(455) 1192	
RUT	27 31	(661) 1186	80 18	(357) 1290	
LOG	27 32	(1839) 8	80 18	(202) 1444	
SAW	27 32	(1466) 381	80 18	(99) 1547	Ely Gable of small building
OWL	27 32	(1199) 648	80 18	(42) 1604	
BIT	27 32	(893) 954	80 19	(1612) 34	

Station Name	Latitude ° ' "	D.M. meters	Longitude ° ' "	D.P. meters	Remarks
	27 32	(783) 1064	80 19	(1562) 84	SE. corner Clump of Pine Trees.
	27 32	(736) 1111	80 19	(1550) 96	NE. corner Clump of Pine Trees.
CAL	27 32	(570) 1277	80 19	1540 106	
POP	27 32	(136) 1710	80 19	(1430) 216	
OAK	27 33	(1680) 167	80 19	(1338) 308	
SEA	27 33	(1350) 497	80 19	(1239) 407	
MAT	27 33	(1027) 820	80 19	(1145) 501	
HER	27 33	(694) 1153	80 19	(1051) 595	
PIN	27 33	(180) 1667	80 19	(916) 730	
COW	27 34	(1663) 184	80 19	(821) 825	
SOX	27 34	(1377) 470	80 19	(712) 934	
MAY	27 34	(1103) 744	80 19	(667) 979	
DOL	27 34	(936) 911	80 19	(824) 1022	
TED	27 34	(716) 1131	80 19	(623) 1023	
LIE	27 34	(384) 1463	80 19	(555) 1091	
MIT	27 34	(124) 1723	80 19	(482) 1164	
BOX	27 34	(63) 1784	80 19	(473) 1173	
PET	27 35	(1685) 162	80 19	(444) 1202	



Station Name	Latitude ° ' "	D. M. meters	Longitude ° ' "	D. P. meters	Remarks
		(1379)		(383)	
GAY	27 35	468	80 19	1263	
		(1091)		(322)	
Soo	27 35	756	80 19	1324	
		(774)		(261)	
HAT	27 35	1073	80 19	1385	
		(407)		(182)	
PIL	27 35	1440	80 19	1464	
		(198)		(170)	
WRECK	27 35	1469	80 19	1476	Prominent steel bulk at low water line 15 ft. high
		(97)		(86)	
DOT	27 35	1750	80 19	1560	
		(1698)		(1612)	
PAY	27 36	149	80 20	33	
		(1464)		(1490)	
LEG	27 36	383	80 20	155	
		(1231)		(1345)	
FUR	27 36	616	80 20	300	
		(1039)		(1203)	
ZIP	27 36	808	80 20	442	
		(811)		(1012)	
WET	27 36	1036	80 20	633	
		(595)		(853)	
BAT	27 36	1252	80 20	792	
		(384)		(693)	
FEE	27 36	1463	80 20	952	
		(162)		(529)	
RAY	27 36	1685	80 20	1116	
		(1769)		(399)	
DEW	27 37	78	80 20	1246	
		(1291)		(163)	
SAY	27 37	556	80 20	1482	
		(975)		(34)	
PEG	27 37	872	80 20	1611	
		(665)		(1576)	
FOX	27 37	1182	80 21	69	

Station Name	Latitude °	D.M. meters	Longitude °	D.P. meters	Remarks
BEE	27 37	(388) 1459	80 21	(1493) 152	
NET	27 37	(84) 1763	80 21	(1421) 224	
VIN	27 38	(1588) 259	80 21	(1395) 250	
SAM	27 38	(1255) 592	80 21	(1442) 203	
TAR	27 38	(884) 963	80 21	(1423) 222	
MILL	27 38	(612) 1235	80 21	(917) 728	Windmill tower
POLE	27 38	(547) 1300	80 21	(1332) 313	Flag pole on the beach
CON	27 38	(494) 1353	80 21	(1300) 345	NE'y corner of large stucco house
ANT	27 38	(182) 1665	80 21	(1233) 412	
TOP	27 39	(1759) 88	80 21	(1172) 473	
DOMÉ	27 39	(1434) 413	80 21	(1627) 618	Small dome on Vero Beach Casino
MAR	27 39	(1417) 430	80 21	(1657) 588	NE'y corner of Vero Beach Casino
RAN	27 39	(1101) 746	80 21	(983) 662	
TRIP	27 39	(782) 1065	80 21	(888) 757	
DEL	27 39	(448) 1399	80 21	(805) 840	
GAB	27 39	(152) 1695	80 21	(711) 934	Elygale of small C.C. house
LAG	27 39	(42) 1805	80 21	(709) 936	Pole in center of small bath house
DIE	27 40	(1725) 122	80 21	(674) 970	

Station Name	Latitude	D. M. meters	Longitude	D. P. meters	Remarks
ALE	27 40	(1428) 419	80 21	(572) 1072	
MUG	27 40	(1124) 723	80 21	(488) 1156	
KIN	27 40	(788) 1059	80 21	(397) 1247	
RUN	27 40	(457) 1390	80 21	(304) 1340	
MAN	27 40	(104) 1743	80 21	(223) 1421	
LEE	27 41	(1624) 223	80 21	139 1505	
GET	27 41	(1308) 539	80 21	(34) 1610	
FAT	27 41	(994) 853	80 22	(1575) 69	
ABE	27 41	(678) 1169	80 22	(1470) 174	
WE	27 41	(362) 1485	80 22	(1354) 290	
TRY	27 41	(46) 1801	80 22	(1258) 386	
TOE	27 42	(1609) 238	80 22	(1170) 474	
GO	27 42	(1302) 545	80 22	(1094) 550	
FAR	27 42	(988) 859	80 22	(1011) 633	
CAT	27 42	(333) 1514	80 22	(781) 863	
DON	27 42	(56) 1791	80 22	(707) 937	
BAK	27 43	(1656) 191	80 22	(653) 991	
TEE	27 43	(1443) 404	80 22	(591) 1053	

Station Name	Latitude °	D. M. meters	Longitude °	D. P. meters	Remarks
K.E.G.	27 43	(1166) 6.81	80 22	(504) 1140	
P.E.P.	27 43	(879) 9.68	80 22	(422) 1222	
R.A.T.	27 43	(508) 1339	80 22	(343) 1301	
S.O.W.	27 43	(204) 16.43	80 22	(268) 1376	
G.O.B.	27 44	(1724) 1.23	80 22	(159) 1484	
S.E.T.	27 44	(1411) 4.36	80 22	(47) 1596	
N.O.D.	27 44	(1116) 7.31	80 23	(1575) 68	
D.A.Y.	27 44	(830) 10.17	80 23	(1459) 184	
F.E.W.	27 44	(525) 1322	80 23	(1323) 330	
J.O.	27 44	(240) 16.07	80 23	(1183) 460	
A.L.L.	27 45	(1196) 5.1	80 23	(1058) 585	
T.U.G.	27 45	(1516) 33.1	80 23	(921) 722	
M.A.P.	27 45	1246 6.01	80 23	(774) 869	
C.O.B.	27 45	(963) 8.84	80 23	(618) 1025	
D.O.E.	27 45	(678) 11.69	80 23	(444) 1199	
R.E.D.	27 45	<sup>9</sup> (345) 14.52	80 23	(306) 1337	Peak of red roofed bath house
M.U.G.	27 45	(83) 17.64	80 23	(177) 1466	
C.U.P.	27 46	(1464) 3.83	80 24	(1611) 32	

Station Name	Latitude	D. M. meters	Longitude	D. P. meters	Remarks
LAY	27 46	(1112) 735	80 24	(1447) 196	
BET	27 46	(754) 1093	80 24	(1287) 356	
MOB	27 46	(374) 1473	80 24	(1119) 524	
TAP	27 46	(77) 1770	80 24	(982) 661	
JUG	27 47	(1649) 198	80 24	(856) 787	
FOE	27 47	(1354) 493	80 24	(717) 926	
PAL	27 47	(1066) 781	80 24	(575) 1068	
SAP	27 47	(781) 1066	80 24	(425) 1218	
ROD	27 47	(483) 1364	80 24	(276) 1367	
WAY	27 47	(198) 1649	80 24	(132) 1511	
JAP	27 48	(1497) 370	80 25	(1515) 127	
CAR	27 48	(1175) 672	80 25	(1386) 256	
NEL	27 48	(886) 961	80 25	(1250) 392	
BOB	27 48	(590) 1257	80 25	(1114) 528	
HOE	27 48	(283) 1564	80 25	(989) 653	
SAL	27 49	(1834) 13	80 25	(853) 789	
BUG	27 49	(1539) 308	80 25	(720) 992	
BUR	27 49	(1238) 609	80 25	(558) 1054	

Station Name	Latitude °	D.M. meters	Longitude °	D.P. meters	Remarks
ILL	27 49	(932) 915	80 25	(448) 1194	
DET	27 49	(644) 1203	80 25	(316) 1326	
WAR	27 49	(340) 1507	80 25	(171) 1471	
GAP	27 49	(17) 1830	80 25	(14) 1628	
BED	27 50	(1561) 286	80 26	(1525) 117	
VAL	27 50	(1262) 585	80 26	(1385) 257	
JOB	27 50	(982) 865	80 26	(1253) 389	
PUP	27 50	(673) 1174	80 26	(1104) 538	
SIR	27 50	(386) 1461	80 26	(969) 673	
GUN	27 50	(73) 1774	80 26	(810) 832	
JAR	27 51	(1644) 203	80 26	(673) 969	
MUT	27 51	(1426) 421	80 26	(569) 1073	
PAN	27 51	(1178) 669	80 26	(434) 1208	
LIP	27 51	(937) 910	80 26	(314) 1328	
JET	27 51	(755) 1092	80 26	(274) 1368	
SAD	27 51	(801) 1046	80 26	(170) 1472	
ROD	27 51	(885) 962	80 27	(1538) 104	
AXE	27 51	(601) 1246	80 26	(141) 1501	

[illegible]

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

4538

TOPOGRAPHIC TITLE SHEET

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

Field Letter B

REGISTER NO. **4538**

State Florida

General locality East Coast Indian River

Locality Fort Pierce Inlet to Sebastian Inlet to Fort Pierce Inlet

Scale 1:20,000 Date of survey Feb. - April 1930, 19

Vessel RANGER

Chief of Party Charles Shaw

Surveyed by H. C. Walker

Inked by H. C. Walker

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour Approximate contour Form line interval \_\_\_\_\_ feet

Instructions dated December 31, 19<sup>29</sup>, 19

Remarks: \_\_\_\_\_