

# 8844

Diag'd. on Diag. Ch. No. 1247

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. PH-9-46 Office No. T-8844

### LOCALITY

State Florida

General locality St. Lucie - Indian River Counties

Locality "Indrie"

1947 & '48

CHIEF OF PARTY

R. A. Gilmore

LIBRARY & ARCHIVES

DATE April 14, 1949

B-1870-1 (1)

# 8844

## DATA RECORD

T- 8844

Quadrangle (II): "INDRION"

Project No. (II): Ph-9(46)

Field Office: Vero Beach, Fla. Chief of Party: Lieut. Comdr. Ross A. Gilmore

Compilation Office: Tampa, Fla. Chief of Party: " " " " " "

Instructions dated (II III): May 28, 1947

Copy filed in ~~Descriptive~~ *Project Report*  
~~Report No. T-~~ (VI) ~~Photogrammetry~~

Completed survey received in office: Jan, 1949

Reported to Nautical Chart Section:

Reviewed: 9 Mar 49

Applied to chart No.

Date:

Redrafting Completed:

Registered: 30 Mar 49

Published:

Compilation Scale: 1: 20,000

Published Scale: 1: 24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): PALMETTO, 1860

Lat.:  $27^{\circ} 33' 22.684''$  (698.2m)Long.:  $80^{\circ} 21' 22.227''$  (609.8m)

Adjusted

~~Unadjusted~~

State Plane Coordinates (VI): Florida East Zone

X = 708,607.31 Feet

Y = 1,171,890.97 Feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide	
				Atlantic	Indian River
16365	April 27, 1946	1059	1:20,000	MLW	0.1
16366	"	1100	"	MLW	0.1
16367	"	1102	"	MLW	0.1
16390	"	1156	"	.3	MLW
16391	"	1158	"	.4	MLW

Atlantic-Fort Pierce Inlet (breakwater)  
Tide from (III): Indian River-Fort Pierce (City Dock) Ref. Sta.: Mayport, Fla.  
Mean Range: Atlantic--2.6      Spring Range: Atlantic -- 3.0  
                  Indian River--0.7      Indian River -- 0.8  
Camera: (Kind or source) U.S.C. & G.S. Nine-lens Camera 8 $\frac{1}{4}$ " focal length

Field Inspection by: James E. Hundley      date: Nov. 1947

Field Edit by: *S. J. Hathorn*      date: *Dec 1948*

Date of Mean High-Water Line Location (III): 18 - 28 November 1947

Projection and Grids ruled by (III) T.L.J. (Wash. Office) date: 22 Oct., 1947

" " " checked by: " " " date: " " "

Control plotted by: R. Dossett      date: 13 November 1947

Control checked by: E.C. Andrews      date: 25 November 1947

Radial Plot by: M.M. Slavney      date: 23 March, 1948

Detailed by: B.F. Lampton      date: 30 March--8 June 1948

Reviewed in compilation office by: J.A. Giles      date: June 1948

Map Manuscript  
Elevations on ~~Field Edit Sheet~~  
checked by: J.A. Giles      date: June 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 16.7

Shoreline (More than 200 meters to opposite shore): 34.4 miles

Shoreline (Less than 200 meters to opposite shore): 24.7 miles

Number of Recoverable Topographic Stations established: 33

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 25.5

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

MAP T. 8844

PROJECT NO. Ph-9(46)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\nu$ -COORDINATE LONGITUDE OR $\pi$ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
<del>RIDGE 2, 1882</del>	<del>G.P. N.A. P. 156 1927</del>	<del>"</del>	<del>27 30 00.219 80 20 46.832</del>	<del>Lost</del>		6.7 (1840.1)		
<del>GREEN ROOF 1930</del>	<del>"</del>	<del>"</del>	<del>27 30 08.39 80 20 30.21</del>	<del>Destroyed</del>		1269.0 ( 377.9)		
<del>FIN, 1930</del>	<del>"</del>	<del>"</del>	<del>27 31 04.945 80 19 44.343</del>			258.2 (1588.6)		
<del>PIKE, 1930</del>	<del>"</del>	<del>"</del>	<del>27 31 49.456 80 18 51.692</del>	<del>Destroyed</del>		829.2 ( 817.7)		
<del>HOT, 1930</del>	<del>"</del>	<del>"</del>	<del>27 32 38.049 80 20 15.336</del>			1522.3 (324.5)		
<del>PALMETTO, 1860</del>	<del>"</del>	<del>"</del>	<del>27 33 22.684 80 21 22.227</del>			1418.5 (228.0)		
<del>RIDGE, 1924</del>	<del>"</del>	<del>"</del>	<del>27 34 37.138 80 19 46.893</del>	<del>Destroyed</del>		1171.7 (675.1)		
<del>GRAVFOED 2, 1882</del>	<del>"</del>	<del>"</del>	<del>27 35 36.635 80 21 52.256</del>			420.8 (1225.5)		
<del>ROAD, 1920</del>	<del>"</del>	<del>"</del>	<del>27 37 08.393 80 20 52.734</del>			698.2 (1148.6)		
<del>R-24, 1944</del>	<del>"</del>	<del>"</del>	<del>27 38 17.81 80 20 47.990</del>	<del>Lost</del>		609.8 (1036.3)		
<del>RIDGE 3, 1947</del>	<del>"</del>	<del>"</del>	<del>27 39 55.304 80 20 47.990</del>	<del>Follow on adjoining quad T-8445</del>		1143.1 (703.7)		
						1283.8 (362.0)		
						1127.6 (719.2)		
						1433.1 (212.4)		
						258.3 (1588.5)		
						1445.9 ( 199.3)		
						2687.7 ( 360.3)		
						2674.9 ( 373.1)		
						1702.2 (144.5)		
						1317.4 (329.7)		

1 FT. = 3048008 METER  
COMPUTED BY: R. Dossett

DATE 17 August 1947

CHECKED BY: W.H. Shearouse

DATE 29 Aug. 1947

M. 2388-12

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE T-8844

"INDRIO"

N 2730 - W 8015/7.5

PROJECT Ph-9 (46)

10 December 1947

1. DESCRIPTION OF THE AREA

This quadrangle lies within Indian River and St. Lucie Counties, Florida.

The principal cultural features in this area are the Atlantic Ocean, ? Indian River (Intracoastal Waterway), Florida East Coast Railroad, U.S. Highway 1 and Florida State Highway No. 605 (better known as Old Dixie Highway).

The area west of Indian River is the only portion of the quadrangle under cultivation and devoted entirely to the growth of Citrus Fruits. This area west of Indian River varies in elevation from mean sea level to 48 feet above in the central portion of the quadrangle. The highest land being the sand ridge lying northwest to southeast about 0.8 mile West of the Indian River. In the southwest portion of the quadrangle elevations range from mean sea level to a height of 54 feet on the sand ridge about 0.3 mile West of the Indian River, with an average elevation of about 21 feet for the entire area west of the sand ridge.

The Island east of Indian River is mostly low ground rising to a sand ridge about 15 feet above mean sea level on an average of about 500 feet west of mean high water of the ocean.

Vegetation in this area is marsh grass and mangrove on both east and west side of Indian River up to the beginning of the sand ridge, both on the mainland and the island. Scattered palm and palmetto appear on the sand ridge east of Indian River.

The principal cultural feature on the island east of Indian River is the road running northwest and southeast along its entire length.

2. COMPLETENESS OF FIELD INSPECTION

Field Inspection was done on Photographs No. 16365 and No. 16366 by James E. Hundley during the month of November 1947 in accordance with Instruction for the Project, dated 28 May 1947 and other pertinent instructions.

### 3. INTERPRETATION OF THE PHOTOGRAPHS

No great amount of difficulty was encountered in the interpretation of the photographs; however, clarification of tones will be submitted.

The gray tones on both east and west side of Indian River appearing alone or between mangrove trees is marsh grass in extremely wet areas, while the gray tones on high ground west of the sand ridge on the mainland are that of grass and small palmetto bushes.

The extremely dark areas in the wooded section are large mangrove trees, the lighter tones being mixed palm, palmetto and some small mangrove.

### 4. HORIZONTAL CONTROL

All existing horizontal control was searched for. Those stations accessible by truck were recovered by Robert B. Hanevold and stations available only by boat were recovered by James E. Hundley.

It is believed that enough of the existing horizontal control in this area has been identified on the photographs to insure an accurate radial plot.

Attention is called to the points used as substitute stations for the following Horizontal Control: Crawford 2, Palmetto, Hot and Fin. These substitute points were finally decided upon after all other available features had been investigated and discarded.

Triangulation Station Ridge 2, 1882 was moved to a new location (Ridge Falls on 3, 1947). Geographic position and description are being submitted to the Compilation Office. Field Records and computations have been forwarded to the Washington Office. *adjoining sheet T-8445*

### 5. VERTICAL CONTROL

Fly levels were run with a Wye level along the principal roads to give a distributed base for planetable contouring. Temporary bench marks were established at identifiable points on the photographs. All level lines were closed within the required accuracy and the records carefully checked. All level points are shown on the contour prints with a cross, labeled with the Quadrangle designation letters "IN", and numbered consecutively in blue ink with elevations shown to the nearest tenth.

The levels were run by Mr. Robert B. Hanevold Photogrammetric Aid.

### 6. CONTOURS AND DRAINAGE

Contouring was done by a four man planetable party in accordance with instructions for this project at an interval of five feet on nine-lens photographs Nos. 16390 and 16391.

All planetable traverses of three setups or more were tied back to level points with a closure of 0.5 foot or less and adjusted.

There is no natural drainage in this quadrangle. The contouring was <sup>done</sup> by Mr. Robert B. Hanevold, Photogrammetric Aid.

7. MEAN HIGH-WATER LINE

The mean high-water line has been delineated on photographs no.16365 and no.16366 for the Atlantic Ocean side of the island east of Indian River. There is no evident mean high-water line on either side of Indian River, consequently it has been indicated as apparent shoreline.

8. LOW-WATER LINE

No attempt has been made to show the low-water line.

9. WHARVES AND SHORELINE STRUCTURES

All existing wharves and shoreline structures have been indicated on the photographs.

10. DETAILS OFFSHORE FROM HIGH-WATER LINE

All details offshore from the high-water line have been indicated on the photographs and are the following:

1. Spoils in Indian River.
2. Boiler baring 1 foot at mean high-water in Indian River.
3. Wreck baring 1 foot at mean high-water ocean side.
4. An area about 0.3 mile long, ocean side, in southeast part of quadrangle, piling awash at mean high-water.

11. LANDMARKS AND AIDS TO NAVIGATION

Two prominent features appearing on the photographs for this area were investigated in the field and pricked for landmarks to be charted. One is located in the southwest part of the quadrangle (White House). The other is located in the east central portion of the quadrangle (Tower).

Seven lights were identified in the field and pricked on the photographs as aids to navigation. These lights are located along the east and west side of the Intracoastal Waterway Channel in Indian River.

12. HYDROGRAPHIC CONTROL

No hydrographic control required in this project.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields or aeronautical aids in this quadrangle; however, a very small part of an abandoned airdrome lies in the extreme southwest portion of this quadrangle.

14. ROAD CLASSIFICATION

All roads in this area have been classified in accordance with Photogrammetry Instructions No. 10 and amendment dated 24 October 1947.

(Field Edit Note): U. S. Highway No. 1 is under construction from the southwest limits of the quadrangle to the Indian River County line.



15. BRIDGES

There are no bridges over navigable waters in this area. At approximate latitude 27° 33.5' there is an overpass over old Dixie Highway and Florida East Coast Railroad.

16. BUILDINGS AND STRUCTURES

All buildings and structures to be shown have been circled on Photographs No. 16365 and No. 16366.

17. BOUNDARY MONUMENTS AND LINES

Three county line boundary monuments were recovered and identified on Photographs No. 16366. Two other boundary monuments were recovered and identified on photograph No. 16365.

All existing boundary lines in this area have been delineated on photographs No. 16365 and 16366, merely as a guide in assisting the compiler in construction of these lines.

This will be the subject of a special report by Joseph K. Wilson, Cartographer. In ~~File Section, Div. of Photogrammetry~~ *Project Report*

18. GEOGRAPHIC NAMES

This is the subject of a Special Report by Joseph K. Wilson, Cartographer, submitted to the Washington Office 8 January 1948. *Filed in Geographic Name Section, Div. of Nautical Charts.*

19. TOPOGRAPHIC STATIONS

Twenty one topographic stations were established in this area, in accordance with instructions for the project.

20. JUNCTIONS WITH ADJOINING QUADRANGLES

A junction has been made with T-8843 to the west, T-8842 to the north and T-8845 to the south. There is no junction of quadrangles to the east as this borders on the Atlantic Ocean. All junctions are in good agreement.

*James E. Hundley*  
James E. Hundley  
Photogrammetric Aid

Supervised:

*William A. Rasure*  
William A. Rasure  
Photogrammetric Engineer

Approved and Forwarded:

*Ross A. Gilmore*  
Ross A. Gilmore  
Chief of Party

COMPILATION REPORT  
TO ACCOMPANY  
"INDRIO"  
QUADRANGLE T-8844

26 and 27. CONTROL AND RADIAL PLOT:

A special report, dated 17 May, 1948, has been submitted by M.M. Slavney, Photogrammetric Engineer. In ~~File Section Div. of Photogrammetry,~~  
*Descriptive Report T-8623*

28. DELINEATION:

The nine-lens photographs were clear and of reasonably good scale. The field inspection was satisfactory.

The contours shown on the photographs were not in complete agreement with the ponds and low areas on the map manuscript. Wherever it was evident that the field party was showing a contour along a berm, the contour was moved to follow the berm, since it is believed that its correct position can be determined more accurately by examination with the large stereoscope in this office.

In cases where a contour follows the berm of a pond, intermittent pond, or low area, the contour is indicated by a series of brown ticks on the lower side of the berm. It is believed that this will be easier to follow than labels. Depression contours have been labeled. Ticks along a brown contour line also indicate a depression, as usual. *See Review Report*

The contours along the Atlantic shore were so close to the high-water line that it was necessary to displace the five-foot, and sometimes the ten-foot, contour along most of the shore.

The new highway across most of the quadrangle was shown according to the field inspector's notes. The contours shown on the field photographs cannot be reconciled with the new road in many places. The field editor should make any necessary changes in the contours along the new road.

A number of roads were classified as "Rd 8" by the field inspector. According to Photogrammetry Instructions No. 10, a "Rd 8" is a trail, ordinarily not used by wheeled vehicles. It is believed that the field inspector used this classification in error, as the roads so labeled appear to be motorable, including some private drives, and he has also used the label "Tr" on other features which appear to be trails. The roads have been shown with the "Rd7" symbol, but final classification has been left for the field editor.

The field inspection photographs for Project CS-308 were used as reference.

There were some discrepancies in the vegetation classification in the two sets of field inspection photographs in areas where there appears to be no change. The delineator has attempted to select the correct classification with the aid of the stereoscope; however, the field editor should give special attention to this, especially in the brush and trees classifications between the Florida East Coast Railroad and the Indian River.

A letter from J.H. Hawley, Acting Director, dated 11 May, 1948 reference No. 78-aal, states that "low ground" will no longer be shown on published maps. This letter was received after the low areas were delineated. The outline of the low areas shown on the map manuscript should still be used as vegetation limits, as all low areas are clear.

Along the eastern shore of the Indian River, there are many areas of scattered mangrove in marsh. Since it is not known how it is desired that such areas be shown, they have been outlined separately, so that they may be shown in any way at the discretion of the Washington Office.

In the southeast part of the quadrangle some wide bands are labeled "D" on the field inspection photographs. No ditches could be found under the stereoscope, and the same feature was deleted on the field inspection photographs of Project CS-308. Further information is requested of the field editor, including exact location if the ditches are to be shown.

A recovery note was submitted for bench mark INDRI (U.S.E.D.), but the station was not pricked on the field photographs. The station was located by distance and azimuth from station PRM-ED (U.S.E.D.) given in the original description of bench mark INDRI. PRM-ED (U.S.E.D.) was located by radial plot methods.

The recovery note for triangulation station E-24 (U.S.E.D.) states that the station will probably soon be destroyed because of highway construction. This should be investigated by the field editor. The description of the station is included with this report for the use of the field editor. *Field Edit reports this station as lost.*

29. SUPPLEMENTAL DATA:

None.

30. MEAN HIGH-WATER LINE:

The mean high-water line was delineated according to field inspection notes. The berm of the high-water line along the Atlantic shore was visible on the photographs throughout most of the area.

The shoreline on the west side of the Indian River in the southern part of the quadrangle was shown on the field photographs as being indefinite; however, there is a clearly visible spoil bank very close to the indefinite shoreline. Since it is believed that this fast shoreline is more important than grass or mangrove in water, it was shown in preference. This is the way the shoreline was shown on the field inspection of quadrangle T-8845, which joins this quadrangle to the south. The mangrove and grass fringe outside the spoil bank is too narrow to show an indefinite shoreline outside the fast shoreline.

The spoil islands along the Intracoastal Waterway all have fast shoreline; but, are too small to be delineated with a heavy line. They have been drawn with a light shoreline.

31. LOW-WATER AND SHOAL LINES:

The low water line was not recovered by the field inspector. By the use of the field inspection for quadrangle T-8845, however, it was possible to delineate an approximate low-water line.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

None that require further investigation.

33. WHARVES AND SHORELINE STRUCTURES:

Wharves and shoreline structures have been delineated according to field inspection notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

Seven non-floating aids to navigation and two landmarks have been located by radial plot methods and are being submitted on form 524 and form 567.

35. HYDROGRAPHIC CONTROL:

No hydrographic control was established.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

A small part of St. Lucie County Airport falls within the quadrangle. There are no aeronautical aids.

37. RECOVERABLE TOPOGRAPHIC STATIONS:

Thirty-three recoverable topographic stations including seven non-floating aids to navigation and two landmarks have been located by radial plot methods and are being submitted on form 524.

Attention is directed to stations COUNTY LINE MONUMENT, 1947, and PRM-BE U.S.E.D. (1932), 1947. Both points were located by means of substitute points, and points located by photogrammetric methods were used for azimuths. In the first case the distance from the substitute point to the azimuth point at compilation scale is approximately 2.5 millimeters, and in the second case the distance is approximately 0.9 millimeters. With such short azimuths, the accuracy of the positions of the two stations is doubtful.

38. GEOGRAPHIC NAMES: 814

The geographic names shown on the map manuscript are in accordance with the name sheet furnished by the Washington Office. Approved list attached to this Desc Report

39. SECTION LINES AND BOUNDARIES:

The photostatic copies of the General Land Office plats were incomplete along their western limits. The dimensions along the section lines were cut off. Since the western row of sections is the only unbroken row, it was impractical to draw the plats to scale. The section lines were drawn from recovered corners and detail visible on the photographs, which was assumed to fall along section lines. Some additional control is desirable to control adequately some of the section lines.

An ozalid print of the map manuscript has been prepared for the use of the field editor in investigating section lines. Section lines whose positions are believed to be accurate have been shown with red ink on the print; those which need additional control along the lines have been shown with green ink.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with Planimetric maps T-4543 and T-4549. There have been many cultural changes since they were delineated. The spoil inlands along the Intracoastal Waterway are not shown on the planimetric maps. The detail of the shoreline has changed somewhat. There are no important discrepancies in position.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart 1247, print date 27 January 1947, and Intracoastal Waterway Chart 845, print date 3 March 1947.

The marsh on the eastern shore of the Indian River near the southern edge of the quadrangle is more extensive than is shown on chart 845.

On both charts there are minor differences in shoreline detail along the eastern shore of the Indian River. There are many differences in detail in the spoil islands along the Intracoastal Waterway. Some that are shown as islands on the nautical charts should now be shown with a low-water line and some should be shown as shoals. There are a number of changes in the roads shown on the nautical charts. There are major changes in the piers shown.

There is a boiler, one foot above mean high-water, near the channel of the Intracoastal Waterway, that is not shown on the nautical charts.

There are two wrecks shown on chart 1247 just off the Atlantic shore at approximately 27° 31' Latitude. These were not recovered by the field inspector and should be investigated by the field editor.

*Not found by Field Editor*  
Respectfully submitted,

*B. Frank Lampton, Jr.*  
B. Frank Lampton, Jr.  
Photo. Aid

Approved and Forwarded:

*Ross A. Gilmore*

Ross A. Gilmore  
Lieut. Comdr. USCGS  
Chief of Party.

**TO BE CHARTED**

**STRIKE OUT ONE**

**Vero Beach, Florida**

1947

MONITORING THE EMISSION LANDMARKS FOR CHARTS

I recommend that the following objects which have ~~(not been)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(not been)~~ the charts indicated.

The positions given have been checked after listing by

**B. Frank Lampton, Jr.**

**ROSA A. GILBERT**

Chief of Party.

[illegible]

**STRIKE OUT ONE**

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Yere Beach, Florida 10 December, 1941

The positions given have been checked after listing by

**B. Frank Lampton, Jr.**

**Ross A. Gilmore**

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM							
				°	'	D. M. METERS	°		'						
FLORIDA				27	37	789	80	22	241	NA 1927	Radial Plot	11-25-47			843 ✓
	LT. 183	Black square daymark with yellow border, on pile structure		27	36	1843	80	22	208	"	"	"			" ✓
	LT. 186	Red triangular daymark with yellow border, on pile structure		27	36	1464	80	21	1380	"	"	"			" ✓
	LT. 189	Black square daymark with yellow border on pile structure		27	35	738	80	21	477	"	"	"			" ✓
	LT. 192	Black square daymark with yellow border, on pile structure		37	34	259	80	21	233	"	"	"			" ✓
	LT. 208	Red triangular daymark with yellow border, on pile structure		27	33	1717	80	20	1635	"	"	"			" ✓
	LT. 209	Black square daymark with yellow border on pile structure		27	31	376	80	20	435	"	"	"			" ✓
	LT. 217	Black square daymark with yellow border on white pile dolphin													" ✓
				</											



## FIELD EDIT REPORT

QUADRANGLE T-8844

PROJECT PH-9(46)

Field edit of quadrangle T-8844 was accomplished in accordance with Field Edit Instructions dated 24 August 1945, and Supplement I dated 4 February 1946. Actual field work was accomplished during the period 1 December - 10 December 1948.

### 46. METHODS

Field edit was accomplished by riding out all passable roads; walking to other areas in which the reviewer requested information, or where the field editor suspected a weakness in the compilation.

Planetable and tape methods were used to locate corrections and additions not shown on the photographs. On the field edit sheet, red ink was used to show corrections and additions; violet ink for contours; and green ink for deletions. Violet ink was used for all work on the discrepancy print and the field photographs.

The reviewers questions were answered on the discrepancy print whenever possible. Other work was shown on the photographs or field edit sheet. All work shown on the photographs is properly referenced along with the photograph number on the discrepancy print or the field edit sheet.

### 47. ADEQUACY OF COMPILATION

The map compilation is believed to be adequate except for a few minor items corrected by the field editor.

### 48. ACCURACY TESTS

No accuracy tests were required for this quadrangle. The map is believed to comply with standard horizontal and vertical accuracy specifications. However, information concerning the two nearest map accuracy tests to this quadrangle was not available to the field editor.

### 3. CONTOURS

The contour expression for the sheet is believed to be adequate with the changes along U. S. Highway No.1, and minor changes in a few other areas.

4. HORIZONTAL CONTROL

Triangulation station E-24(U.S.E.D.) is believed destroyed, and Form 526 is submitted.

17. BOUNDARY MONUMENTS AND LINES

No information could be found concerning the two section corners, or adjacent lines, that are located immediately northwest of Head Cove and Porpoise Cove, respectively.

Data controlling the other questionable corners and lines is noted on the discrepancy prints.

19. TOPOGRAPHIC STATIONS

FISH HOUSE 1947 has been destroyed since field inspection and a necessary note (Form 524) is submitted for this station.

50. EXAMINATION OF PROOF COPY

It is believed that the engineering firm of Carter and Damerow in Vero Beach is best qualified to examine the north half of the sheet that is in Indian River County; and that F. E. Englar, registered land surveyor, is best qualified to examine the south half of the sheet that is in St. Lucie County.

Submitted by:

*Stanley J. Hathorn*  
Stanley J. Hathorn  
Cartographer(Photo)

Approved and forwarded:

*George E. Morris, Jr.*  
George E. Morris, Jr.  
Chief of Party

21 DEC

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

New Del  
Ft. Pierce, Fla  
20 December 1948

To: Officer in Charge  
Tampa Photo. Office  
U. S. Coast & Geodetic Survey  
Tampa, Florida

Subject: Correction of Field Edit Sheet T-8849,  
Project Ph-9.

It is believed that the classification of the portions of former U. S. Hwy #1 still useable, and not deleted, was inadvertently omitted from the field edit sheet.

It is therefore requested that these ~~portions of~~ portions of road that closely parallel the new U. S. Hwy #1 be labeled Rd 4's on the field edit sheet.

Stanley J. Hathorn  
Cartographer (Photo)

cc: H. Comdr. Morris.



## GEOGRAPHIC NAMES

Survey No.

T-8844

INDRIO, Fla. 7<sup>1</sup>/<sub>2</sub>' quad

1 Name on Survey

On Chart  
No.On previous survey  
No.On U. S. quadrangle  
MapsFrom local  
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

A

B

C

D

E

F

G

H

K

✓ Florida

USGB

1

✓ St. Lucie County

2

✓ Indian River County

3

✓ Indian River

4

✓ Atlantic Ocean

5

✓ Intracoastal Waterway

USGB

6

✓ Florida East Coast

7

✓ U.S. No. 1

8

✓ State No. 605

9

✓ State No. 607*On approved list for T-8843 K.N.M.*

10

✓ Jack Island

11

✓ Negro Cut

12

✓ Old Inlet

13

✓ Fish House Cove

14

✓ Garfield Point

15

✓ Garfield Cut

16

✓ Blue Hole Creek

17

✓ Blue Hole Point

18

✓ Big Starvation Cove

19

✓ Round Island

20

✓ Round Island Creek

21

✓ Head Cove

22

✓ Head Cove Pocket

23

✓ Starvation Point

24

✓ Porpoise Point

25

✓ Porpoise Bay

26

✓ Little Starvation Cove

27



# GEOGRAPHIC NAMES

Survey No. T-8844

2 Name on Survey

On Chart No.  
On previous survey No.  
On U. S. quadrangle Maps  
From local information  
On local Maps  
P. O. Guide or Map  
Rand McNally Atlas  
U. S. Light List

	A	B	C	D	E	F	G	H	K	
✓ Barkers Ditch Cove ✓										1
✓ Martin Cove ✓										2
✓ Hells Pocket ✓										3
✓ Prang Island ✓										4
✓ Prang Island Creek ✓										5
										6
✓ South Canal ✓										7
✓ Crawford Point ✓										8
✓ Crawford Creek ✓										9
✓ Shell Island ✓										10
✓ Little Parks Cove ✓										11
✓ Viking ✓	(names report recommended that this name should be deleted as a substitute for Indrio, but current rail way guide carries it as a siding)									12
										13
✓ Parks Cove ✓										14
✓ Indrio ✓										15
✓ St. Lucie County Airport ✓										16
										17
										18
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										21
										22
										23
										24
										25
										26
										27

Names underlined in red are approved. 8/9/48 L. Heck

Division of Photogrammetry  
Review Report of  
Topographic Map Manuscript T-8844

Subject numbers not used in this review report have been adequately covered in other parts of the descriptive report.

28 Detailing

During review, the "Floods" classification has been removed from the map manuscript and such areas have been reclassified. These areas were not consistent with the contours and were of little value.

The unconventional symbolization of contours described in the Compilation Report has been corrected.

The dash line symbol for the east lane of U.S.1 that is under construction was not changed because the map may be published before December 1949. This is the date estimated by the Field Editor for completion of the construction. A note has been added to the overlay to show the regular class 2 symbols if the map is published after December 1949.

The land lines east of Indian River are not very reliable so they have been shown with the dash line symbol.

34 Landmarks and Aids to Navigation

Form 567 submitted during Field Inspection is filed as Chart Letter No. 513 (1948) in the Nautical Chart Branch, Division of Charts. Carbon copies are attached to the Descriptive Report.

43 Comparisons with Previous Surveys

In common areas, this survey supersedes:

T-785 (1860) 1:10,000	T-4543 (1930) 1:20,000
T-1630 (1882) 1:20,000	T-4549 (1930) 1:20,000
T-1650 (1883) 1:20,000	

48 Accuracy

This map complies with national map accuracy standards.

51 Overlay

An overlay has been prepared showing control, road classifications, etc. This map will be edited and published by the Geological Survey.

52 Application to Nautical Charts

This survey has not been applied to nautical charts prior to review.

The boiler mentioned in the Compilation Report is now shown on the charts by hand correction.

Reviewed by:

Jack L. Rihn  
Jack L. Rihn 9 March 1949  
Cartographer

Approved by:

A. V. Griffith  
Chief, Review Section K.N.M.

H. C. Edmonson  
Chief, Nautical Chart Branch,  
Division of Charts

K. T. Adams  
Chief, Division of Photogrammetry

W. M. Aife  
Chief, Division of Coastal  
Surveys

T-8844

Record of Work Subsequent to the Manuscript Review,  
that is, Smooth Drafting, Checking, and Printing

Manuscript forwarded to the U. S. Geological  
Survey for smooth drafting and publication.

Color proof furnished by the Geological Survey and  
examined by \_\_\_\_\_,

Name

Date

Published by the Geological Survey.