

# 8882

T. 1000 F/2.  
~~ME~~ ~~NE~~, Fla.

Diag. Cht. No. 1246

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. \_\_\_\_\_ Office No. T-8882

#### LOCALITY

State FLORIDA

General locality EAST COAST

Locality BREVARD COUNTY

194 7-'49

#### CHIEF OF PARTY

G.E. Morris, Jr., Chief of Field Party

R.A. Gilmore, Tampa Photo. Office

#### LIBRARY & ARCHIVES

DATE August 8, 1950

B-1870-1 (1)

2  
8  
8  
8

## DATA RECORD

T- 8882

Quadrangle (II):

Project No. (II): Ph-19(47)

Field Office: Cocoa, Fla.

Chief of Party: George E. Morris, Jr.

Compilation Office: Tampa, Fla.

Chief of Party: Ross A. Gilmore

Instructions dated (II III): Oct. 21, 1946

May 28, 1947

Copy filed in <sup>Division of</sup> Descriptive  
~~Report No. T-~~ (VI)  
Photogrammetry Office Files

Completed survey received in office: 3-7-49

Reported to Nautical Chart Section: 3-9-49

Reviewed: 19 Dec 1949 Applied to chart No.

Date:

Redrafting Completed:

Registered: 12 May, 1950

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): CONCRETE 2, 1934

Lat.: 28° 13' 36."780(1132.2m) Long.: 80° 36' 03."813(104.0m) Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI): Florida East Zone

X = 628, 466.59

Y = 1,415,342.86

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
47J-459	Dec. 8, 1947	10:59	1:20,000	No periodic tides in
" 539	"	12:08	"	the Indian or Banana
" 540	"	12:09	"	Rivers.
" 541	"	12:10	"	
" 542	"	12:11	"	
" 543	"	12:17	"	0.9 Atlantic Ocean
" 544	"	12:17	"	0.9 side only.
" 545	"	12:18	"	0.9
" 546	"	12:18	"	0.9
" 547	"	12:19	"	0.9
" 548	"	12:19	"	0.9
" 549	"	12:20	"	0.9

Tide from (III): Mayport, Fla. Sub. Sta: CAPE CANEVEAL

Mean Range: 3.5

Spring Range: 4.1

Camera: (Kind or source) U.S.C. & G.S. Single lens

Field Inspection by: James A. Clear, Jr.

date: May, -June 1948

L.F. Beugnet

Field Edit by: James E. Hundley

date: April 1949

Date of Mean High-Water Line Location (III): ~~May-June 1948~~

Same as date of photographs supplemented by field inspection  
May - June 1948

Projection and Grids ruled by (III) T.L.J. (Wash. Off.) date: Feb. 6, 1948

" " " checked by: T.L.J. " " date: Feb. 6, 1948

Control plotted by: R.R. Wagner date: July 6, 1948

Control checked by: C.H. Baldwin date: July 14, 1948

Radial Plot by: M.M. Slavney

date: Sept. 21, 1948

Detailed by: I.I. Saperstein

date: Nov. 1948

Reviewed in compilation office by: J.A. Giles  
Map Manuscript

date: Dec. 1948-  
Jan. 1949

Elevations on ~~Field Edit Sheet~~  
checked by: J.A. Giles

date: " "

STATISTICS (III)

Land Area (Sq. Statute Miles): 11.5

Shoreline (More than 200 meters to opposite shore): 26.9 statute miles

Shoreline (Less than 200 meters to opposite shore): 1.9 " "

Number of Recoverable Topographic Stations established: 20 *no form 5-24 for "Tank"*  
*+ 13 by Field Edit*

*(Total includes boundary and section monuments)*  
Number of Temporary Hydrographic Stations located by radial  
plot: None

Leveling (to control contours) - miles: 12.2

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:



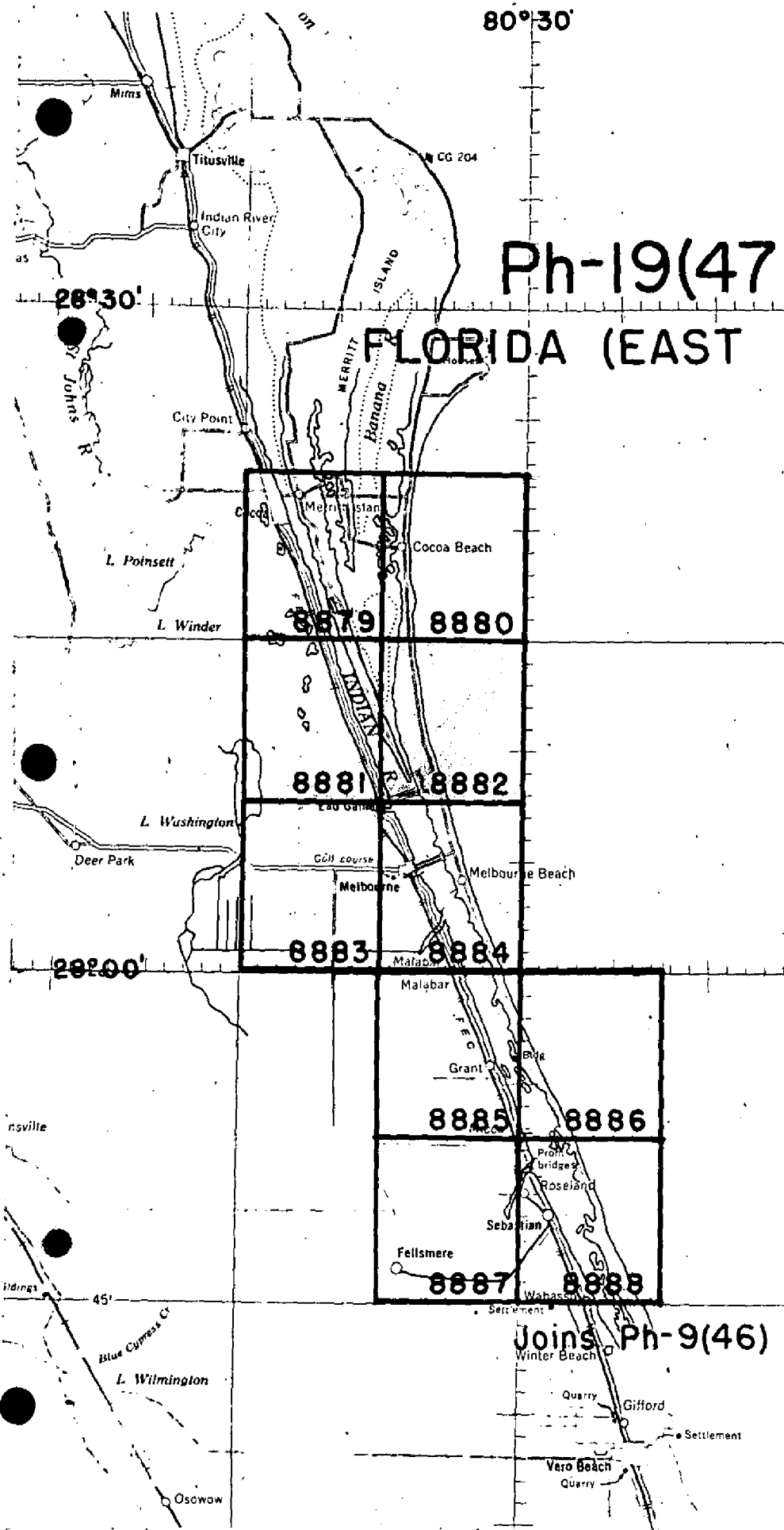
80°30'

80°0'

Ph-19(47)

FLORIDA (EAST COAST)

N



Joins Ph-9(46)

LEGEND

- TO BE STARTED NE
- IN PROGRESS
- ≡ COMPLETED 1946
- × NOT APPLICABLE

## Summary to Accompany T-8882

Topographic map T-8882 is one of ten similar maps in project Ph-19(47) and is in the northern part of the project. It covers a portion of the Banana River and the Indian River and extends eastward to the Atlantic Ocean. This is a graphic compilation project. The field operations preceding compilation included complete field inspection, the establishment of some additional horizontal control, and the delineation of contours on the photographs by planetable methods.

The manuscript was compiled at a scale of 1:20,000 and covers  $7\frac{1}{2}'$  in latitude by  $7\frac{1}{2}'$  in longitude. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. Items registered under T-8882 will include a cloth-mounted print of the manuscript at a scale of 1:20,000, a cloth-mounted color print at a scale of 1:24,000 and the original descriptive report.

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE T-8882

"MELBOURNE NE"

N28°15'.00" - W80°37'.30"

PROJECT PH-19(47)

15 JUNE 1948

1. DESCRIPTION OF THE AREA

This quadrangle lies in the eastern section of Brevard County, Florida and includes Eau Gallie Beach and the extreme southern portion of Merritt Island extending north to include the greater part of <sup>U.S. Joint Long Range Proving Ground and Naval Air Station</sup> Banana River Navel Air Station. The quadrangle is bordered on the east by the Atlantic Ocean and on the west by Banana and Indian River's.

See Geo.  
Names  
List

One item noteworthy for comment is the character of the land area. Either through wave action or old shoreline recession, contours and sand ridges parallel the shoreline at very close intervals. The entire area consists of dense mangrove, scrub oak and palmetto.

Florida Highway No. 518 traverses, from east to west, across the south part of the area. Florida Highway No. 1A traverses this area from north to south.

2. COMPLETENESS OF FIELD INSPECTION

The various phases of field work were completed in accordance with Project Ph-9(46) Instructions, dated 28 May 1947 and other general instructions. Field inspection for the quadrangle is believed to be adequate and complete as to classification of buildings, roads, boundaries, etc.

3. INTERPRETATION OF THE PHOTOGRAPHS

Single lens 1:20,000 scale photographs were used exclusively throughout the quadrangle for all phases of field work. General photographic features are quite apparent on the photographs.

The dark areas are mangrove and classified as same. The light areas are palmetto and classified as brush. All exceptions are clearly noted.



#### 4. HORIZONTAL CONTROL

All existing horizontal control was recovered in this area by James E. Hundley, Cartographer(Photo) and Leo F. Beugnet, Engineering Aid.

Six stations, all established by U.S.C. & G.S. were identified on photographs Nos. 47-J-540, 47-J-541, 47-J-545, 47-J-546 and 47-J-547.

The number of stations identified is believed to be sufficient to insure an accurate radial plot.

Triangulation station CIVET 1930 was moved to a new location (CIVET 3 1948). Field records and computations have been forwarded to the Washington Office. *(Division of Geodesy for Bureau Archives)*

#### 5. VERTICAL CONTROL

Vertical control consisted of recovery and identification of existing bench marks and establishment of fly level points to control the topography. Seven bench marks were recovered and identified on the photographs.\*

Approximately 12 linear miles of 4th order levels were completed during the month of May 1948 by James A. Clear, Jr. Engineering Aid. Recordings were to the nearest .01 of a foot. The maximum error of closure was .32 of a foot. All errors of closure greater than .20 of a foot were prorated throughout the line.

#### 6. CONTOURS AND DRAINAGE

Contouring was done in the field directly on 1:20,000 scale, single lens photographs by planetable method. The contour interval was five feet. All work was done as near the center portion of the photographs as possible to minimize distortion and large scale changes. The average closures on planetable traverses range from 0 to .3 of a foot. The maximum closure was .4 of a foot.

In dense mangrove and palmetto areas where it was not considered practical or economical to clear survey lines, contours were sketched in the field and shaped under a stereoscope prior to final inking.

#### 7. MEAN HIGH WATER LINE

There is no evident mean high water line along the shores of either the Indian or Banana Rivers within the limits of the quadrangle, therefore it has been indicated on the photographs as apparent shoreline.

\*  
 A 122, 1945  
 E 122, 1945 (fm 524)  
 F 122, 1945  
 G 122, 1945 (fm 524)  
 H 122, 1945  
 EG 4  
 EG 5



# HORIZONTAL CONTROL

All existing horizontal control was recovered in this area by James E. Humbley, Cartographer (Photo) and Leo J. Bengert, Engineering Aid.

Six stations, all established by U.S.C.S. S-2, were identified on photographs Nos. W-1-240, W-1-241, W-1-242, W-1-243 and W-1-244.

The number of stations identified is believed to be sufficient to insure an accurate radial plot.

Triangulation station CIVET 1930 was moved to a new location (OIVET 3198). Field records and computations have been forwarded to the Washington Office.

# VERTICAL CONTROL

Vertical control consisted of recovery and identification of existing bench marks and establishment of 14 level points to control the topography. Seven bench marks were recovered and identified on the photographs.

Approximately 12 linear miles of 4th order levels were completed during the month of May 1945 by James A. Humbley and Leo J. Bengert. Recordings were to the nearest 0.1 of a foot. The maximum error of closure was .35 of a foot. All errors of closure were distributed throughout the line.

*Banana River Light 1 fm 3-24*  
*Banana River Light 5 fm 5-24*

# CONTOURS AND DRAINAGE

Contouring was done in the field directly on 1:20,000 scale, single lens photographs by planimetric method. The contour interval was five feet. All work was done as near the center portion of the photographs as possible to minimize distortion and large scale changes. The average closures on planimetric traverses range from 0 to .3 of a foot. The maximum closure was .4 of a foot.

In dense mangrove and palmetto areas where it was not considered practical or economical to clear survey lines, contours were sketched in the field and shaped under a stereoscope prior to final plotting.

# MEAN HIGH WATER LINE

There is no evident mean high water line along the shores of either the Indian or Banana Rivers within the limits of the quadrangle. Therefore it has been indicated on the photographs as segment shore line.

*4-12-1945*  
*5-12-1945*  
*6-12-1945*  
*7-12-1945*  
*8-12-1945*  
*9-12-1945*  
*10-12-1945*  
*11-12-1945*  
*12-12-1945*



The ocean beach is a comparatively steep slope, extending the entire length of the quadrangle. The mean high water line is near the five foot contour and has been identified on the photographs at intervals by a series of red dashes.

#### 8. LOW WATER LINE

Generally the low water line is parallel and very close to the high water line throughout the entire quadrangle along the shores of the inland waters. No attempt was made to show the low water line.

Along the Atlantic Ocean the mean low water line is very near the mean high water line. No attempt was made to show the low water line.

*See Item 67  
Review  
Report*

#### 9. WHARVES AND SHORELINE STRUCTURES

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

#### 10. DETAILS OFFSHORE FROM HIGH WATER LINE

No details offshore for investigation by the hydrographic party were noted.

#### 11. LANDMARKS AND AIDS TO NAVIGATION

Three lights in the Banana River were identified and indicated for pricking on the photographs. These lights were not pricked since the prick point would obscure them. A water tank at the Banana River Naval Air Station is recommended for charting as a landmark along with one other previously charted landmark, i.e. CASINO.

*See Item 34  
Compilation  
Report &  
Item 68,  
Review  
Report.*

*7-4480*

*Forms 5-24 filed*

#### 12. HYDROGRAPHIC CONTROL

No hydrographic signals were required in the project.

*See Geo. Names*

#### 13. LANDING FIELDS AND AERONAUTICAL AIDS

The southern portion of the Banana River Naval Air Station lies in the boundary of this quadrangle and is located between Eau Gallie and Cocoa Beach, Florida. There were only two boundary monuments located on the southern boundary. The southwest boundary monument was recovered and identified on photograph 47-J-547. The monument on the southern boundary has been destroyed.\* The east boundary follows the Atlantic Ocean and the west boundary follows the Banana River. The boundary was not drawn on the photographs.

*See Item 19  
Review  
Report*

No aeronautical aids in this area.

\* See also Item 37A, par. 2



The ocean beach is a comparatively steep slope, extending the entire length of the quadrangle. The mean high water line is near the five foot contour and has been identified on the photographs at intervals by a series of red dashes.

## 8. LOW WATER LINE

Generally the low water line is parallel and very close to the high water line throughout the entire quadrangle along the shore of the inland waters. No attempt was made to show the low water line.

Along the Atlantic Ocean the mean low water line is very near the mean high water line. No attempt was made to show the low water line.

## 9. WHARVES AND SHORELINE STRUCTURES

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

## 10. DETAILS OFFSHORE FROM HIGH WATER LINE

No details offshore for investigation by the hydrographic party were noted.

## 11. LANDMARKS AND AIDS TO NAVIGATION

Three lights in the Banana River were identified and marked on the photographs. These lights are located at the mouth of the Banana River, a water tower, and a water tank. A water tower is recommended for charting as a landmark along with one other previously charted landmark, i.e. CASINO. 726S, R37E 35/36

## 12. HYDROGRAPHIC CONTROL

No hydrographic signals were required in the project.

## 13. LANDING FIELDS AND AERONAUTICAL AIDS

The southern portion of the Banana River Naval Air Station lies in the boundary of this quadrangle and is located between San Geronimo and Cocoa Beach, Florida. There were only two boundary monuments located on the southern boundary. The southwest boundary monument was recovered and identified on photograph 47-3-547. The monument on the southern boundary has been destroyed. The east boundary follows the Atlantic Ocean and the west boundary follows the Banana River. Casino, 726S, R37E

Boat	"	"
Tank	"	"
Goon	"	524
Poor	"	"
Esso	"	"
Look (Lookout Tower) 1948	"	"
Lake	"	"
Hang	"	"



#### 14. ROAD CLASSIFICATION

All roads were classified according to Photogrammetry Instructions No. 10, and amendment dated 24 October 1947. Roads to be deleted are shown by cross-marks, in green ink.

#### 15. BRIDGES

Clearances of all bridges over navigable waters were checked with the U. S. Engineers "List of Bridges Over Navigable Waters of the U. S.", revised to 1 July 1941. All clearances were carefully measured with a steel tape. The published descriptions and clearances were found to be correct except for the following discrepancy. The horizontal clearance of Mather Bridge over the Banana River was found to be 30.2 ft. and 30.6 ft. on the west and east sides respectively instead of the 31.2 ft. as reported by the "List of Bridges Over Navigable Waters in the U.S.", and a vertical clearance of only 5.8 ft. instead of 8.0 ft. as reported by said List. Discrepancies will be reported in a special project report.

#### 16. BUILDINGS AND STRUCTURES

All buildings to be shown have been circled in red ink. Structures other than buildings have been noted on the photographs. Items to be deleted have been crossed out in green ink.

*Not reported in special project report.*

*See Item 52  
Field Edit  
Report*

#### 17. BOUNDARY MONUMENTS AND LINES

Two section corners and a point on one section line were recovered and identified on the photographs. There are two precincts that lie within the limits of the quadrangle, Brevard County precincts No. 5 and No. 9 have been shown on photographs in brown ink.

*Forms 524 filed*

There have been four boundary monuments of the Canova Beach U. S. Naval Radar Station pricked on photograph No. 47-J-544 by the photo point method.

*Forms 524 are filed for "A" "B" "C"*

*See Item 69,  
Review  
Report  
§ 37B Compilation  
Report*

The southwest boundary monument of the Banana River Naval Air Station was pricked direct on photograph No. 47-J-547.

*Form 524 filed*

*See Geo. Names*

#### 18. GEOGRAPHIC NAMES

*SR-114*

All geographic names information was obtained by Lowell I. Bass, Engineering Aid. This information will be compiled in a special report by Mr. Bass.

#### 19. TOPOGRAPHIC STATIONS

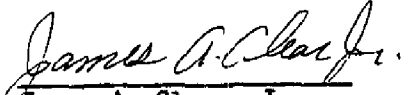
A total of nine topographic stations were established along the shores of Banana River and the Atlantic Ocean. These consisted of permanent natural objects or standard topographic station monuments.



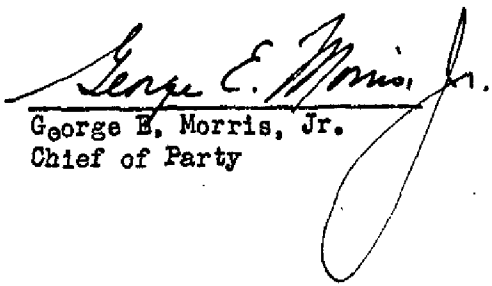
20. JUNCTIONS

A junction has been made with quadrangle T-8884 to the south, and quadrangle T-8880 to the north. All junctions are in good agreement.

Submitted by:

  
James A. Clear, Jr.  
Engineering Aid.

Approved and forwarded:

  
George E. Morris, Jr.  
Chief of Party

## PHOTOGRAMMETRIC PLOT REPORT

Descriptive Report on Main Radial Plot for  
Project Ph-19(47) (entire), Florida. Quadrangles  
T-8879, T-8880, T-8881, T-8882, T-8883, T-8884, T-8885,  
T-8886, T-8887, T-8888.

Files. Filed in Division of Photogrammetry General

MAP T- 8882

PROJECT NO. Ph-19 (47)

SCALE OF MAP 1: 20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\nu$ -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)	FORWARD (BACK)
BAN 1930	G.P.s. P.705	N.A. 1927	28 08 30.720 80 36 14.221			945.7 ( 901.3) 388.0 (1249.2)	
			28 08 30.556 80 35 55.179			940.6 ( 906.4) 1505.7 ( 131.5)	
GLEASON 1940	P.547	"	28 08 55.99 80 36 23.95			1723.5 ( 123.5) 653.5 ( 983.6)	
MATHER BRIDGE CENTER OF HOUSE 1940 Reiley or	P.560	"	28 09 38.146 80 36 46.390			1174.2 ( 672.8) 1265.7 ( 371.3)	
RILEY 1930	P.554	"	28 09 32.504 80 36 48.941			1000.6 ( 846.4) 1335.3 ( 301.7)	L
GIBBONS 1940	P.547	"	28 13 32.147 80 35 57.582			989.6 ( 857.4) 1570.1 ( 65.9)	
CONCRETE 1930	P.179	"	28 13 36.780 80 36 03.813			1132.2 ( 714.8) 104.0 (1532.0)	
CONCRETE 2 1934	P.151	"	28 10 42.257 80 37 29.176			1300.8 ( 546.2) 795.9 ( 840.8)	
ENSEY 1940	P.547	"	28 09 17.774 80 35 06.877			547.1 (1299.9) 187.6 (1449.4)	
CIVET 3, 1948	P.179	"	28 11 11.795 80 35 37.168			363.1 (1483.9) 1013.8 (622.8)	
FLORIDA STATE ROAD DEPT. BM, 1940	P.569	"					

1 FT. = .3048006 METER

COMPUTED BY: E.C. Andrews

DATE 23 April

CHECKED BY: R.R. Wagner

DATE 28 April, 1948

M-2388-12

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COMPILATION REPORT  
TO ACCOMPANY  
QUADRANGLE T-8882

26 & 27. CONTROL AND RADIAL PLOT:

A Special Radial Plot Report was submitted on December 7, 1948 by M.M. Slavney, Photogrammetric Engineer. *Filed in Div. of Photogrammetry General Files.*

28. DELINEATION:

The photographs were clear and of good scale.

The field inspection was adequate for an accurate delineation of the map manuscript.

Additional detail points and all topographic stations were cut in radially.

No difficulty was encountered in the delineation of the map manuscript.

29. SUPPLEMENTAL DATA:

A. Plans of U.S. Naval Air Station, *See Geo. Names* Banana River:

A number of horizontal control stations established by the U.S. Engineers in 1939 were plotted on the map manuscript from plane coordinates taken from plans of the Banana River Naval Air Station. The accuracy of these stations is believed to be of third-order. *See Item 70 Review Report*

Due to the great amount of filling and grading done in the area of the airfield, it is felt that those stations that fell on or near the airfield have been destroyed; consequently, such stations have been omitted from the map manuscript.

Lettered stations, i.e. "S", are bronze disks stamped "Naval Reservation" and set in concrete monuments. Stations labeled "Pipe" are merely pipes set in concrete.

None of these stations, however, were used in the main radial plot.

The field editor should make an attempt to recover these U.S.E. Stations. The proper form should be submitted for each station recovered.



Boundary monuments were also plotted from plane coordinates, from plans of Banana River Naval Air Station. (See Item 37A)

*See Item 69,  
Review Report*

B. Plans of the Canova Beach Radar Station, U.S.N.:

These plans give the plane coordinates of the boundary monuments. These were plotted on the map manuscript. (See Item 37B).

*See Item 69,  
Review Report*

C. Map of U.S. Naval Air Station, Banana River, Florida:

This map was used to clarify the photographs, especially around the airfield.

30. MEAN HIGH-WATER LINE:

The mean high-water line was delineated along a very definite line as seen on the photographs. The field inspector has deviated slightly from this line in some instances. It would have been helpful to the compiler had the field inspector measured the distance from some identifiable object along the beach to the mean high-water line. (See Field Inspection Report, Item 7.)

31. LOW-WATER AND SHOAL LINES:

A partly submerged barge, immediately offshore of Merritt Island, was delineated at approximately latitude  $28^{\circ} 10' .3$  (See Field Inspection Report, Item 8).

*See Item 67  
Review Report*

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

See Field Inspection Report, Item 10.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures have been delineated according to the field inspector's notes.

*See Item 9, Field Inspection Report.*

34. LANDMARKS AND AIDS TO NAVIGATION:

One landmark "Casino" on this quadrangle was recovered.

*See Item 68,  
Review Report*

The water tank at the U.S. Naval Air Station (recommended for charting by the field inspector) falls north of this quadrangle.

*Shown on  
T-8880.*



A request was made by the compilation office of the field editor to determine if the three radio towers at the U.S. Naval Air Station are suitable for charting as landmarks. *Forms 524 filed by Field Editor*

*See Form 567,  
attached to  
this report.  
See Geo. Names*

Of the three aids to navigation mentioned in the Field Inspection Report, Item 11, only two Banana River Daybeacons (1 and 5)\* fall within the limits of this quadrangle. Banana River Daybeacon 10 falls north of the quadrangle.

*\* Forms 524 filed*

35. HYDROGRAPHIC CONTROL:

See Field Inspection Report, Item 12.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

*See Geo. Names*

The airfield at the Banana River Naval Air Station falls within the limits of this quadrangle.

There are no aeronautical aids in this quadrangle.

37. BOUNDARIES:

A. Banana River Naval Air Station: *See Geo. Names*

Four boundary monuments (along the southern limits of the Naval Air Station) have been plotted from plane coordinates as shown on plan of station. The southwest boundary monument was picked on field photograph 547. This point was cut in radially and fell very close to the plotted position. However, the plotted position was used on the map manuscript. *form 524 filed*

*See Item 69  
Review Report  
8 Field Editor*

The Field Inspection Report, Item 13, states that the southern boundary monument has been destroyed. Since there are three monuments other than the one recovered (southwest boundary monument) the compiler is in doubt as to which one is destroyed. An effort should be made to recover those boundary monuments still in existence. Form 524 should be submitted for monuments recovered. (These stations need not be identified on the photographs).

*Done.  
see Item 50  
F.E. Report.*

B. Canova Beach Radar Station:

*See Item 69,*

Six boundary monuments were plotted on the map manuscript from plane coordinates as shown on plan of the radar station.

*Review Report*



A request was made by the Commission to the U.S. Navy to conduct a search for the wreckage of the ship. The search was conducted by the U.S. Navy and the results are being reported to the Commission.

Of the three ships to be investigated, the U.S. Navy has reported that it has found the wreckage of the ship. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States.

2. RESEARCH RESULTS

The U.S. Navy has reported that it has found the wreckage of the ship.

3. RESEARCH RESULTS

The wreckage of the ship was found in the Gulf of Mexico, about 100 miles from the coast of the United States.

There are no other ships in the area.

4. RESEARCH RESULTS

The wreckage of the ship was found in the Gulf of Mexico, about 100 miles from the coast of the United States.

T265, R37E

The wreckage of the ship was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States.

The wreckage of the ship was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States.

5. RESEARCH RESULTS

The wreckage of the ship was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States. The wreckage was found in the Gulf of Mexico, about 100 miles from the coast of the United States.



-4-

(T27S, R37E, sec. line <sup>13</sup>/<sub>24</sub>)

The four monuments recovered are marked on the map manuscript by a letter alongside each: A, B, C, and D. The two monuments along the southern part of the radar station were not recovered and an effort should be made to do so. If stations are in existence and recovered, form 524 should be submitted for each. (These stations need not be identified on the photograph). *See item 69*  
*No recovery*  
*(fms. 524)*

### C. City Limits of Eau Gallie:

The channel in the Indian River is the eastern boundary of Eau Gallie according to the legal description. Two descriptions of the boundary of Eau Gallie were submitted by the field party. The latter description (1933) was used.

The channel along the Intracoastal Waterway route was used for the eastern boundary of Eau Gallie. This route was taken from Chart 844, and from U.S.E. plans of Intracoastal Waterway.

### 38. SECTION LINES AND MONUMENTS:

Three section corners have been recovered and identified on the photographs by the field inspector by the photo point method. These have been applied to the map manuscript. *See Item 17*

Three other section corners have been plotted on the manuscript from plane coordinates as shown on the plan of the U.S. Naval Air Station. These have not been recovered by the field inspector and an effort should be made to do so. However, section corner  $\frac{3}{10} \frac{2}{11}$  falls on the SW-NE runway and its monument was probably destroyed when the air-field was constructed. *See Geo. Names*

All three section corners are shown on the map manuscript with a "not recovered" symbol. Points on section line within the Naval Air Station which are monumented, thus "Q" or "Pipe" (see Item 29A), aided in the construction of the section lines, along with the General Land Office Plats.

The General Land Office plats were used to construct all other section lines in conjunction with recovered corners.

### 39. PRECINCT LINES: *Not required for published quadrangle. EHR*

The precinct line running east and west between precincts 9 and 5 is identical with section line  $\frac{11}{14} \frac{12}{13}$  T27S, R37E, except that the precinct line is south of the tip of Merritt Island, putting all of Merritt Island shown on this quadrangle within precinct 9. (Section



line cuts through tip of Merritt Island). Information regarding this has been requested of the field editor and the precinct line will be shown on the map manuscript after the receipt of such information.

40. GEOGRAPHIC NAMES:

All geographic names were applied to the map manuscript.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

There are no topographic quadrangles available in this office for comparison.

A comparison was made with Planimetric Maps 4556 and 4544. The shoreline is in good agreement, except at the Naval Air Station on the Banana River side. Due to the construction of the airfield at the Naval Air Station, the mean high-water line has been extended westwardly and what was marsh is now a sand fill. See Geo. Names

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with chart 844, bearing a print date of June 21, 1948, and chart 845 bearing a print date of March 3, 1947. Both charts are in good agreement with the map manuscript with the following exceptions:

1. Marsh area shown on chart 844 along the eastern shore of the Banana River is actually mangrove.

2. Banana River Daybeacon 5 is actually farther offshore than shown on chart 844.

A comparison was also made with chart 1246 bearing a print date of December 15, 1947. The shoreline along the ocean shore is in good agreement with the map manuscript. The marsh area along the eastern shore of the Banana River is actually mangrove. The Banana River Naval Air Station has been omitted from the chart. All other shoreline is in good agreement. See Geo. Names

Approved and Forwarded:

*Ross A. Gilmore*

Ross A. Gilmore, 3/4/49  
Chief of Party.

Respectfully submitted,

*Irving I. Saperstein*  
Irving I. Saperstein,  
Engr. Aid

## FIELD EDIT REPORT

QUADRANGLE T-8882

PROJECT PH-19(47)

The field edit of this quadrangle was accomplished in accordance with Field Edit Instruction dated 24 August 1945 and Supplement I dated 4 February 1946. Actual field work was started 12 April 1949 and completed 19 April 1949.

46. METHODS

Field edit was accomplished by traversing, via truck, all passable roads; and by walking to other areas in which the reviewer requested information, or for a general check on the adequacy of the map compilation.

Planetable, hand level, and tape methods were used to make 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. Black ink was used for all work on the photographs.

The reviewer's questions are answered on the discrepancy prints whenever possible. Other work was shown on the photographs or field edit sheet. All work shown on the photographs is properly referenced on the discrepancy prints or field edit sheet.

47. ADEQUACY OF COMPILATION

The map compilation is believed to be adequate with the corrections added 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. Information concerning the two nearest map accuracy tests was not available.

49. TOPOGRAPHIC EXPRESSION

The topographic expression of the quadrangle is considered adequate.

50. BOUNDARY MONUMENTS AND SECTION LINES

Three boundary monuments along the southern limits of the Banana River <sup>See Item 69,</sup> military reservation were searched for; one was recovered and <sup>Reviewed</sup> Form 524 sub- <sup>Report</sup> mitted. It is believed the other two have been destroyed.

→ See also Item 37A, par. 2

<sup>Five</sup> Several additional section corners and <sup>two</sup> points on lines were recovered, identified, and Form 524 submitted. Additional information, secured from Frank P. Schuster, Brevard County Surveyor, and Carlos F. Canova, registered land surveyor, has been inked on the section line discrepancy print. *See Item 7a  
Review  
Report*

#### 51. ROADS

Considerable changes in the classification of the poorer sand roads were made, and a few of the roads originally shown by the field inspector as 7-A's were deleted. All changes were in accordance with strict interpretation of Photogrammetry Instructions No.10, dated 14 April 1947, and amendment dated 24 October 1947.

Dredging and grading of a new fill along Florida State Road 518 between proposed bridges across Indian River at Eau Gallie was in progress at time of field edit. Five Florida State Road Department blueprints are submitted and are believed self-explanatory. Two stations along the highway centerline were located on the field edit sheet by planetable methods from nearby horizontal control and the field edit sheet and blueprints have been cross-referenced. The proposed completion date of the bridge is unknown. The plans furnish enough information to show contour changes, road changes, and bulkheads at the proposed bridge abutments. (See paragraph 55)

#### 52. BUILDINGS

All buildings have been classified in accordance with Photogrammetry Instructions No.29, dated 1 October 1948.

#### 53. WOODLAND COVER

All woodland cover has been classified in accordance with Photogrammetry Instructions No.21, dated 18 August 1948.

#### 54. QUADRANGLE NAME

"Mathers Bridge" is the best known name within the quadrangle. However, this is a wood structure and location surveys were in progress along Florida State Road No.3 at the time of field edit, and it is natural to assume that the old wood structure may soon be replaced, and it is doubtful if this name would be retained by the new bridge.

"Tropic" is probably the second best known name with "Canova Beach" believed third in importance. However, there is no longer a post office at Tropic.

"Banana River South" is recommended by the field editor as a descriptive name of the area.

The military reservation that extends south from quadrangle T-8880 into this quadrangle has been transferred from the Navy to the Air Force, and the name will probably be changed in the near future.

*See Geographic  
Names*



55. EXAMINATION OF PROOF COPY

It is believed that Carlos F. Canova, registered land surveyor and civil engineer of Eau Gallie, Florida, is best qualified to examine a proof copy of this quadrangle.

Mr. Canova has also expressed a willingness to furnish any needed bridge data of the new bridges at Eau Gallie at the time of his examination of the proof copy.

Submitted  
29 April 1949

*James E. Hundley*  
James E. Hundley  
Cartographer (Photo)

Approved and forwarded  
29 April 1949

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

U. S. COAST AND GEODETIC SURVEY

# NONFLOATING AIDS/OR LANDMARKS FOR CHARTS

**TO BE CHARTED** } **STRIKE OUT ONE**

May 1987

Melbourne, Florida

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

The positions given have been checked after listing by I. H. Saperstein

Werner I. I. Saperstein

Tampa Photogrammetric Office

George E. Morris, Jr. Chief of Party.

**Lieut. Comdr.**

[illegible]

Copy of the letter with Mr. [unclear] dated 26/1/45

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







DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED** } **STRIKE OUT ONE**

Washington, D. C. 6 Dec. 1949

I recommend that the following objects which have *(have not)* 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

Everett H. Ramey

Chief of Party.

[illegible]

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 field survey sheets. Information under each column heading should be given.

# GEOGRAPHIC NAMES

Survey No. T-8882

Melbourne NE 7 1/2' quad, Fla.

Name on Survey

	A	B	C	D	E	F	G	H	K	
Florida		✓							USGB	1
Brevard County		✓								2
Intracoastal Waterway		✓							USGB	3
Atlantic Ocean		✓								4
State Roads Ala. 3, 518		✓								5
Indian River ✓										6
Elbow Creek ✓										7
Eau Gallie ✓										8
Eau Gallie Bridge ✓										9
Eau Gallie Beach ✓										10
Canova Pier ✓										11
Canova Beach Radar Station, U.S.N.										12
										13
Banana River										14
Mathers Bridge ✓										15
Carters Cut ✓										16
Tropic										17
Merritt Island ✓										18
Nesbit Island ✓										19
U.S. Naval Air Station										20
										21
										22
										23
										24
										25
										26
										27

(Names report by Bass approves this name, for beach both N and S of Canova Pier)

(Present status of this wartime installation should be checked. Bass reported 1948 not active)

Use this name in preference to Crooked I. pending USBGN action

Above names approved, subject to final check by Field Edit. Based on 1948 report by Bass. 4/4/49 IE L.N.

12-6-49

a.f.w.

Review Report for  
Topographic Map T-8882  
19 December 1949

62. Comparison with Registered Topographic Surveys:-

T-1450b	1:20,000	1876-77
1460	"	1878
4556	"	1928
4544	"	1930

This survey supersedes these prior surveys for nautical charting purposes for the area of this map.

63. Comparison with Maps of other Agencies: None

65. Comparison with Nautical Charts:

844	1:40,000	1947
845	1:40,000	1948
1246	1:80,000	1947

66. Adequacy of Results and Future Surveys.-This map meets the national standards of map accuracy and complies with project instructions.

67. Low-water Line.-The low-water line was picked up from T-8880 at the north limit of the manuscript and from T-8884 at the south limit. These points were then identified on the photographs. The approximate low-water line was interpreted between these points on the photographs and transferred to the manuscript.

68. Landmarks.-An elevated tank, shown on Nautical Chart 1246 and located by the field editor, was accurately positioned by graphic methods during the review of this manuscript. Form 567 has been submitted to the Nautical Chart Branch, and a copy has been attached to this report.

The position of landmark "Casino" was corrected on Form 524 and Form 567. The position given was for the corner of the building instead of the center.

69. Boundaries.-Two monuments, defining the southern limits of U. S. Joint Long Range Proving Ground for Guided Missiles, were recovered, one during field inspection and the other during field edit. Form 524's



were submitted. The other two monuments (Item 37A) have been removed from the manuscript. The manuscript position of Boundary Monument Naval Reservation, 1949 was plotted by coordinates given on plans referred to in Item 29, Compilation Report. Checks on other points given on these plans by coordinates indicate these plans to be accurate. Therefore, the boundary shown on this manuscript is considered to be accurate.

Canova Beach Radar Station is no longer in operation. According to the field editor it is now private property. Monuments "A", "B", and "C" (Items 178, 37B) are retained on the manuscript since they mark the position of a section line.

70. Supplemental Data.-Accuracy of the various USE traverse stations within the limits of U. S. Joint Long Range Proving Ground for Guided Missiles is unknown. The name of the proving ground has been deleted from published copies for security reasons.

71. Roads.-The relocation of Florida State Road 518 and the bridges across the Indian River were added to the manuscript in red ink, having been surveyed by the field editor. (Item 51, Field Edit Report). Blue prints showing proposed constructions are filed in the Division of Photogrammetry.

73. Overlay.-An overlay has been prepared showing road classification, control, etc.

Reviewed by:

Everett H. Ramey  
Everett H. Ramey

Approved by:

S. V. Griffin  
Chief, Review Section  
Div. of Photogrammetry

H. Edmonston  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. Coastal Surveys

## HISTORY OF HYDROGRAPHIC INFORMATION

T-8882, Florida

Hydrography was applied to this manuscript in accordance with Division of Photogrammetry request of December 22, 1949; and with general specifications of May 18, 1949. *omitted from final copy*

The depths are in feet at mean low water and originate with surveys and charts:

H-1380	(1876-77)	1:20,000
H-1416	(1878)	1:20,000
H-5034	(1930)	1:40,000
Chart 844	1:40,000, printed 10/24/49, corrected 2/6/50.	
Chart 845	1:40,000, printed 1/23/50, corrected 2/6/50.	
Chart 1246	1:20,000, printed 4/4/49, corrected 2/6/50.	

The depth curves are drawn at 6, 12, 18, 30, and 60 feet.

The hydrography was compiled by R. E. Elkins and checked by G. F. Jordan.

*R. E. Elkins*  
R. E. Elkins - 2/27/50  
Nautical Chart Branch