

8848

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-8848

LOCALITY

State Florida

General locality Martin & St. Lucie Counties

Locality Palm City

1946-48

CHIEF OF PARTY

Ross A. Gilmore

LIBRARY & ARCHIVES

DATE May 24, 1949

8848

DATA RECORD

T- 8848

Quadrangle (II): *Palm City*

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

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

Compilation Office: Tampa, Fla. Chief of Party: Lt. Comdr. George E. Morris, Jr.

Instructions dated (II III): 28 May 1947
8/21 Oct 46Project Report
Office files, Div. of Photo-
Copy filed in Descriptive ~~geography~~
Report No. T- (VI)

Completed survey received in office: 11 June 48

Reported to Nautical Chart Section:

Reviewed: 19 Nov. 48 Applied to chart No. 1289 Date: 11/29/48

Redrafting Completed:

Registered: 10 Feb 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): Stuart (Tank), 1930

Lat.: 27° 11' 45".041 (1386.3m) Long.: 80° 15' 03".662 (100.8m) Adjusted ✓
~~Unadjusted~~State Plane Coordinates (VI): *Florida East Zone*

X = 743,468.15 feet Y = 1,041,046.08 feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|---------------|-------------|-------------|--------------|----------------------|
| 16399 | 4/27/46 | 12:11 | 1:20,000 | 0.08' above MLW |
| 16400 | " | 12:12 | " | 0.07 " " |
| 16401 | " | 12:13 | " | 0.06 " " |
| 16407 | " | 12:19 | " | 0.05 " " |
| 16408 | " | 12:20 | " | 0.05 " " |

Tide from (III): Mayport Florida Sub. Sta. "Seawall Point" St. Lucie River

Mean Range: 1.0

Spring Range: 1.2

Camera: (Kind or source) U.S. Coast & Geodetic Nine-Lens, 8 $\frac{1}{4}$ focal length

Field Inspection by: J. E. Hundley

date: Oct. 1947

Field Edit by: J.D. Weiler

date: Apr. 1948

Date of Mean High-Water Line Location (III): Date of photographs, reference instructions for the project, paragraph 12

Projection and Grids ruled by (III) T.L.J. Wash. Office date: 10/24/47

" " " checked by: " " date: "

Control plotted by: E. C. Andrews

date: Dec. 1947

Control checked by: R. Dossett

date: " 1947

Radial Plot by: M.M. Slavney

date: Jan. 1948

Detailed by: R. Dossett

date: Jan-Feb. 1948

Reviewed in compilation office by: J. A. Giles

date: Feb. 1948

Map Manuscript

Elevations on ~~Field Notes~~

checked by: J.A. Giles

date: " "

STATISTICS (III)

Land Area (Sq. Statute Miles): 62

Shoreline (More than 200 meters to opposite shore): 22.6

Shoreline (Less than 200 meters to opposite shore): 13.3

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 64.5

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-8848

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 | | 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) |
| OWEN, 1934 | G.P. PP 129 | N.A. 1927 | 27 09 | 40.887 | | | | 1258.4 | (588.3) | | |
| | | | 80 19 | 08.398 | | | | 231.2 | (1420.7) | | |
| CANAL, 1930 | PP 709 | " | 27 09 | 48.058 | | | | 1479.1 | (367.6) | | |
| | | | 80 15 | 31.895 | | | | 878.1 | (773.8) | | |
| PALM, 1930 | PP 709 | " | 27 10 | 20.645 | | | | 635.4 | (1211.3) | | |
| | | | 80 15 | 49.495 | | | | 1362.5 | (289.2) | | |
| PINE, 1930 | PP 709 | " | 27 11 | 05.375 | | | | 165.4 | (1681.3) | | |
| | | | 80 16 | 03.918 | | | | 107.8 | (1543.8) | | |
| STUART (TANK) 1930 | PP 158 | " | 27 11 | 45.041 | | | | 1386.3 | (460.4) | | |
| | | | 80 15 | 03.662 | | | | 100.8 | (1550.6) | | |
| BRIDGE (USE) 1934 | PP 788 | " | 27 12 | 06.409 | | | | 197.3 | (1649.4) | | |
| | | | 80 15 | 32.332 | | | | 889.8 | (761.5) | | |
| BRIDGE 1930 | PP 709 | " | 27 12 | 06.879 | | | | 211.7 | (1635.0) | | |
| | | | 80 15 | 30.584 | | | | 852.7 | (798.6) | | |
| BUSH 1930 | PP 709 | " | 27 12 | 20.577 | | | | 633.3 | (1213.4) | | |
| | | | 80 16 | 10.876 | | | | 299.3 | (1351.9) | | |
| MAN, 1930 | PP 709 | " | 27 12 | 35.073 | | | | 1079.5 | (767.2) | | |
| | | | 80 17 | 08.079 | | | | 222.3 | (1428.9) | | |
| MENDEL, 1930 | PP 709 | " | 27 12 | 45.112 | | | | 1388.5 | (458.2) | | |
| | | | 80 15 | 53.315 | | | | 1467.2 | (184.0) | | |
| SPIT, 1930 | PP 710 | " | 27 12 | 54.684 | | | | 1683.1 | (163.6) | | |
| | | | 80 16 | 42.235 | | | | 1162.2 | (488.9) | | |
| MAN, 1930 | PP 710 | " | 27 13 | 45.236 | | | | 1392.3 | (454.4) | | |
| | | | 80 17 | 55.084 | | | | 1515.7 | (135.2) | | |

1 FT. = 3048008 METERS

COMPUTED BY: R. Dossett

DATE 27 Aug. 1947

CHECKED BY: W.H. Shearouse

DATE 29 Aug. 1947

M-2368-12

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE 8848

"PALM CITY"

PROJECT Ph-9 (46)

13 OCTOBER 1947

1. DESCRIPTION OF AREA

This 7½ minute quadrangle is located on the East Coast of Florida, in Martin and St. Lucie counties. It is bounded on the north by Lat. 27° 15' 00", on the east by Long. 80° 25' 00", and contains about 62 square statute miles of land.

Elevations range from sea level to 34 feet in the southwest portion of the quadrangle.

The principal features in this quadrangle are the St. Lucie River, U.S. Highway 1, and the Florida East Coast R.R. in the northeast portion.

Palm City, the only village lying wholly within this area, is a small community located on the west bank of the South Fork of the St. Lucie River about two miles southwest of Stuart. The western part of the City of Stuart falls in the Quadrangle.

The land area for the most part is devoted to the raising of cattle.

Vegetation in this area is composed chiefly of scattered pine, palmetto, cabbage palms, with grass in the low areas, and mangrove along the edge of natural drainage areas.

The soil is mostly sand with some muck-land near the natural drainage areas.

There are a few perennial ponds in this area, however the majority of the ponds are of the intermittent type.

2. COMPLETENESS OF FIELD INSPECTION

Field inspection was done on photographs 16399, 16400, 16407, 16408, 16409 in accordance with instructions for the project dated 28 May 1947 and other general instructions.

The area covered by the 1942 planimetric sheets was not completely field inspected, per Paragraph 12 of Project Instructions. In this area only the following notes were made:

- (1) An underground cable was delineated on photograph 16400.
- (2) All State Highway numbers have been changed and correct route numbers are shown on the photographs.
- (3) Notes on submerged and overhead cable crossings are shown on a section of Sheet T-5917 submitted with field records.

3. INTERPRETATION OF THE PHOTOGRAPHS

The photographs were easily interpreted. Areas covered with a thick growth of trees appear very black, perennial ponds in the blackest of tones, while intermittent ponds appear from dark to gray tones. Brushy areas appear in a light gray tone. Spoil banks, un-paved roads and cleared land are the whitest tones appearing on the photographs.

Scattered throughout this area, but predominately in the southwest portion, are small tracts which give the appearance of orchards. These areas are abandoned pineapple plantations which have grown to brush and trees, and have been in most instances labeled as such. All orchards, of which there are very few, have been classified as such.

4. HORIZONTAL CONTROL

Sufficient stations were recovered and identified on the photographs to comply with instructions for this project, Paragraph 12. Additional control was established in the southwestern part of this area in accordance with Paragraph 10, of instructions for the project. Records are being submitted with the quadrangle data and a report of the traverse is submitted with this report.

5. VERTICAL CONTROL

All existing vertical control in this area was searched for. A total of nine bench marks were searched for and eight recovered, three of which are outside the limits of the project to the south. All marks were established by the U.S.E.D. and are of first order accuracy.

Sixty-four and one half miles of fourth order levels were run and fifty-three points were established in this area.

A large portion of this area in the northwest section is devoid of level points due to the fact that because of its inaccessible nature, levels could not be run economically. Bench Mark designations are shown in blue with a blue circle. Fourth order level points are shown in blue ink with an open cross and letters "PC" designating the quadrangle. All level lines were closed within the required accuracy and the records carefully checked.

6. COUNTOURS AND DRAINAGE

The contouring was done at an interval of five feet on the following photographs: 16399, 16400, 16407, 16408, and 16409. All planetable traverses were closed on level points or elevations established by previous closed planetable traverses. The latter condition applies only to the northwest section of the quadrangle where levels were not run. In that area closed planetable traverse lines were pyramided from level points to obtained elevations in the inaccessible terrain. One U.S.E.D. bench mark on the south side of Rim Ditch was available to supplement this method.

7. MEAN HIGH-WATER LINE

Under Provisions of Paragraph 12 of the instructions no inspection was made.

8. LOW-WATER LINE

See note, Paragraph 7.

9. WHARVES AND SHORELINE STRUCTURES

See note, Paragraph 7.

10. DETAILS OFFSHORE

See note, Paragraph 7.

11. LAND MARKS AND AIDS TO NAVIGATION

Two landmarks for charting have been recommended and identified on photograph 16400.

Nonfloating aids in the St. Lucie River were checked by planetable on a section of planimetric sheet T-5917 and verified with the exception of one beacon for which a new position was determined. Aids in the St. Lucie Canal were checked by visual inspection and appear correct as shown on the 1942 planimetric sheets.

12. HYDROGRAPHIC CONTROL

No hydrographic signals were required in this project.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields nor aeronautical aids in this quadrangle.

14. ROAD CLASSIFICATIONS

All roads in this area have been classified in accordance with instructions No. 10 prior to the amendment of 10-24-47.

15. BRIDGES

Due to the extremely rainy weather and the prevailing storm tides which have existed since the hurricane of September 17, all bridge clearances are to be checked during the field edit.

16. BUILDINGS AND STRUCTURES

All buildings and structures have been circled in red on the photographs except in that area covered by Paragraph 12, instructions for the project, dated 28 May 1947. Buildings not to be shown, in the area inspected, were deleted in green.

17. BOUNDARY MONUMENTS AND LINES

The northwest portion of the Hanson Grant lies in the south central and southeast part of this quadrangle. Five markers were found and described on form 524 and appear on photographs 16399 and 16409. All marks recovered are lightwood stakes and are believed to be the correct markers. These markers have been numbered from one through five, the numbers having no significance other than for identification purposes for the field party.

The Hanson Grant line is located on the photographs and a description of the boundary of this grant was submitted with the Special Report on Boundaries, Project CS-312-A. In ~~the section, River~~

Project Report Photogrammetry

A very thorough search has been made for all section corners in this quadrangle. The section lines were first constructed in pencil on the photographs from copies of the General Land Office plats of the sections in this particular area. In the areas where the plotted section corners fell with no nearby identifiable photographic features, a planetable traverse was run up to the plotted position of the corner.

The southwest section of this area is traversed with numerous spoil banks and canals where plotted section corners were supposed to exist. A thorough search was made for these corners but to no avail. Mr. Fred Stafford, a former County Engineer for Martin County for fourteen years, was contacted in reference to the non-existing corners in this area. He stated that the centerline of the intersection of roads and spoil banks in this area was the theoretical position of the section corners even though no marks existed.

Excluding the area mentioned above, a total of forty section corners were searched for, twenty six being found along with five Hanson Grant Line stakes.

All boundary lines in this quadrangle have been delineated on the photographs. A copy of the legal descriptions of all boundary lines in this quadrangle will be submitted at a later date in a Special Boundary Report by Joseph K. Wilson, Project Ph-9 (46), except the precinct boundaries of Martin County and The Hanson Grant Line which were submitted with the Special Boundary Report, Project CS-312-A.

One county line section corner, 31, 32, 6 and 5, T37S, T38S R40E was recovered and identified and appears to be out of line with adjacent section corners recovered. However the pricking of this point is of the same degree of accuracy as all other points in this area. In addition this point lies on a line fence as does the point one mile to the West.

18. GEOGRAPHIC NAMES

Filed in Geographic Name Section, Div. of Nautical charts.

This will be the subject of a special report for the project to be submitted at a later date by Joseph K. Wilson.

19. TOPOGRAPHIC STATIONS

See note, Paragraph 7.

20. JUNCTIONS

Junctions have been made with all existing quadrangles, that is, 8411 to the East and 8846 to the North. All junctions were in good agreement.

James E. Hundley
James E. Hundley

Photogrammetric Aid

Supervised:

Lewis V. Evans
Lewis V. Evans, C.I.T.
Lieut. (jg), U.S.C. & G.S.

Approved and Forwarded:

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

REPORT OF TRAVERSE

OWEN - TIGER

QUADRANGLE 8848

PROJECT Ph-9(46)

August 1947

INSTRUCTIONS

All phases of work were done in accordance with paragraph 10 of Instructions - Project Ph-9(46) - Field, dated 28 May 1947.

PURPOSE

This traverse was run to establish additional control for the radial plot for Quadrangle 8848, necessitated by insufficient existing horizontal control in the area. Two stations, of better than third-order accuracy, were established for photograph control, but were not permanently marked. Station OT-1 was established approximately one mile east of the western limits of quadrangle 8848, and station OT-2 was established approximately one mile west of the western quadrangle limits; both stations were identified on the field photograph.

METHODS

1. A reconnaissance trip was made along the course of the traverse and intermediate stations plus the two main stations, OT-1 and OT-2 (these being identified on photograph No. 18408 at the time) were set, using 3"x2"x14" survey stakes, at proposed turns in the traverse along the "Martin County Highway". Triangulation station OWEN, 1934, could not be occupied because of an obstructing house, necessitating an intermediate station, "A", between OWEN and OWEN AZ. MARK. Direct measurement could not be made between station "W" and TIGER, 1934, because of an intervening lake necessitating an additional intermediate station "Q".

2. A 300-ft. steel tape, No. H-4108, was checked, using a 15 kg pull on both, against a 50 m. invar tape, No. H-29, before chaining the traverse. (Note: Invar tape No. H-29 was used as a standard although no standardization certificate was available, since it was thought that the required accuracy could be obtained in this manner; the final error of closure was well within the required accuracy.)

3. Chaining of the traverse was done by a four-man party, 19-20 June 1947. Spring balance No. H-34 was used on the front, and thermometer No. 84005 on the rear of the chain. A 15 kg pull was used on every full tape length, and temperature readings made for each full chain. Due to the negligible change in elevation measurements were on the ground, supported throughout. No levels were necessary. Since the traverse was run between two triangulation stations no check chaining was made.

4. Upon completion of the chaining the steel tape was again checked against the invar tape used as the standard, at a different temperature from the initial check. A curve was drawn from the two comparisons, and used to obtain tape corrections for reduction of the observed lengths.

5. The angles in the traverse line were observed with a 7" theodolite No. 191, with one set of 6 D/R at each main station. The largest horizon closure was 06.6", the average closure being 02.8".

6. All observed lengths were reduced for tape correction (from comparisons with the standard) and temperature corrections as derived from the tables. No inclination corrections were necessary. The lengths of the sections OWEN-OWEN AZ. MARK and "H"-TIGER were obtained by projecting the measured lengths OWEN-"A" and "A"-OWEN AZ. MARK, and "H"-Q" and "Q"-TIGER, respectively. The traverse was computed using the form for position computation, third-order triangulation, with OWEN, 1934 as the starting position, OWEN-OWEN AZ. MARK the azimuth initial, closing on TIGER, 1934 with an azimuth check on TIGER-TIGER AZ. MARK.

ERROR OF CLOSURE

The position of TIGER, 1934, as computed through the traverse was 0.058" (1.597 m.) west and 0.025" (0.769 m.) south of the 1934 triangulation position, giving a total error of closure in position of 1.772 m. (5.81 ft.). The order of accuracy indicated by this closing error is of the order of 1:5870, or somewhat better than third-order accuracy in the probable position of the stations established. The closing error in azimuth was 45.1", which indicates approximately 2.6" error in angle per main traverse turning point.

ADJUSTMENTS

All errors of horizon closure were adjusted before the azimuths were computed. Adjustments of the geographic positions of OWEN AZ. MARK, OT-1 and OT-2 were made by distributing the closing errors in latitude and longitude in direct proportion to the distances of the stations from the initial station, OWEN, 1934.

RECORDS

The following records are submitted:

- 1 Volume, Form No. 590, Traverse Measurements
- 1 " " " 250, Horizontal Angles
- 1 Correction Curve for steel tape No. H-4103
- 6 pages, Computation of Traverse Measurements
- 1 double sheet, Computation of Projected Lengths and Adjustment of Positions

Library
Filed in *Div. of Geodesy*

8 sheets, Form No. 760, List of Traverse Angles
9 sheets, " " 27, Position Computations
1 sheet, " " 23B, List of Geographic Positions

James E. Hundley
Photogrammetric Aid
Chief of Sub-party

Supervised:

Lewis V. Evans, III
Lieut. (jg), USCGS

Approved and Forwarded:

Ross A. Gilmore
Lt. Comdr., USCGS
Chief of Party

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8848
"PALM CITY"
PROJECT PH-9(46)

26 & 27 CONTROL AND RADIAL PLOT:

This is the subject of a special report by M.M. Slavney, Photogrammetric Engineer which was submitted under separate enclosure on 26 February, 1948. ~~Carbon copy follows this report.~~

In Descriptive Report T-8623

28. DELINEATION:

This map manuscript has been drafted according to the latest instructions for the delineation of Topographic Manuscripts and Special Instructions for Project Ph-9(46) dated 28 May, 1947.

The shoreline delineation represents the compiler's photographic interpretation. Special instructions for Ph-9(46) state that field inspection of shoreline be omitted. Details requiring further attention have been noted on the discrepancy overlay.

With the exception of photograph No. 16349, which showed considerable tilt, the photographs were of reasonably good scale.

The interior field inspection was adequate except for building recovery. In densely vegetated areas the compiler had difficulty identifying exact shapes and sizes of buildings. This is referred to the field editor on the discrepancy overlay.

29. SUPPLEMENTAL DATA:

None was used.

30 MEAN HIGH-WATER LINE:

The mean high-water line has been delineated according to the compiler's photographic interpretation. See paragraph 28 of this report.

31. LOW-WATER AND SHOAL LINES:

No delineable low-water or shoal lines were apparent on the photographs.

32. DETAILS OFFSHORE FROM HIGH-WATER LINE:

None were noted.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures clearly visible on the photographs were delineated by the compiler. Unrecognizable detail has been referred to the field editor.

34. LANDMARKS AND AIDS TO NAVIGATION:

Landmarks and Aids to Navigation are listed on Form 567 and made a part of this report.

35. HYDROGRAPHIC CONTROL:

None required for this project.

36. LANDING FIELDS AND AIDS TO NAVIGATION:

No landing fields appear within the limits of this quadrangle.

38. SECTION CORNERS:

Twenty-~~six~~^{two} section corners and five land grant line stakes were recovered in the field and have been shown on the map manuscript according to instructions. The Public land lines were constructed from available General Land Office Plats and fitted to the recovered section corners.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

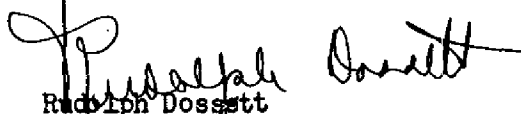
No topographic quadrangles of this area were available for comparison.

A comparison was made with U. S. C. & G.S. nautical chart No. 1247 published May, 1944 and revised to 24 November, 1945. No discrepancies were noted.


A comparison was made with Topographic Maps T-5917 and T-5918. These are planimetric manuscripts compiled by this office in 1941. No changes in the shoreline were noted. Attention is called to Bn "31" on T-5917 the position of which has changed. It has been re-plotted on this map manuscript and the new position submitted on Form 567 with this report.

Cultural details in the interior are relatively the same.

Respectfully submitted,


Rudolph Dossett
Cartographer (Photo.)

Approved and Forwarded:


Ross A. Gilmore
Chief of Party.

FIELD EDIT REPORT

QUADRANGLE T-3848

"PALM CITY"

PROJECT PH-9(46)

Field edit of this quadrangle was completed during April 1948 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all roads were traversed by truck, and cultural and contouring details verified visually. The shoreline and shoreline structures were inspected from seaward by the use of a small boat.

All additions to the field edit sheet were made by planetable methods or plotting from topographic features.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was correct as far as details shown, but rather inadequate. This is evidently due to two conditions: compilation from field and shoreline inspection done in 1942, and oversight of the compiler in regards to fine details.

The most confusing item on the sheet is the inconsistent delineation of low ground areas. Numerous areas of low ground are delineated, but other areas in the same category are entirely omitted. For instance, the area southwest of Palm City has a mottled appearance on the photograph 16399 with two distinct colors, dark and light grey. The dark grey areas are slightly lower than the light grey areas, but for all practical purposes, the entire area could be classified as low ground, intermittently flooded. A general interpretation of this feature has been shown in blue grease pencil on the photographs covering the quadrangle.

Most of the notes on the field edit sheet are self-explanatory, but a few items that might be confusing are clarified below:

All aids to navigation were checked against the 1942 surveys by planetable cuts on a double weight print of the map manuscript submitted with the field edit data. St. Lucie River Daybeacon 24 has been moved slightly from the 1942 position. St. Lucie River Light 33 and St. Lucie River Daybeacon 34 do not cut in at the same position as obtained in 1942, but because of the small error involved for the method used, no 567 is submitted. At the time of the field edit, St. Lucie River Daybeacon 36 and 39 were missing and form 567 for their deletion is submitted.

All bridge clearances were obtained as requested and noted on the field edit sheet. Discrepancies were reported to the United States Engineering Department.

Geographic Name discrepancies were investigated and found to agree with the Geographic Names Report for Project Ph-9(46).

Florida State Highway No. 76 is under construction from U. S. Highway No. 1 at Stuart, south. Construction will take about one year and the new road will bear a Rd 2 classification.

48. VERTICAL ACCURACY TEST

No vertical accuracy tests was specified for this quadrangle. Visually, the contours appear to have good conformation. A vertical accuracy test was run in quadrangle T-8411 to the east with excellent results.

49. PUBLIC LAND LINES

Section lines and grant lines were checked visually in the field with cultural lines and appear to be well done. No additional section corners were recovered.

The map manuscript was reviewed by Mr. F. A. Stafford, engineer and surveyor at Stuart, Fla., for 16 years. Highly familiar with the area, he found no errors.

Submitted by:

John D. Weiler
John D. Weiler
Photogrammetrist

Approved and forwarded:

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

12 November 1947

I recommend that the following objects which have ~~(been found)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(the chart)~~ the charts indicated.

The positions given have been checked after listing by Rico Lpin Dossett, Tampa Photogrammetric Office

KOSS_A..Gilmore

Chief of Party.

| STATE | Florida | CHARTING NAME | DESCRIPTION | SIGNAL NAME | POSITION | | | | | | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|-------|--|---------------|-------------|-------------|--------------|--------------|--------------|--------------|-------|-------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|
| | | | | | LATITUDE | | LONGITUDE | | DATUM | | | | | | | |
| | | | | | D. M. METERS | D. P. METERS | D. M. METERS | D. P. METERS | | | | | | | | |
| TOWER | Round tower modeled after a lighthouse, red & white banded pole stripes, 30 feet high. | | | | 27 | 12 | 516 | 80 | 15 | 1234 | N 1927 | 18848 | Nov. 1947 | 1 | | 1247 1289 |
| TANK | Elevated silver water tank (ELEV.) (Stuart tank) 1930 | | | | 27 | 11 | 1380.5 | 80 | 15 | 100.8 | N 1927 | 18189 | 1930 | 1 | | 1247 1289 |
| | | | | | | | | | | | | | | | | |
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Melbourne, Florida

27 April

1948

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(detached from)~~ the charts indicated.

The positions given have been checked after listing by

Rudolph Dossett

Tampa Photogrammetric Office

George E. Morris, Jr.
George E. Morris, Jr.
Lieut. Comdr.

Chief of Party

| STATE | FLORIDA | | DESCRIPTION | SIGNAL NAME | POSITION | | | | | | METHOD OF LOCATION AND SURVEY | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|--------|---------|---|-------------|-------------|----------|----|--------------|----|-------|------|-------------------------------|------------------------|-----------------|---------------|----------------|-----------------|
| | | | | | LATITUDE | | LONGITUDE | | DATUM | | | | | | | |
| | | | | | O | I | D. M. METERS | O | | I | | | | | | |
| Lt. 23 | | St. Lucie River Lt. L3 | | | 27 | 12 | 761 | 80 | 15 | 658 | ✓ | Verified | | | | |
| BN 24 | | St. Lucie River Daybeacon 24 Red band and pointer on pile, yellow top, red reflector. | | | 27 | 11 | 1424 | 80 | 15 | 1432 | | P.A. 1927 Photo. | 21 Mar. 1948 | X | | 1247 1289 |
| BN 25 | | St. Lucie River Daybeacon 25 | | | 27 | 11 | 1205 | 80 | 15 | 1487 | ✓ | " | " | " | | " |
| " 27 | | " " " | | | 27 | 11 | 1723 | 80 | 15 | 1424 | | " | " | " | | " |
| " 29 | | " " " | | | 27 | 10 | 1230 | 80 | 15 | 1288 | | " | " | " | | " |
| " 31 | | " " " | | | 27 | 10 | 398 | 80 | 15 | 812 | | Planetable T-3848 | " | " | | " |
| " 33 | | " " " | | | 27 | 09 | 1819 | 80 | 15 | 538 | | T-3848 Verified | " | " | | " |
| " 34 | | " " " | | | 27 | 09 | 1733 | 80 | 15 | 524 | | " | " | " | | " |
| " 35 | | " " " | | | 27 | 09 | 709 | 80 | 15 | 414 | | " | " | " | | " |
| " 37 | | " " " | | | 27 | 08 | 1757 | 80 | 15 | 1048 | | " | " | " | | " |
| " 40 | | " " " | | | 27 | 08 | 1255 | 80 | 15 | 1643 | | " | " | " | | " |

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual charting offices. Information under each column heading should be given.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

STRIKE OUT ONE

Melbourne, Florida

27 April 1948

I recommend that the following objects which have $(\text{value}/\text{cost})/(\text{value}/\text{cost})$ been inspected from seaward to determine their value as landmarks be $(\text{value}/\text{cost})/(\text{value}/\text{cost})$ the charts indicated.

The positions given have been checked after listing by ~~James E. Humble~~ James E. Humble.

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

Li-Comar.[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

SUPPLEMENTARY NOTES BY COMPILER

QUADRANGLE T-8848 "PALM CITY" PROJECT PH-9(46)

1. The radical difference of opinion between the field editor and field inspector seems unusual, particularly relative to Vegetation, Trails, and Rds "7" (abandoned).
2. The generalization of the inshore areas adjacent to the shoreline as "L.G." (low ground) by the field editor appears to the compiler to be far-fetched. These areas appear to the compiler to be low areas subject to seasonal inundation. It is the opinion of the compiler that the symbolization "B" (as shown by field inspector) would better characterize these areas since they appear to be building up with numerous sandy, grassy mounds. While these areas are undoubtedly flat and periodically wet, they are similar in character to other low, flat shoreline areas common to most of South Florida which heretofore have been shown as grassy or brush.
3. In endeavoring to reconstruct the delineation pattern to conform to the field editor's interpretation, the compiler was confronted with an awkward condition. The field editor was in agreement with the compiler's outlined interpretation of "L.G." and "B" areas along the western edge of the quadrangle; but, he drew a line of demarcation on the field photograph for the "L.G." to the east. The field editor, however, submitted no ideas for the accomplishment of this feat of delineation. Accordingly, the compiler has drawn the field editor's line as shown on the field photograph (merging it with areas to the west) and outlined areas of brush (apparent on the photographs) within the "L.G." areas outlined by the field editor. In outlining the "L.G." areas throughout the manuscript, the compiler followed the general line as shown by the field editor on the field photograph (merging it with areas to the west) and outlined areas of brush (apparent on the photographs) within the "L.G." areas indicated by the field editor. There is no definite berm separating the "L.G." from the higher ground and the smooth draftsman will have to merge the two according to his best judgment.
4. The compiler calls attention to the last sentence of the first paragraph of item "47" of the field editor's report"--- oversight of the compiler in regards to fine detail." This criticism indicates that the field editor must have made little study of the field inspection or the discrepancy over-lay. It is not clear to the compiler just what fine detail he refers to. It was requested on the discrepancy overlay that the field editor recover the buildings hidden by dense vegetation; also, indicate bridges that he considered should be shown. This criticism appears to be unjustified when the field inspection notes are considered. The field inspector recovered only obvious buildings and the compiler used the original planimetric map as a guide in applying buildings to the manuscript.

See Review Report

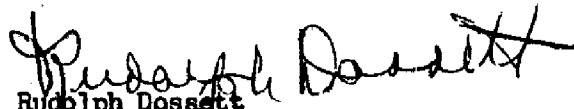
5. Inasmuch as all map manuscripts are now being drafted according to Instructions No. 17, which designates the double lining of all roads except those of 8th classification, future field inspectors should exercise greater care in their classification of trails. All trails on this map manuscript were changed by the field editor to Road 7 (abandoned). The photographic appearance of these roads (they being dim and winding) indicated to the compiler that they were trails as shown by the field inspector; however, the field editor has re-labeled them "Rd 7, (abandoned)" which necessitated the re-drafting of them as double lined, dashed roads.

Respectfully submitted,

Approved and Forwarded:



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



Rudolph Dossett
Cartographer (Photo)

GEOGRAPHIC NAMES

Survey No. T-8848

PAIM CITY 7¹/₂' quad. Fla

1 Name on Survey

| | A | B | C | D | E | F | G | H | K | |
|----------------------------|---|---|---|---|---|---|---|---|------|----|
| Florida | | | | | | | | | USGB | 1 |
| Martin County | | | | | | | | | | 2 |
| St. Lucie County | | | | | | | | | | 3 |
| St. Lucie River | | | | | | | | | | 4 |
| U.S. No. 1 | | | | | | | | | | 5 |
| State No. Ala | | | | | | | | | | 6 |
| State No. 76 | | | | | | | | | | 7 |
| State No. 714 | | | | | | | | | | 8 |
| Florida East Coast | | | | | | | | | | 9 |
| South Fork St. Lucie River | | | | | | | | | | 10 |
| St. Lucie Canal | | | | | | | | | | 11 |
| Mappe Creek | | | | | | | | | | 12 |
| Hanson Grant | | | | | | | | | | 13 |
| Martin County Highway | | | | | | | | | | 14 |
| Union Church | | | | | | | | | | 15 |
| Palm City | | | | | | | | | | 16 |
| Palm City Bridge | | | | | | | | | | 17 |
| Taylor Point | | | | | | | | | | 18 |
| Danforth Creek | | | | | | | | | | 19 |
| Mirphy Road | | | | | | | | | | 20 |
| Matchett Point | | | | | | | | | | 21 |
| Pandervis Cove | | | | | | | | | | 22 |
| Poppolton Creek | | | | | | | | | | 23 |
| Beasey Point | | | | | | | | | | 24 |
| Frazier Creek | | | | | | | | | | 25 |
| Arbeau Point | | | | | | | | | | 26 |
| Stuart | | | | | | | | | | 27 |

GEOGRAPHIC NAMES

Survey No. T-8848

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 | |
| <u>Fern Hill Cemetery</u> | | | (F.E. sheet) | | | | | | 1 |
| <u>Roosevelt Bridge</u> | | | | | | | | | 2 |
| <u>Speedy Point</u> | | | (pending with USGB) | | | | | | 3 |
| <u>North Fork St. Lucie River</u> | | | | | | | | | 4 |
| <u>Dyer Point</u> | | | | | | | | | 5 |
| <u>Jenkins Point</u> | | | | | | | | | 6 |
| <u>Bessey Creek</u> | | | | | | | | | 7 |
| <u>Bessey Creek Point</u> | | | | | | | | | 8 |
| <u>Cocomat Point</u> | | | | | | | | | 9 |
| <u>Van Seggern Creek</u> | | | | | | | | | 10 |
| <u>Mile Lake</u> | | | | | | | | | 11 |
| <u>Britt Creek</u> | | | | | | | | | 12 |
| <u>Britt Road</u> | | | | | | | | | 13 |
| <u>Mel-Bar Fruit Farm</u> | | | | | | | | | 14 |
| <u>Howard Creek</u> | | | | | | | | | 15 |
| <u>Greenridge Point</u> | | | | | | | | | 16 |
| <u>Kitching Cove</u> | | | | | | | | | 17 |
| <u>Niggerhead Point</u> | | | | | | | | | 18 |
| <u>Winters Creek</u> | | | | | | | | | 19 |
| <u>Blakeslee Creek</u> | | | | | | | | | 20 |
| <u>Pendarvis Pt.</u> | | | | | | | | | 21 |
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Names underlined in red are
approved.

11/12*48

L. Heck

DIVISION OF PHOTOGRAMMETRY
Review Report of
Topographic Map Manuscript T-3848

28 Detailing

During review, the "Low Ground" classifications have 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 value.

The classification of some ponds was changed to intermittent ponds to make this sheet consistent with the others in this vicinity.

Contours were checked against areas of mangrove, swamp, and intermittent ponds. Corrections were made where necessary for consistency.

The field edit was not completed for T-3848 so the junction was checked against a print of the original delineation. *Final junctions ok.*

34 Landmarks and Aids to Navigation

Form 567 submitted by the Field Editor is filed as Chart Letter No. 372 (1948) in the Division of Nautical Charts. Photostat copies follow the Field Edit Report.

43 Comparisons with Previous Surveys

In common areas, this survey supersedes:

| | |
|-------------------------|------------------------|
| T-1652 (1883) 1:20,000 | T-5916 (1942) 1:10,000 |
| T-4534a (1930) 1:20,000 | T-5917 (1942) 1:10,000 |
| T-4534b (1930) 1:10,000 | T-5918 (1942) 1:10,000 |

45 Comparison with Nautical Charts

The submarine cable area at the bridge to Palm City is not shown on chart #1289 8/4/47 1:80,000.

48 Accuracy

This map complies with National Map Accuracy Standards.

49 Overlay

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

50 Application to Nautical Charts

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

Reviewed by:

Jack L. Rihn
Jack L. Rihn 19 Nov. 1948
Cartographer

Approved by:

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

A. C. Chapman
Chief, Nautical Chart Branch,
Division of Charts

K. T. Adams
Chief, Division of Photo-
grammetry

W. M. Scafe
Chief, Division of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 7-8848

Record of Application to Charts

[illegible]

M-2158-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

T-8848

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.

30 December 1948

Color proof furnished by the Geological Survey and
examined by _____

Name

Date

Published by the Geological Survey.