

8846

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-8846

LOCALITY

State Florida

General locality Martin - St. Lucie Counties

Locality "Ankena"

1948

CHIEF OF PARTY

R.A.Gilmore

LIBRARY & ARCHIVES

DATE April 14, 1949

B-1870-1 (1)

8846

DATA RECORD

T- 8846

Quadrangle (II): "ANKONA"

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

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

Compilation Office: Tampa, Fla. Chief of Party: Ross A. Gilmore, Lieut. Comdr.

Instructions dated (II III): 28 May, 1947

Copy filed in ^{Project Report} ~~Office Files, Div. of~~ ~~Descriptive Photogrammetry~~
Report No. ~~T-8846~~ (VI)

Completed survey received in office: 26 Dec, 48

Reported to Nautical Chart Section:

Reviewed: 7 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): M.S.L. ✓

Reference Station (III): LUCIE, 1934

Lat.: 27° 16' 22.481 (691.9m) ✓ Long.: 80° 19' 03.615 (99.4m) ✓ Adjusted
Unadjusted

State Plane Coordinates (VI): Florida East Zone

x = 721,648.08 feet y = 1,068,937.58 feet

~~Military Grid Zone (VI)~~

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
16395	4/27/46	12:03	1:20,000	0.0 above MLW
16394	"	12:03	"	0.0 "
16402	"	12:20	"	0.0 "
16405	"	"	"	0.0 "
16406	"	"	"	0.0 "

Tide from (III): St. Lucie Reference Station, Mayport, Florida

Mean Range: 0.85

Spring Range: 1.0

Camera: (Kind or source) U.S. C. & G.S. 9-Lens 8 1/4" focal length

Field Inspection by: L.F. Beugnet

date: Oct. 1947

Field Edit by: S. J. Hathorn

date: Nov. 1948

Date of Mean High-Water Line Location (III): 2 October 1947

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

date: 23 Oct. 1947

" " " checked by: T.L.J. W.O.

date: 23 Oct. 1947

Control plotted by: R.A. Reece
R. Dossett

date: 12 November '47

Control checked by: R. Dossett
E. C. Andrews

date: 21 November '47

Radial Plot by: M.M. Slavney

date: 9 January 1948

Detailed by: W.W. Dawsey
E.C. Andrews

date: Mar-May, 1948

Reviewed in compilation office by: J.A. Giles

date: May, 1948

Map Manuscript
Elevations on ~~Right Bank~~
checked by: J.A. Giles

date: May, 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 57.8:

Shoreline (More than 200 meters to opposite shore): 10.2

Shoreline (Less than 200 meters to opposite shore): 44 Miles

Number of Recoverable Topographic Stations established: 35

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 33

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-8846

PROJECT NO. Ph-9(46)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -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)
							FORWARD	(BACK)	
LUCIE, 1934	G.P. P.129	N.A. 1927	27 16	22.481			691.9	(1154.8)	
			80 19	03.615			99.4	(1550.9)	
WALTON, 1930	" P.710	"	27 18	02.393			73.7	(1773.0)	
			80 15	27.423			754.1	(895.8)	
EHRHART, 1930	" P.716	"	27 20	13.512			415.9	(1430.8)	
			80 16	29.183			802.2	(847.1)	
EHRHART Ecc., -1930	" P.710	"	27 20	13.601			418.6	(1428.1)	
			80 16	29.088			799.6	(849.7)	
TOP, 1930	" P.715	"	27 20	54.724			1684.3	(162.4)	
			80 15	35.308			970.4	(678.7)	
<i>LOST</i>									
<i>SE 2, 1944 (USED)</i>									

1 FT. = .3048006 METERS
COMPUTED BY: R. Dossett

DATE 27 Aug. 1947

CHECKED BY: W.H. Shearouse

DATE 29 Aug. 1947

FIELD INSPECTION REPORT
TO ACCOMPANY QUADRANGLE T-8846

"ANKONA (AN)"

PROJECT Ph-9 (46)

2 October 1947

1. DESCRIPTION OF THE AREA

This $7\frac{1}{2}$ minute quadrangle lies within Martin and St. Lucie Counties on the East Coast of Florida. It is bounded on the North by Lat. $27^{\circ} 22' 30''$, on the South by Lat. $27^{\circ} 15'$, on the West by Long. $80^{\circ} 22' 30''$ and on the East by Long. $80^{\circ} 15'$. The area contains about 61 square statute miles of land. Elevations range from sea level to 46 feet on the highest sand dune in the northeast part of the quadrangle near the western shore of the Indian River.

The principal cultural features in this quadrangle are the Intracoastal Waterway (Indian River), U.S. Highway 1, State Highway 707, and the Florida East Coast Railroad, all of which run in a northwest-southeasterly direction through the quadrangle. A part of the small, unincorporated town of White City falls within the limits of this quadrangle in the north-central part.

The North Fork of the St. Lucie River in the central part of the quadrangle is the Principal natural drainage in this area.

The citrus groves along U.S. Highway 1, and around White City, and the tomato farms along the western limits of the quadrangle comprise the only cultivation of any commercial value within the limits of the quadrangle.

The vegetation is composed mostly of scattered pine, palmetto, palms, grass in the low areas and mangrove along the edge of tidal waters. The ridges are mostly covered with thick spruce pine or slash pine of little or no commercial value.

There are a few perennial ponds in this area, many intermittent ponds. Classification of these should not be difficult with the number of examples noted on the photographs.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with project instructions dated 28 May 1947, and pertinent general instructions.

Attention is called to an underground cable to the west of U.S. Highway 1. This cable was being placed at the time of field

inspection in this quadrangle; presumably a maintenance road will be kept along the underground cable.

In the south-central part of the quadrangle a proposed new channel may be cut in the North Fork of the St. Lucie River. A notation has been made on photograph 16406 where the new channel may be dredged; this should be investigated by the field edit party. Field Edit found no evidence of a new channel.

In the southwest part of the area there are cultivated areas with numerous ditches which appear quite prominently on the photographs. These ditches are actually very small, shallow, temporary, farming ditches; while relatively conspicuous at the time the photographs were taken, they have since partially filled in and are much less evident on the ground. It is believed that they will virtually disappear within a relatively short time, therefore they have been deleted.

The Field Inspection was done on photographs Nos. 16394, 16395, 16401, 16402, 16405 and 16406.

3. INTERPRETATION OF THE PHOTOGRAPHS

In most cases the photographs could be readily interpreted. The tone varies from black in the deep water to white in the sandy areas.

Heavy pine areas appear to have a dark steel tone, palmetto, and brush a gray tone and grass a light gray tone.

Intermittent ponds vary from light gray in the ones with grass to almost black in the ones with muck bottoms. Perennial ponds usually appear very black and have a more definite outline than do the intermittent ponds.

4. HORIZONTAL CONTROL

The horizontal control for this quadrangle consists of U.S.C. & G.S. triangulation and one U.S.E.D. traverse station (S.E. 2 (U.S.E.D.) 1944). All stations were recovered and identified on photographs 16394 and 16395 for control of the radial plot. See paragraph 19 regarding additional U.S.E.D. control in this area.

5. VERTICAL CONTROL

Two U.S.C. & G.S. bench marks and two U.S.E.D. bench marks fall within the limits of this quadrangle. These were recovered and used to establish vertical control for this quadrangle. Fly level lines were run with a Wye Level along the principal roads to provide a base for planetable contouring. Temporary bench marks were established at identifiable picture points and marked either with bottle caps or stakes. All level lines were closed within the required accuracy and records carefully checked. Level points are shown on contour prints with a cross, labeled with the quadrangle designation letters "AN" and numbered consecutively in blue with elevations shown to the nearest tenth.

U.S. Highway 1 has been resurfaced since the Wye levels were run in this quadrangle. If the level points are ever used again about 0.2 foot should be added to the elevations shown on the photographs for level points AN-7 to AN-22, inclusive, to allow for the new surface.

The Wye level line from AN-48 to AN-48 had a rather large closure. This is believed to have been caused by the very soft ground in the area where the line was run. Many instrument setups were made in water as there was no high ground available. This line was adjusted and since the points checked with the planetable at the time of contouring it is believed to be of sufficient accuracy for its purpose.

6. CONTOURS AND DRAINAGE

Contouring was done by a four-man party, using standard planetable methods, on photographs Nos. 16401, 16402, 16405 and 16406.

Attention is called to the west bank of the Indian River, east of Florida State Hwy. 707, where a 20 foot contour is the lowest contour shown along the shore. There is a steep bluff between the road and MHWL where the 5, 10 and 15 foot contours should be shown.

Approximately $2\frac{1}{2}$ square miles of contouring in this quadrangle were done by James E. Hundley, Photo. Aid. This is the area to the West of the North Fork of the St. Lucie River and to the South of ~~the ditch~~ ^{Diversion Canal}; see report of T-8848 for methods.

The area of this quadrangle falling on Hutchinson Island was contoured during the course of contouring in T-8847.

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.

7. MEAN HIGH-WATER LINE

The shoreline in this quadrangle was inspected during the planimetric field inspection in 1944 but was completely re-inspected in 1947 on photographs Nos. 16394 and 16395. The 1947 inspection has been compared with the 1944 work and all differences resolved, hence the 1947 notes should supersede the 1944 inspection.

The shoreline along the east shore of the Indian River was inspected by boat and is entirely apparent shoreline. The west shore was done by truck along Florida State Hwy. 707, by inspection from closely spaced docks and by walking along the shore.

The very small extent of ocean shoreline was checked and noted during planetable contouring of quadrangle T-8847.

8. LOW-WATER LINE

The approximate low-water line along the west shore of the Indian

River has been indicated at intervals.

Attention is called to the east shore of the Indian River in the central part of the quadrangle. On planimetric field inspection photograph 11870 there is an area labeled "mud LW line". This is believed to be in error, as this is a mud flat but is covered at low tide. The low-water line is in the mangrove.

9. WHARVES AND SHORELINE STRUCTURES

There are no wharves or shoreline structures on the ocean shore in this quadrangle nor along the east shore of Indian River. The numerous small piers and boat houses along the west shore of the Indian River have been noted on the photographs.

10. DETAILS OFFSHORE FROM HIGH-WATER LINE

Along the intracoastal waterway channel there are indications of old spoil. This spoil has settled and is covered by about 4 feet of water at MLW; the parts of the spoil which show well on the photographs appear so because they are sand, while the the balance of the river bed is generally covered by grass.

No other details requiring further investigation by a hydrographic party were observed.

11. LANDMARKS AND AIDS TO NAVIGATION

There is only one light in this quadrangle. This light was located by planetable using three cuts for positive identification.

See Review Report

No land marks are recommended in this quadrangle.

12. HYDROGRAPHIC CONTROL

No hydrographic signals required in this project.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields nor aeronautical aids within the limits of this quadrangle.

14. ROAD CLASSIFICATION

All roads have been classified in accordance with the latest instructions, dated 14 April 1947.

15. BRIDGES

There is only one bridge over navigable water within the limits of this quadrangle. This is the bridge over the North Fork of the St. Lucie River at White City. At the time of completion of the field work in this quadrangle the waters in the river were at a flood stage and the normal clearance could not be verified. This should be investigated by the field edit party.

16. BUILDINGS AND STRUCTURES

All buildings to be shown have been circled in red on the photographs and the buildings not to be shown have been deleted in green.

17. BOUNDARY MONUMENTS AND LINES

A very thorough search was made for all section corners; where these could not be found a search was made for $\frac{1}{4}$ corners. A total of 21 corners was recovered in the quadrangle.

Two persons of authority, the present St. Lucie County Engineer and the former Martin County Engineer, were contacted in an attempt to locate more section corners west of the North Fork of the St. Lucie River. Both of these informants stated that the ditches running from east to west, in the northwest part of the quadrangle, were dug along the section and $\frac{1}{2}$ section lines and the corners are lost.

The precinct and county lines have been shown on the photographs, and a legal description of these boundaries will be submitted in a Special Report on Boundaries, Project Ph-9 (46).

18. GEOGRAPHIC NAMES *In ~~the Section, Div. of Photogrammetry~~ Project Report*

This will be the subject of a Special Report, Project Ph-9 (46).
Filed in Geographic Name Section, Div. of Nautical Charts.

19. TOPOGRAPHIC STATIONS

Along the shores of the Indian River sufficient topographic stations were established, along with existing triangulation stations, to give a spacing of about one mile between recoverable stations. All stations established were described on form 524. Since the accuracy of the U.S.E.D. control in this area is considered less than third order, these stations have been classified as topographic stations, identified and described accordingly.

Attention is called to USED Station PRM GP on the west shore of the Indian River at the north edge of the quadrangle, which is shown on photograph 16394. This station was recently destroyed by the hurricane of 17 September 1947.

20. JUNCTIONS

A junction was made with T-8847 to the East, T-8848 to the South and T-8845 to the North. All junctions were in good agreement. There is no adjoining quadrangle to the West.

Leo F. Beugnet
Leo F. Beugnet
Engineering Aid

Supervised:

Lewis V. Evans III
Lewis V. Evans, III
Lieut. (jg), USC&GS

Approved and Forwarded:

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

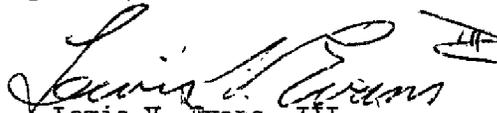
NOTES TO COMPILER

TO ACCOMPANY

QUADRANGLE T-8846

1. LANDMARKS

Subsequent to the completion of field work two landmarks, previously not considered desirable for charting, were recommended by Lt. Comdr. Bowie in his Coast Pilot revision work. These landmarks have been identified, described and listed on form 567. Paragraph 11 of the Field Inspection Report is hereby amended to note that "two landmarks for charting are recommended."


Lewis V. Evans, III

Lieut. (jg), USC & GS

COMPILATION REPORT TO ACCOMPANY
QUADRANGLE T-8846 "ANKONA"

26. AND 27. CONTROL AND RADIAL PLOT:

A special report prepared by M.M. Slavney, Photogrammetric Engineer, was submitted on 17 May 1948. In ~~the section on Photogrammetry~~
Descriptive Report T-8623

28. DELINEATION:

The nine-lens photographs used in delineating this quadrangle were clear and objects were easily distinguished. The scale of these photographs was fair. A major portion of this quadrangle consists of low ground areas which were delineated with some generalization to show flow of water during flood season. Most of these low areas vary slightly in elevation, but only the extreme low areas were delineated. Contours in such areas generally follow the berm, and where there were slight deviations, the contours were displaced to follow the berm.

The field inspection could be considered adequate, but it is felt by this compiler that a few more general, clarifying notes would have saved considerable investigation and time during compilation. The field inspection on nine-lens photographs No. 16405 and 16393, covering the same area, differed in the depiction of buildings. After extensive investigation, it is believed that the field inspection on 16393 was more correct, and was used as far as the inspection extended into this quadrangle.

29. SUPPLEMENTAL DATA:

Not applicable.

30. MEAN HIGH-WATER LINE:

The mean high-water line was delineated according to the information submitted on the field photographs.

31. LOW-WATER AND SHOAL LINES:

The low-water line was delineated according to chained distances submitted by the field inspector.

32. DETAILS OFF SHORE FROM HIGH-WATER LINE:

See Field Inspection Report - Paragraph 10.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures shown by field inspection have been delineated.

34. LANDMARKS AND AIDS TO NAVIGATION:

Two landmarks recommended for charting by the field party were located by radial plot methods. Their geographic positions are being submitted with this report on form 567.

35. HYDROGRAPHIC CONTROL:

Not applicable.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

None appear within the limits of this quadrangle.

37. PUBLIC LAND LINES:

Twenty section corners are shown on the map manuscript. Additional corners have been shown on a discrepancy ozalid print of the manuscript which are to be investigated by the field editor.
Transferred to W.O. discrepancy print.

Section lines have been shown on the front of the map manuscript in red ink and pencil. The permanent ink lines were shown between corners which agreed with General Land Office plats. Lines shown in pencil are to be investigated by the field editor. *(shown in red in our W.O. discrepancy print)*

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADS.

None available.

45. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with U.S.C. & G.S. nautical chart No. 845 dated 3 March 1947 with no discrepancies noted.

Respectfully submitted,

Webber W. Dawsey
Webber W. Dawsey,
Photogrammetric Aid

Approved and Forwarded:

Ross A. Gilmore
Ross A. Gilmore
Lieut. Comdr. USC&GS
Chief of Party.

FIELD EDIT REPORT

QUADRANGLE T-8846

PROJECT PH-9(46)

Field edit of quadrangle T-8846 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 November 1948.

46. METHODS

Field edit was accomplished by riding out all possible roads; walking to other areas in which the reviewer requested information, or where the field inspector suspected a weakness in the compilation; and by using a skiff for the questionable shoreline along the west bank of the Indian River.

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; 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 AND DRAINAGE

The contour expression for the sheet is believed to be adequate with minor corrections made by the field editor.

15. BRIDGES

The bridge left by the field inspector was measured and the data is entered on the field edit sheet.

"All bridge information for the area covered by this report as listed in the U. S. Engineers 'List of Bridges over Navigable Waters in the U. S.' dated 1 July 1941 was verified in the field, all clearances were carefully measured with a steel tape and the published descriptions and clearances were found to be correct."

17. BOUNDARY MONUMENTS AND LINES

Three registered land surveyors were consulted in Fort Pierce concerning questionable section corners and lines.

Form 524's are submitted for two section corners and two quarter corners along section lines. Information for plotting two monumented section corners was obtained from F. E. Englar, registered land surveyor in Fort Pierce, and that data is shown on the discrepancy print.

35/36
Section corner 211 was relocated by the photogrammetric station method and the original Form 524 was corrected. ("200 ft. E of U. S. Highway No.1" changed to "149.4 ft. E of Highway No.1".)

Section corners and lines along the beach area between Fort Pierce and the St. Lucie - Martin County Line were monumented with Florida State Road right of way markers as result of an extensive survey in that area by the Florida State Road Department. Local surveyors have accepted the survey as accurate, and it is felt that this is the best information available. A photostat of the plotted survey and 4 pages of the original field notes are submitted. It is believed that the photostats along with the field editors notes are self-explanatory and that no trouble will be encountered by the compiler in transferring the section monuments. This survey is titled "Survey of Fort Pierce Beach" by H. C. Rumrill and was obtained from the Division Engineer at Ft. Lauderdale.

Along Tier Line 36-37 in Range 41E, F. E. Englar, registered land surveyor in Fort Pierce, set most of the section monuments recovered during field inspection between U. S. Highway No.1 and the Florida East Coast Railway, and Mr. Englar stated that, to his knowledge, there were no offset corners along this tier line in R41E. However, Mr. Elmer Robb, the oldest registered land surveyor in Fort Pierce, stated that there were offset corners along this line in R40E, and that the offsets were given in the original field notes for Sections 3 to 10, T37S, R40E by George Houston - 1845 and M. A. Williams - 1853. (Copies of these notes are available from the General Land Office according to Mr. Robb). A post believed to be an offset corner for the sections in T36S, was found 190.9 ft. west of the monument shown on the manuscript as the corner for sections 3, 4, 33, and 34.

See
Review
Report

19. TOPOGRAPHIC STATIONS

NORTH TANK 1947 has been destroyed since field inspection and a recovery note (Form 524) is submitted for this station.

49. WOODLAND COVER

The areas specified on the discrepancy print under Note A are discussed in the following sub-paragraphs:

Photo 16402 - The tiny dark spots are pine trees; the solid, dark, grey areas are low areas covered with heavy grass; and the lighter, spotted, grey areas are higher ground covered by scrub palmettoes (the darker spots).

Photo 16405, area A-1 - The intermittent pond is covered with a grass and wild lily growth except for one small dark spot in the center that is heavy brush (6 - 10 ft. high). There are occasional pines (darkest spots), with a few scattered scrub palmettoes in the light spotted area. The remaining area is covered by only a growth of grass.

Photo 16405, area A-2 - This area is covered almost entirely by grass and a number of trees. There is no underbrush, and only an occasional scrub palmetto.

Photo 16406 - About 25% of the light spotted area is covered by scrub palmetto two feet high, and the remaining area is grass with only a few pine trees in the entire area.

The area on photograph 16402 is unquestionably "brush" as defined in Photogrammetry Instructions No.15, dated 16 June 1947.

The areas on photograph 16405 and 16406 is grazing land and is best described as open land, semi-prairie (PRAIRIE), or cutover land. It is recommended that these areas not be considered cleared unless some qualifying note is published on the map.

50. EXAMINATION OF PROOF COPY

It is believed that F. E. Englar, registered land surveyor in Fort Pierce, is best qualified to examine a proof copy of this quadrangle.

Submitted by:

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

Approved and forwarded:

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

GEOGRAPHIC NAMES

Survey No. T-8846

ANKONA, Fla. 7 1/2' quad.

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	
<u>Florida</u>									USGB	1
<u>St. Lucie County</u>										2
<u>Martin County</u>										3
<u>Intracoastal Waterway</u>									USGB	4
<u>Indian River</u>										5
<u>Florida East Coast</u>										6
<u>U.S. No. 1</u>										7
<u>State No. 707</u>										8
										9
<u>Walton</u>										10
<u>The Savannahs</u>										11
<u>North Fork St. Lucie River</u>										12
<u>Kitching Cove</u>										13
<u>Spruce Bluff</u>										14
<u>Rim Ditch</u>										15
<u>Mud Cove</u>										16
<u>Long Creek</u>										17
<u>Ankona</u>										18
<u>White City</u>										19
<u>White City Bridge</u>										20
<u>White City Road</u>										21
<u>Hutchinson Island</u>										22
<u>Herman Bay Point</u>										23
<u>Big Mud Creek</u>										24
<u>Blind Creek</u>										25
Note correction in direction note: <u>Jensen Beach</u> , not Jensen.										26
										27

Names underlined in red are approved. 7/9/48
L. Heck.

Diversion Canal (F. Editt Investigation)

(East-West through White City)

(outer beach, St. Lucie Inlet to Fort Pierce Inlet)

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8846

19 Monuments and Boundary Lines

No evidence supporting the existence of offsets in the section lines as described in the Field Edit Report could be found either in the old plats or recent local maps. The offsets have not been shown.

The land lines on Hutchinson Island are not as reliable as those on the mainland, so they have been shown with the dash line symbol.

28 Detailing

During review, the "Low Ground" classification has been removed from the map manuscript and such areas have been reclassified as brush or marsh. These areas were not consistent with the contours and were of little values. Contours were also checked for consistency in wet areas such as mangrove, ponds, and swamps.

The MLW line along the Indian River was removed from the manuscript. The location was only approximate and the range of tide is less than one foot.

A portion of the corrections to the contours made during Field Edit fell on the adjoining sheet T-8847. An acetate correction sheet was made and sent to the Geological Survey.

Areas classified as brush by the field parties have not been reclassified, during review, to cleared or wooded areas. This would create discrepancies at the junctions of the sheet. The change from the present practice of showing brush areas with the green woods tint can be done when subsequent surveys arrive in this office having the new system of vegetation classification applied by the field parties.

34 Landmarks and Aids to Navigation

Form 567 submitted during Field Inspection is filed as Chart Letter No. 428 (1948) in the Division of Charts.

43 Comparisons with Previous Surveys

In common areas, this survey supersedes:

T-1650 (1883) 1:20,000	T-4542 (1930) 1:20,000
T-4534a (1930) 1:20,000	T-4543 (1930) 1:20,000
T-4534b (1930) 1:10,000	T-5918 (1942) 1:10,000

48 Accuracy

This map complies with national map accuracy standards.

for nautical charting purposes

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.

Reviewed by:

Jack L. Rihn
Jack L. Rihn Cartographer 3/7/49

Approved by:

S. V. Griffith
Chief, Review Section K.H.W.

A. B. Dunstan
Chief, Nautical Chart Branch,
Division of Charts

K. T. Adams
Chief, Division of Photogrammetry

W. M. Scaife
Chief, Division of Coastal Survey

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