8885

Grant Fl...

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-8885

LOCALITY

State Florida

General locality East Coast

Locality Brevard County

1947-'49

CHIEF OF PARTY

G.E.Morris,Jr., Chief of Field Party
R.A.Gilmore, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE June 16, 1950

B-1870-1 (1)

8885

DATA RECORD

T-8885

Project No. (II): Ph-19(47) Quadrangle Name (IV):

Field Office (II): Melbourne, Fla. Chief of Party: George E. Morris,

Photogrammetric Office (III): Tampa, Fla. Officer-in-Charge: Ross A. Gilmore

Instructions dated (II) (III): October 21, 1946
May 28, 1947

Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic (Radial Plot)

Manuscript Scale (III): 1: 20,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): 4-18-49 Date reported to Nautical Chart Branch (IV): 4-25-49

Applied to Chart No. 845 Date: 11/14/49 Date registered (IV): 24 APR 50

Publication Scale (IV): 1: 24,000 Publication date (IV):

Geographic Datum (III): NA 1927 Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): GRANT, 1930

Lat.: 27° 55' 15."790 (486.0) Long.: 80° 31' 10."345 (282.9) Adjusted ~~Unadjusted~~

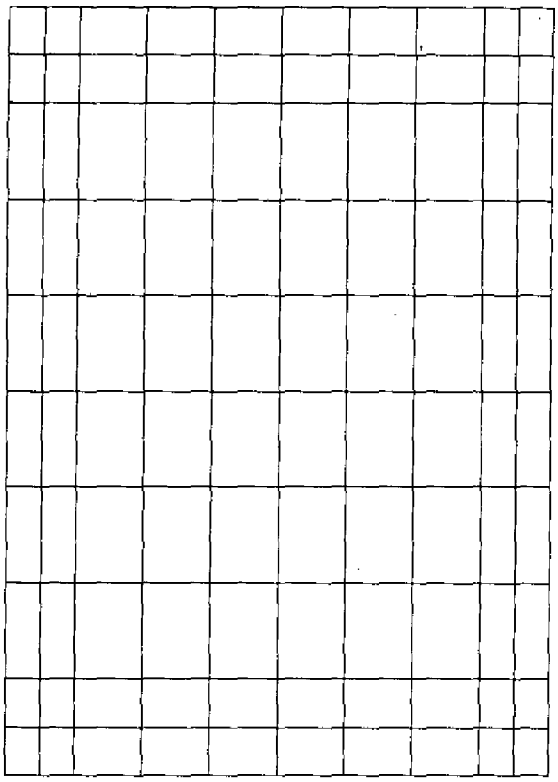
Plane Coordinates (IV): State: Florida Zone: East

Y= 1,304,251.73 Ft. X= 655,156.34 Ft.

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

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

M-2618-12(4)



Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): James A. Clear, Jr. Date: March-April 1948

Planetable contouring by (II): James A. Clear, Jr. Date: Feb.20-May 13,1948

Completion Surveys by (II): J.E. Hundley Date: June 1949

Mean High Water Location (III) (State date and method of location): May 12, 1948
Air Photo. Compilation

Projection and Grids ruled by (IV): W.E.W. (W.O.) Date: Feb. 3, 1948

Projection and Grids checked by (IV): T.L.J. (W.O.) Date: Feb. 3, 1948

Control plotted by (III): Robert R. Wagner Date: July 1, 1948

Control checked by (III): B. Frank Lampton, Jr. Date: July 8, 1948

Radial Plot ~~xxxxxxxxxx~~ M.M. Slavney Date: August 27, 1948
~~Controbexxxxxx~~ by (III):

Stereoscopic Instrument compilation (III): Planimetry Date:
Contours Date:

Manuscript delineated by (III): W.W. Dawsey Date: Dec. 27, 1948 Mar.'28 1949

Photogrammetric Office Review by (III): J.A. Giles Date: March, 1949

Elevations on Manuscript checked by (II) (III): J.A. Giles (III) Date: March, 1949

Camera (kind or source) (III):

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
47J-449	12-8-47	10:51	1:20,000	No tide in Indian River.
450		10:52		
451		10:53		
452		10:54		
453		10:54		
429		10:33		
430		10:34		
431		10:35		
432		10:36		
487		11:21		
488		11:22		
379		12:56		1.3' Ocean side only
380		12:59		1.3' " " "

Tide (III)

Reference Station:	Mayport			
Subordinate Station:	Cape Canaveral	Interpolated for T-8885	0.8	3.5	4.1
Subordinate Station:				3.1	3.6

Ratio of Ranges | Mean Range | Spring Range

Washington Office Review by (IV): J. L. Rihn Date: 16 Nov. 49

Final Drafting by (IV): Date:

Drafting verified for reproduction by (IV): Date:

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 53.5

Shoreline (More than 200 meters to opposite shore) (III): 24.6

Shoreline (Less than 200 meters to opposite shore) (III): 2.4

Control Leveling - Miles (II): 48.0

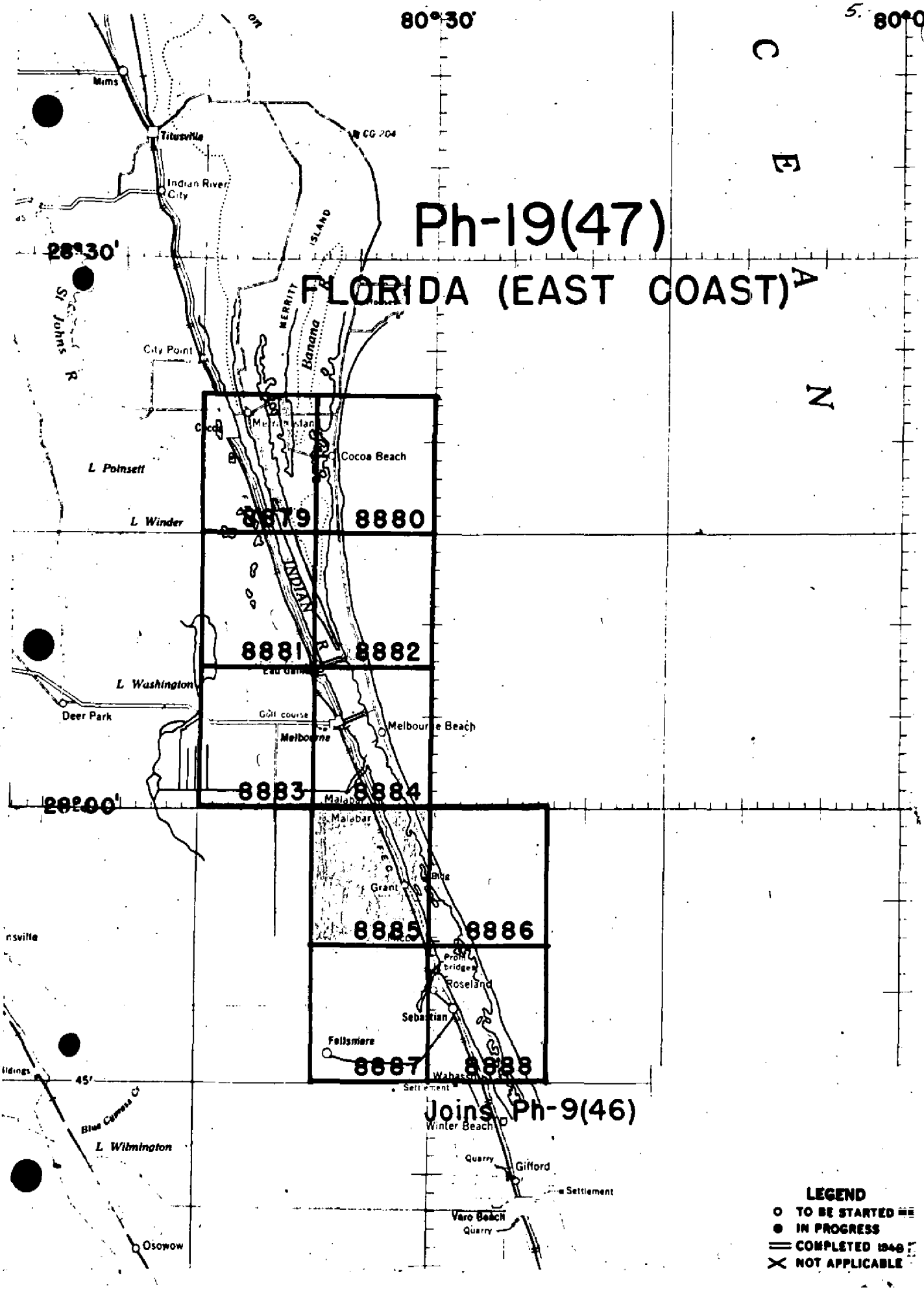
Number of Triangulation Stations searched for (II): 11 Recovered: 9 Identified: 9

Number of BMs searched for (II): 3 Recovered: 3 Identified: 3

Number of Recoverable Photo Stations established (III): 35

Number of Temporary Photo Hydro Stations established (III): None

Remarks:


Ph-19(47)
FLORIDA (EAST COAST)
80°30'
28°30'
28°00'
8879
8880
8881
8882
8883
8884
8885
8886
8887
8888
Titusville
Indian River City
City Point
Cocoa Beach
Melbourne Beach
Melbourne
Malabar
Grant
Roseland
Sebastian
Fellsmere
Winter Beach
Gifford
Vero Beach
Quarry
Settlement
Deer Park
Osowow
L Poinsett
L Winder
L Washington
L Wilmington
St Johns R
INDIAN
Banana
MERRITT ISLAND
Joins Ph-9(46)
LEGEND
TO BE STARTED
IN PROGRESS
COMPLETED 1948
NOT APPLICABLE

Summary to Accompany T-8885

Topographic map T-8885 is one of 10 similar maps in project Ph-19(47) and is one of the maps near the middle of the project. It covers part of Indian River, Florida. This is a graphic compilation project. The field operations preceding compilation included complete field inspection, the establishment of additional horizontal control, and the delineation of the contours on the photographs by planetable methods. The manuscript was at a scale of 1:20,000. 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. The registered copies under T-8885 will include a cloth-mounted print of the manuscript at a scale of 1:20,000 and a cloth-mounted color print at a scale of 1:24,000.

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE T-8885

"GRANT"

N2800 - W8037.5/7.5

PROJECT PH-19(47)

14 MAY 1948

1. DESCRIPTION OF THE AREA

This quadrangle is located in the southeastern section of Brevard County, Florida, along the Indian River citrus belt and includes the unincorporated towns of Micco, Grant and Malabar. A small portion of the area lies between Indian River and the Atlantic Ocean. U. S. Highway No.1 traverses the entire length of the quadrangle. A predominant characteristic of the land area is a sand ridge that runs on the east of the quadrangle, paralleling Indian River and lying one half to one mile west of the river. The principal occupation is the cultivation and shipment of citrus fruit.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with Project Ph-9(46) Instructions dated 28 May 1947 and other general instructions. The field inspection is believed to be adequate and complete as to classification of buildings, roads, boundaries, etc.

3. INTERPRETATION OF THE PHOTOGRAPHS

No difficulty was encountered in the interpretation of photographic details. The light grey areas are palmetto and are classified as brush. All exceptions are clearly noted. The dark areas are palms and pine trees and dense enough to be classified as trees. Sand and sand spots appear white. Single lens 1:20,000 scale photographs were used exclusively throughout the quadrangle for all phases of field work.

4. HORIZONTAL CONTROL

The horizontal control within the limits of this quadrangle consists of that established by the U. S. Coast and Geodetic Survey and the U. S. Engineer Department.

A thorough search was made for all stations in the quadrangle. A total of six (6) U.S.C.& G.S. and two (2) U.S.E.D. triangulation stations were recovered and identified on single lens photographs for control of the radial plot.

5. VERTICAL CONTROL

Vertical control consisted of recovery and identification of existing bench marks and establishment of levels.

Three bench marks were recovered and identified on the photographs.

Approximately 48 linear miles of 4th order levels were completed during the month of February 1948 by James A. Clear, Jr. Engineering Aid. Recordings were to the nearest .01 of a foot. The maximum error of closure was .26 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 majority of the ~~average~~ closures on planetable traverses range from 0 to .3 of a foot; the maximum closure was .5 of a foot.

7. MEAN HIGH WATER LINE

There is no evident mean high water line along the greater part of the east shore of the Indian River, therefore it has been indicated on the photographs as apparent shoreline. The mean high water line along the west shore of the Indian River has been delineated on the photographs at frequent intervals with the standard symbols.

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

In general the low water line along both shores of the Indian River is parallel and very close to the mean high water line. No attempt was made to show the low water line.

The mean low water line along the Atlantic Ocean is very close to the mean high water line and has been identified on the photographs by a dotted line in green ink.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures have been identified 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

There are eight (8) lights along the Intracoastal Waterway within the limits of this quadrangle. Six of these were indicated for pricking on the photographs. These lights were not pricked, since the prick point would obscure them and it was thought feasible to leave them visible.

Lists of directions were submitted for all lights within the limits of the quadrangle. See Review Report

12. HYDROGRAPHIC CONTROL

No hydrographic signals were required in the project.

13. LANDING FIELDS AND AERONAUTICAL AIDS

Valkaria Airport lies in the boundaries of this quadrangle and is located near the town of Valkaria, Florida.

It is believed there have been enough boundary monuments pricked on the photographs and accompanied with legal descriptions will enable the compiler to plot the boundary of the airport without difficulty. The boundary was not drawn on the photographs.

Triangulation station AERIAL BEACON NO.15, 1930, has been pricked direct on photograph No. 47-J-452.

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

There are no bridges over navigable waters in this quadrangle.

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, other items to be deleted have been crossed out in green ink.

17. BOUNDARY MONUMENTS AND LINES

Thirteen (13) section corners were recovered and identified.

There are two precincts that lie within the limits of the quadrangle, Brevard County precincts No.7 and 8, have been shown on the photographs in brown ink. Grant Community Cemetery has been identified on photograph No.47-J-450, in red ink.

There have been five (5) boundary monuments of the Valkaria Airport pricked on photograph No.47-J-452, by the photo point method. Two of the monuments are located on section corners.

18. GEOGRAPHIC NAMES 8/14

All geographic names information was obtained by Lowell I. Bass, Engineering Aid. This information will be compiled in a special report by Mr. Bass. Filed in Geographic Name Section, Div. of Charts.

19. TOPOGRAPHIC STATIONS

A total of eleven (11) topographic stations were established along the shores of the Indian River. These consisted of permanent natural objects or standard topographic station monuments.

20. JUNCTIONS

A junction has been made with quadrangle T-8884 to the north, quadrangle T-8887 to the south and quadrangle T-8886 to the east. There is no adjoining quadrangle to the west. All junctions are in good agreement.

Submitted by:

James A. Clear, Jr.
James A. Clear, Jr.
Engineering Aid.

Approved and forwarded:

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

Photogrammetry

MAP T. 8885 PROJECT NO. Ph-19(47) SCALE OF MAP 1:20,000 SCALE FACTOR ----------

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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 FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
GRANT 1930 ~~-34~~	G.Ps. P.154	N.A. 1927	27 55 15.790 80 31 10.345			486.0 (1360.9) 282.9 (1357.7)	
ISIE, 1930	P.705	"	~~27 57 05.485~~ 80 30 56.618			~~168.8 (1678.1)~~ 1547.7 (92.5)	
SMITH, 1930	P.154	"	27 57 28.120 80 30 09.972			865.6 (981.3) 272.6 (1367.5)	
SHORT, 1930	P.179	"	27 59 05.132 80 31 00.986			158.0 (1688.9) 26.9 (1612.7)	
HOG, 1930	P.705	"	27 58 35.532 80 31 38.746			1093.7 (753.2) 1058.9 (580.8)	
~~ROCK, 1878~~	~~P.153~~	~~"~~	~~27 58 16.798~~ ~~80 32 39.670~~	Destroyed		~~517.1 (1329.8)~~ ~~1084.2 (555.6)~~	
~~AIRWAY BM 15 1934~~	~~P.179~~	~~"~~	~~27 57 53.749~~ ~~80 34 09.408~~	Destroyed		~~1654.5 (192.4)~~ ~~257.1 (1382.8)~~	
SHORT 2, 1934 ~~1878~~	P. 153 ~~P.179~~	"	27 59 ~~05.038~~ 05.038 80 31 ~~02.484~~ 02.484			~~1684.5 (1652.4)~~ ~~822 (1552.8)~~	155.1 67.9
MICCO EAST D (nm)	Trav.	"	27 52 49.647 80 32 48.507	Not shown with △ symbol. These two stations are road intersections used to control the radial plot.		1528.2 (318.7) 1326.9 (314.4)	
MICCO EAST E (nm)	"	"	27 52 50.105 80 32 28.868			1542.3 (304.6) 789.7 (851.6)	
ENA (USE)	USE	"	1, 291,149.76 660,386.32	1,149.76 (8,850.24) 386.32 (9,613.68		350.4 (2697.6) 117.7 (2930.3)	
HEL (USE)	USE	"	1,304,149.20 656,981.42	4,149.20 (5,850.80) 6,981.42 (3018.58)		1264.7 (1783.3) 2127.9 (920.1)	

1 FT. = .3048006 METER

COMPUTED BY: E.C. Andrews DATE 22 April, 1948 CHECKED BY: R.R. Wagner DATE 30 April 1948

M-2388-12

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8885

26 AND 27. CONTROL AND RADIAL PLOT:

A report was submitted on these items by M.M. Slavney, Photogrammetric Engineer, December 7, 1948. Filed in Div. of Photogrammetry.

28 DELINEATION:

The single-lens photograph used were clear and of good scale. The field inspection was satisfactory.

In some instances contours were moved to follow the berm of ponds and swamp areas after careful study under the office stereoscope. Major changes have been noted on the discrepancy overlay for verification by the field editor.

29. SUPPLEMENTAL DATA:

None.

30. MEAN HIGH-WATER LINE:

The mean high-water line has been delineated according to the field inspection notes. No difficulties were encountered.

31. LOW-WATER AND SHOAL LINES:

No low-water line is perceptible along the Indian River. The low-water line and mean high-water line are in coincidence due to a steep sand ridge along the shoreline. The low-water line has been shown along the ocean beach as indicated by the field inspector.

All shoal lines were shown as they appeared on the office photographs.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

None that require further investigation.

33. WHARVES AND SHORELINE STRUCTURES:

These features have been delineated according to notes submitted by the field inspector.

34. LANDMARKS AND AIDS TO NAVIGATION:

All Nonfloating Aids to Navigation were located by theodolite cuts except INDIAN RIVER SO. LT. 27. No intersection could be obtained by the theodolite cuts submitted for this light. This aid will be relocated during the field edit.

35. HYDROGRAPHIC CONTROL:

No hydrographic control was established.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

See Field Inspection Report, Item 13.

37. RECOVERABLE TOPOGRAPHIC STATIONS:

Twenty-four recoverable topographic stations were submitted by the field inspector and have been located by radial plot methods or as otherwise noted in Item 34.

38. GEOGRAPHIC NAMES: 9/14/

All geographic names have been applied to the map manuscript that appear on the Geographic Name Sheet submitted to this office.

39. SECTION LINES AND BOUNDARIES:

Section lines were shown according to corners recovered by the field inspector and plats obtained from the General Land Office.

An ozalid print of the map manuscript has been prepared with notes showing discrepancies noted during the delineation and are to be submitted to the field editor for further investigation. Item 53, Field edit report.

The boundary for the Valkaria Naval Air Station was plotted from notes obtained from the boundary report submitted to this office.

Filed in Div. of Photogrammetry

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with Planimetric Map No. 4555 1: 20,000 scale and, except for more recent development, are in good agreement. It is noted that numerous areas on this map that were formerly groveland appear to be abandoned and other vegetation has sprung up. These areas were labelled "T". The shoreline along the Indian River compares favorably except for minor changes in shoreline detail.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart 845 bearing a print date of March 3, 1947.

Except for additional piers that should be added to this chart it is in reasonably good agreement with the map manuscript. The map manuscript should supersede charted information.

A wreck noted on the chart at approximate latitude 27° 54.'0, longitude 80° 30.'3 will be referred to the field editor for investigation. See Review Report.

Respectfully submitted,

Webber W. Dawsey

Webber W. Dawsey,
Cartographic Aid

Approved and Forwarded:

Ross A. Gilmore

Ross A. Gilmore, 4/13/49
Chief of Party.

FIELD EDIT REPORT
QUADRANGLE T-8885
PROJECT PH-19(47)

The field edit of this quadrangle was accomplished in compliance with Field Edit Instructions dated August 24, 1945 and Supplement 1 dated February 4, 1946. Actual field work was started June 10, 1949 and completed June 20, 1949.

46. METHODS:

Field edit was accomplished by traversing via truck all possible 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, sextant, hand level and topo 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 and violet ink on the discrepancy prints.

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. TOPOGRAPHIC STATIONS:

Two new topographic stations were identified on the photographs to replace triangulation stations ROCK, 1878, 1930 and GRANT, 1930 R.M. No. 3 (Az. MK.). Form 524 is submitted. Filed under T-8885 in Div. of Photogrammetry

51. TRIANGULATION STATIONS:

Two triangulation stations ROCK, 1878, 1930 and AIRWAY BEACON No. 15, 1930 could not be found after a very thorough search and have been recommended as destroyed. Form 526 is submitted. See Review Report.

52. AIDS TO NAVIGATION:

One aid to navigation, Indian River South Light 27, was relocated by the planetable method.

53. BOUNDARY MONUMENTS AND SECTION LINES:

Six additional section corners were recovered and identified on the photographs; nine were verified by local authority even though no monument existed.

Two points on section lines were recovered and identified on the photographs; five were verified by local authority.

Form 524 is submitted for all recovered boundary monuments.
Filed under T-8885 in Div. of Photogrammetry

54. ROADS:

All roads in this area have been classified in accordance with strict interpretations of Photogrammetry Instructions No. 10, dated April 14, 1947 and Amendment dated October 24, 1947.

Instr. #10, 29 & 21 filed in Div. Photogr office files.

55. BUILDINGS:

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

56. WOODLAND COVER:

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

57. EXAMINATION OF PROOF COPY:

It is believed that Mr. Frank P. Schuster, registered land surveyor and county surveyor for Brevard County, Titusville, Florida is best qualified to examine a proof copy of this quadrangle.

Approved and forwarded:

Ross A. Gilmore 8/3/49
Chief of Party.

Respectfully submitted,

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

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS FOR CHARTS~~

9 (49)
V & L...15

TO BE CHARTED
~~TO BE DELETED~~ } STRIKE OUT ONE

Melbourne, Florida 4 May, 1948

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

The positions given have been checked after listing by W.W. Dawsey
Tampa Photogrammetric Office

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

STATE FLORIDA

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION: LATITUDE ° '	D.M. METERS	LONGITUDE ° '	D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No. T-8885	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
LIGHT 27	Indian River South Light 27. Black square daymark with yellow border on pile structure.		27 59	821	80 32	661	NA 1927	Radial Plot	April 1948		x		845 ✓
LIGHT 35	Indian River South Light 35. Black square daymark with yellow border on pile structure.		27 57	1020	80 31	1580	"	"	"		x		"
LIGHT 39	Indian River South Light 39. Black square daymark with yellow border on pile structure.		27 56	1350	80 31	893	"	"	"		x		" ✓
LIGHT 45	Indian River South Light 45. Black square daymark with yellow border on pile structure.		27 55	1230	80 31	537	"	"	"		x		"
LIGHT 47	Indian River South Light 47. Black square daymark with yellow border on pile structure.		27 55	521	80 31	38	"	"	"		x		" ✓
LIGHT 51	Indian River South Light 51. Black square daymark with yellow border on pile structure.		27 54	1382	80 30	1423	"	"	"		x		"
LIGHT 55	Indian River South Light 55. Black square daymark with yellow border on pile structure.		27 54	401	80 30	803	"	"	"		x		"

17

Form 567
April 1945

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 4 May 1945

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

The positions given have been checked after listing by W. W. Dawsey
Tampa Photogrammetric Office

George E. Norris, Jr.
Lieut. Comdr.
Chief of Party.

STATE FLORIDA

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE								
			° ′	D. M. METERS	° ′	D. P. METERS							
LIGHT 57	Indian River South Light 57. Black square daymark with yellow border on pile structure.		27 53	1792	80 30	167	NA 1927	Radial Plot T-8885	April 1945		x		845

This form shall be prepared in accordance with Hydrographic Manual pages 800 to 804. Positions of [illegible]

Form 567
April 1945

"THIS COPY FOR COAST PILOT"

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

816

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

~~TO BE ESTABLISHED~~
TO BE DELETED } STRIKE OUT ONE

Tampa Photogrammetric Office, Tampa, Fla. Aug. 3, 19 44

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

The positions given have been checked after listing by W. W. Dawsey

W. W. Dawsey
Tampa Photogrammetric Office Ross A. Gilmore *Chief of Party.*

STATE	FLORIDA		POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE								
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	D.M. METERS	° ′	D.P. METERS	DATUM						
AERO	Airway BN 15, 1934		27 57	1654.5	80 34	257.1	N.A. 1927	Triang.	1934		X		1246

GEOGRAPHIC NAMES

Survey No. T-8885

7½' quad., Fla.

1 Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Florida									USGB	1
Brevard County										2
Atlantic Ocean										3
Indian River										4
Intracoastal Waterway	✓		Most of these quads have this named applied						USGB	5
U.S. No. 1 State No. 5										6
States Nos. Ala. 514										7
Florida East Coast Railway	✓	✓								8
										9
Micco	✓									10
Fleming Grant	✓		(Not Flemings, according to Names Report)							11
Shell Pit Point	✓									12
Grant	✓									13
Grant Farm Island	✓								USGB	14
Trout Creek	✓									15
Kid Creek	✓									16
Valkaria	✓									17
Valkaria Naval Air Station										18
Goat Creek	✓									19
Rook Point	✓									20
Pams Cove										21
North Rooky Point	✓									22
Malaber	✓									23
Hog Point Cove	✓									24
Hog Point Creek	✓									25
Hog Point	✓									26
Washburn Cove	✓									27

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Topographic Map
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62. Comparison with Registered Topographic Surveys:

This survey supersedes common areas on T-1460 (1878) 1:20,000; T-1478 (1879) 1:20,000; T-1544 (1880) 1:20,000; T-4550 (1930) 1:20,000; T-4555 (1930) 1:20,000; for nautical charting purposes.

63. Comparison with Map of Other Agencies:

None

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

#845 8/9/48 1:40,000. The wreck mentioned in Paragraph 45 of the Compilation Report was investigated by the Field Editor. He found no evidence of the wreck. The wreck is now shown on this latest edition of the chart.

During review this survey was being applied to this chart. There were no changes affecting the chart made after the application to the chart.

#1246 4/4/49, 1:80,000 The aero beacon at Valkaria should be deleted from the Chart. Refer to Chart Letter #269(49).

66. Adequacy of Results and future Surveys:

This map complies with national map accuracy standards.

67. Landmarks and Aids to Navigation:

Landmarks and aids are listed on Form 567 and filed as Chart Letter No. 269(49) in the Division of Charts. See carbon copies included in this Descriptive Report.

68. Overlay:

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

Review by:

Jack L. Rihn

Jack L. Rihn, Cartographer

Approved by:

L. V. Griffith

Chief, Review Section
Division of Photogrammetry

H. C. Shumaker

Chief, Nautical Chart Branch
Division of Charts

O. S. Reading

Chief, Division of Photogrammetry

W. M. Leaf

Chief, Div. of Coastal Surveys

HISTORY OF HYDROGRAPHIC INFORMATION

T-8885, Florida

Hydrography was applied to this manuscript in accordance with Division of Photogrammetry request of November 21, 1949; and with general specifications of May 18, 1949. omitted from registered copy

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

H-1416	(1878)	1:20,000
H-1491a	(1881)	1:20,000
H-5039	(1930)	1:40,000
Chart 845	1:40,000, printed 1/23/50, corrected 2/6/50.	
Chart 1246	1:80,000, printed 4/4/49, corrected 2/6/50.	

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