

9174

~~Merritt NE~~  
Cape Canaveral

Diag. Cht. No. 1245

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. \_\_\_\_\_ Office No. T-9174

LOCALITY

State FLORIDA

General locality EAST COAST

Locality BREVARD COUNTY

1948-'49

CHIEF OF PARTY

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

R.A.Gilmore, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE AUG - 8 - 1950

# DATA RECORD

T-9174

Project No. (II): Ph-30(48)

Quadrangle Name (IV):

Field Office (II): Titusville, Florida

Chief of Party: George E. Morris, Jr.

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Ross A. Gilmore

Instructions dated (II) (III): July 13, 1948

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): 5-27-49

Date reported to Nautical Chart Branch (IV): 6-2-49

Applied to Chart No.

Date:

Date registered (IV): 7-11-50

Publication Scale (IV): 1: 24,000

Publication date (IV):

Geographic Datum (III): N.A. 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): HOLMES, 1934

Lat.: 28° 26' 11.610" (357.4m)

Long.: 80° 35' 49.850" (1356.5m)

Adjusted

~~coordinates~~

Plane Coordinates (IV): *Transverse Mercator* State: *Florida* Zone: *East*

Y= 1,491,577.96

X= 629,461.23

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.

C. A. NAVIN

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

DATA RECORD

Field inspection by (II): C.A. Navin

Date: Nov.-Dec.1948

Planetable contouring by (II): C.A. Navin

Date: Nov.-Dec.1948

Completion Surveys by (II): *James E. Hundley*

Date: *August 1949*

Mean High Water Location (III) (State date and method of location):

December 1948 air photo compilation.

Projection and Grids ruled by (IV): *WFW*

Date: *25 Oct 1948*

Projection and Grids checked by (IV): *WFW*

Date: *25 Oct 1948*

Control plotted by (III): R.R. Wagner

Date: 11-2-48

Control checked by (III): B.F. ~~Lampton~~

Date: 11-12-48

Radial Plot ~~of Stereoscopic~~

~~contour compilation~~ by (III): M.M. Slavney

Date: 1-14-49

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): E.T. Ogilby

Date: Jan.-Feb. 1949

Photogrammetric Office Review by (III): J.A. Giles

Date: Apr., 1949

Elevations on Manuscript

checked by (II) (III): J.A. Giles (III)

Date: Apr., 1949

4  
Camera (kind or source) (III): U. S. C. & G.S. Single Lens.

Number	Date	PHOTOGRAPHS (III)		Scale	Stage of Tide
		Time			
J-102-103	2-18-48	1314		1: 20,000	2.7 ft.
J-123-126	2-18-48	1332-1333		"	2.7 ft.
J-439-442	4-10-48	0943-0945		"	2.7 ft.
J-554-556	12-8 <sup>3</sup> -47	1217		"	0.85 ft.

Tide (III)

Reference Station: MAYPORT  
Subordinate Station: Cape Canaveral (Canaveral Harbor)  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	4.5	5.3
0.8	3.5	4.1

Washington Office Review by (IV): *Everett H. Ramey*

Date: *10 May 1950*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 19.5

Shoreline (More than 200 meters to opposite shore) (III): 22 mile

Shoreline (Less than 200 meters to opposite shore) (III): 0.5 mile

Control Leveling - Miles (II): 29.5

Number of Triangulation Stations searched for (II): 14

Recovered: 8

Identified: 6

Number of BMs searched for (II): 5

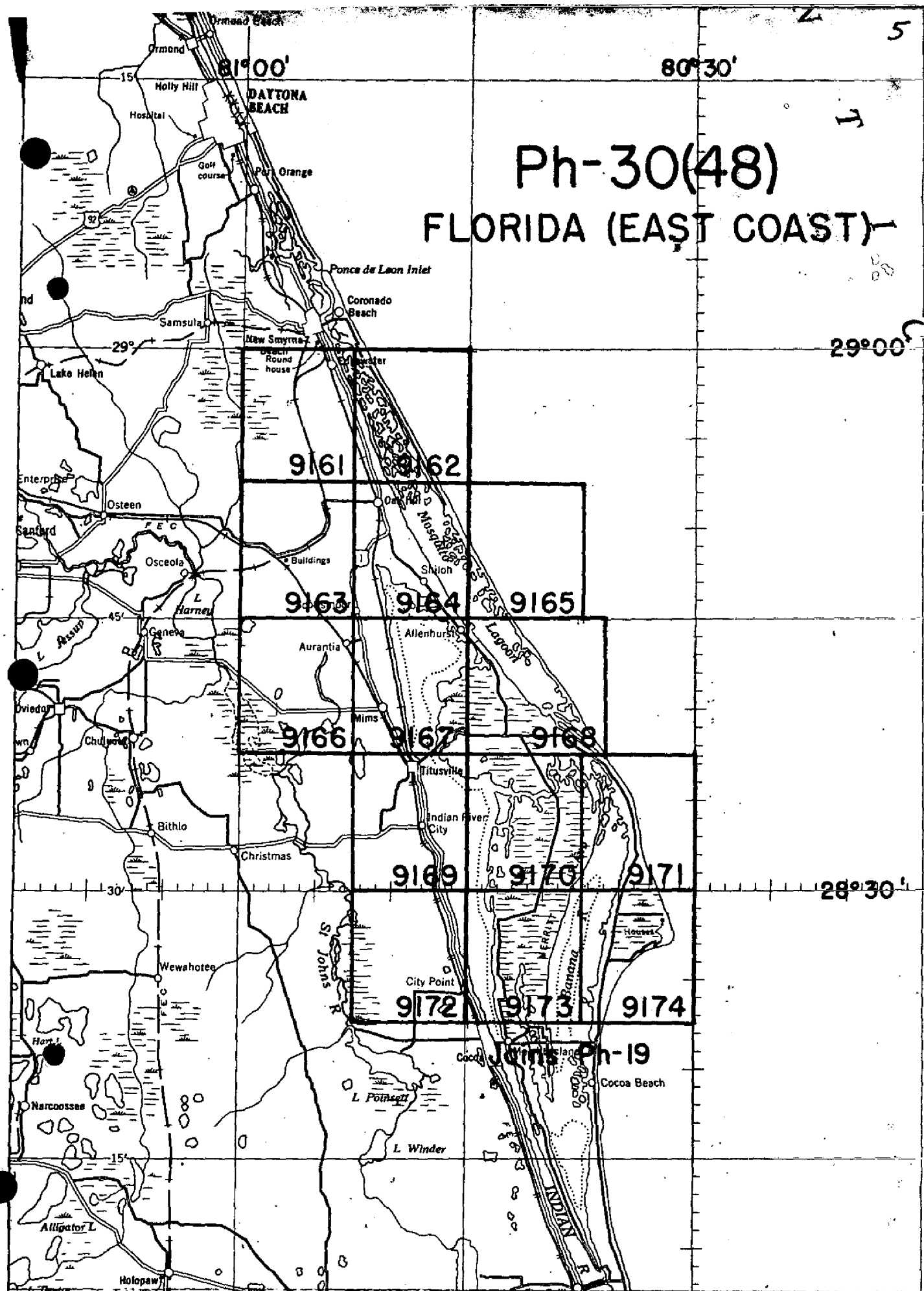
Recovered: 2

Identified: 1

Number of Recoverable Photo Stations established (III): ~~32~~ 37 \*

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

Remarks: \* Number includes: 19 section monuments,  
2 triangulation station azimuth marks  
1 aid to navigation



Summary to Accompany T-9174

Topographic map T-9174 is one of fourteen similar maps in project Ph-30(48) and is located at the extreme southeast corner of the project. It covers a portion of Canaveral Peninsula and adjacent areas of the Banana River and the Atlantic Ocean.

This is a graphic compilation project. The field operations preceeding 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  $7\frac{1}{2}'$  of 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-9174 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.

7

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE T-9174

N28°30' - W80°37'5-0/7.5

PROJECT PH-30(48)

7 JANUARY 1949

1. DESCRIPTION OF THE AREA

This quadrangle lies within Brevard County on the east coast of Florida. The area contains approximately 19.5 square miles of land, with the remainder of the quadrangle lying in the Banana River and the Atlantic Ocean. The land is composed of a series of ridges caused by recession of the Atlantic shoreline seaward and wind drift, with low-lying sloughs (or savannas') in between. All sloughs are from 1 to 3 feet under water during the rainy season and the deeper ones retain water all year; they have no outlet to the sea. In the northern sector the ridges are covered with scrub palmetto and scattered oak brush; in the central sector the brush becomes more oak brush with scattered scrub palmetto and in the southern sector the ridges are covered with thick, heavy oak brush. The strip along the Atlantic Coast is covered with sea-grape and scattered scrub palmetto. An area known as a hammock averaging 1000 feet in width runs parallel to the east bank of the Banana River, covered with large oak, palm and tropical undergrowth.

The area is accessible by road from Cocoa, Florida and by boat via the Banana River and Canaveral Bight in the Atlantic Ocean.

There is considerable commercial sea fishing from Canaveral Harbor (the only settlement of note) and Cape Fish Co., on the south end of the cape. The only other industries of importance include the keeping of apiaries and the drying of palmetto berries for medicinal purposes.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with Project Ph-9(46) Instructions and more recent <sup>Photogrammetry</sup> ~~general~~ instructions; Nos. 21, 29, 31 and 32. The inspection was noted on photographs 47-J-554 print 2 of 2; 47-J-555 & 556 prints 1 of 2; 48-J-102, 124, 440, 441, 442, prints 1 of 1, and it is believed adequate. All roads, buildings, and cultural features have been noted.



3. INTERPRETATION OF THE PHOTOGRAPHS

The 1948 photographs are, for the most part, blurred and indefinite. The 1947 photographs were used wherever possible. The grass covered sloughs between ridges usually appear light in color but occasionally water caused them to appear darker than the brush on either side.

Stereoptic observation is limited to general form lines insomuch as the height of brush is not consistent with change in ground elevation.

4. HORIZONTAL CONTROL

All existing horizontal control stations were recovered and all but Lighthouse, Eccentric were identified on photographs. This later station was not identified inasmuch as "Lighthouse, center" was identified.

5. VERTICAL CONTROL

U. S. Engineer Department bench mark (Sta. 54/14, Proposed Canaveral Beach Canal) was recovered and used as vertical control for fly level loops. The loops were checked and tied to elevations established in quadrangle T-8880.

All fly level loops closed within the required accuracy, and all temporary level points were labeled on photographs with elevations to the nearest tenth of a foot.

6. CONTOURS AND DRAINAGE

Contouring was done on single lens photographs Nos. 47-J-554 print 1 of 2; 47-J-555 prints 1 of 2; 47-J-556 print 1 of 2; 48-J-102, 48-J-124, 48-J-440, 441, 442 inclusive, prints 1 of 1.

All planetable traverses tied with closures of 0.2 foot or less.

Thirty eight (38) miles of tangent line were run through brush and water to establish all high and low elevations as control for stereoptic observation and interpolation.

7. MEAN HIGH WATER LINE

Mean high water line in Banana River is shown as apparent shoreline. <sup>See item 67</sup>  
Mean high water on the Atlantic Coast is indistinct. Elevations have been shown along the coast with average slope seaward shown in red. The planetable positions were checked by fixes and the average slope computed seaward. Abnormal high storm waters had obliterated M.H.W.L. at time of topography.

8. LOW WATER LINE

There is no evident low water line along the shore of the Banana River as these waters are non-tidal. The only change in water level, with the exception of a few tenths of a foot, is caused by winds.

The low water line along the Atlantic Coast is not visible and should be computed and plotted from minimum elevation as shown along the coast and slope distances as shown. The elevation as shown is located by planetable fix and the slope is average of beach, computed seaward from planetable position.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures have been indicated on shoreline photographs. The only major structure is the pier at Canaveral Harbor.

10. DETAILS OFFSHORE FROM HIGH WATER LINE

The only major offshore detail in the Atlantic is the wreck "Mohican", off Canaveral Bight. This wreck was investigated by the "Sosbee" in January 1948 and the position was checked by observation from shore stations, see list of directions included herewith. *See item 68(a)*

Three obstructed areas were found in the Banana River. The first area being "2 test piling, a survey target and a survey observation platform in the vicinity of the proposed ship canal"; and a group of submerged piling, formerly a bomb target about 1200 feet north of test piling. The second area is a set of steel piling formerly used as bomb target, located northwest of test piling. The third area is another set of steel piling formerly used as bomb target, located southwest of test piling. These three areas will be located by radial plot. Bomb Targets NW and SW may fall on quadrangle T-9173, but have not been previously located. Area No.1 is atop shoal, areas 2 and 3 are in deep water. *See item 68 (b)*

11. LANDMARKS AND AIDS TO NAVIGATION

"Cape Canaveral Lighthouse", picked on photograph 48-J-440 and "Buoy" marking the wreck "Mohican", to be checked by radial plot, are the only items to be shown.

12. HYDROGRAPHIC CONTROL

No hydrographic control stations were required for this quadrangle.

13. LANDING FIELDS AND AERONAUTICAL AIDS

No landing fields or aeronautical aids appear on this quadrangle. "Cape Canaveral Lighthouse" ground elevation 10 feet and obstruction elevation 155 feet, should be shown as aeronautical aid to navigation and as aeronautical obstruction.

14. ROAD CLASSIFICATION

All roads were classified on field inspection photographs in accordance with Photogrammetry Instructions No.10, 1947 and amendments thereto.

15. BRIDGES

No bridges over navigable waters, or overhead or submerged wires or cables in this quadrangle.

16. BUILDINGS AND STRUCTURES

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

17. BOUNDARY MONUMENTS AND LINES

This quadrangle lies entirely within County Commissioners District No.2, Brevard County, Florida. The Cape Canaveral Lighthouse Reservation is shown on photograph 48-J-441.

Twenty (20) section corners were searched for with six (6) corners and eleven (11) points on line being recovered and identified on photographs.

*See Items 50 & 71*

18. GEOGRAPHIC NAMES

This is the subject of a Special Report, Project Ph-30(48) which is being prepared by Mr. Lowell I. Bass, Engineering Aid(Photo), and will be forwarded to the Washington Office upon completion. *Filed in Geographic Names Section, Div.Charts.*

19. TOPOGRAPHIC STATIONS

Four (4) monumented and three (3) intersection topographic stations were established along the Atlantic Coast, and four (4) monumented and four (4) intersection topographic stations were established along the Banana River.

*See Items 54 & 70*

20. JUNCTIONS WITH ADJOINING QUADRANGLES

A junction in good agreement was made with quadrangle T-8880, Project Ph-19(47) to the south and with quadrangle T-9171, Project Ph-30(48) to the north. The east border of the quadrangle falls in the Atlantic and the west border falls in the Banana River.

Submitted by:

*Cecil A. Navin*

Cecil A. Navin  
Topographic Engineer

Approved and forwarded:

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

PHOTOGRAMMETRIC PLOT REPORT

The Descriptive Report on Main Radial Plot No. 1 of 2 for Ph-30(48)-Florida East Coast, covering sheets T-9169 thru T-9174, and dated 23 March 1949 is filed in the General Files, Division of Photogrammetry.

MAP T-9174.

PROJECT NO. Ph-30(48)

SCALE OF MAP 1: 20,000.

SCALE FACTOR

[illegible]

1 FT. = 3048006 METER

COMPUTED BY: B.F. Lampton

DATE 29 Sept. 1948

CHECKED BY: R.R. Wagner

5 Oct. 1948

M-2388-12

14

COMPILATION REPORT  
TO ACCOMPANY  
QUADRANGLE No. T-9174

26 and 27. CONTROL AND RADIAL PLOT:

These are the subject of a special report submitted on March 28, 1949 by M.M. Slavney, Photogrammetric Engineer.

28. DELINEATION:

The photographs and field inspection were adequate for the delineation of this manuscript.

After careful examination of the field photographs, the areas marked "M" (Mud according to Photogrammetric Instructions No. 17) by the field inspector were interpreted to mean "Marsh". ✓

29. SUPPLEMENTAL DATA:

Precinct Map of Brevard County.  
Special Report on Boundaries.

} Filed in Division of Photogrammetry,  
See Item 69 General Files

30. MEAN HIGH-WATER LINE:

The mean high-water line in Banana River is shown as apparent. See item 67

Mean high-water line on the Atlantic coast was delineated according to measurements and notes given by the field inspector. (Reference Item 7 of Field Inspection Report).

31. LOW-WATER AND SHOAL LINES:

There is no periodic tide in the Banana River.

The low-water line on the Atlantic Coast was determined by the method suggested in Item 8 of Field Inspection Report.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Reference Item 10 of Field Inspection Report.

33. WHARVES AND SHORELINE STRUCTURES:

Delineated in accordance with field inspection.

34. LANDMARKS AND AIDS TO NAVIGATION:

One landmark and one floating aid to navigation are shown on this manuscript.

Form 567 submitted herewith as part of this report.

35. HYDROGRAPHIC CONTROL:

None required.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

Cape Canaveral Lighthouse has an obstruction elevation of 153 feet above MHW. (Reference Item 13 of the Field Inspection Report).

37. RECOVERABLE TOPOGRAPHIC STATIONS:

Thirty-one topographic stations were established on this manuscript. *See items 17, 19, 34, 54 & 70*  
Forms 524 with scaled positions <sup>are</sup> submitted.

38. GEOGRAPHIC NAMES: *814 ✓ filed in General Files, Division of Photogrammetry*

Geographic names were taken from the final name sheets submitted by the Washington Office.

39. BOUNDARIES:

The entire area of this manuscript falls within Brevard County and Precincts 13 and 22.

Section lines will be inked on the manuscript after completion of field edit.

*See also item 71*

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

No topographic quadrangles were available for this area.

Comparison was made with Planimetric Map T-4442b and found to be in good agreement except for a few changes in cultural and shoreline detail. Changes worthy of note are on the ocean side at Cape Canaveral where the point has eroded as much as 100 meters. Shoreline to the north and in "THE BIGHT" to the south has changed; ~~in the same amount;~~ the former receding and the latter building seaward ~~approximately 150 meters.~~ *ENR*

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart 1245, scale 1: 80,000, *See item 65* bearing a print date of March 15, 1948 and found to be in good agreement except for the changes enumerated in Item 44.

Respectfully submitted,

*Eugene T. Ogilby* by *w.a.R.*  
Eugene T. Ogilby,  
Cartographic Aid

Approved and Forwarded:

*Ross A. Gilmore* 5/20/49  
Ross A. Gilmore, Chief of Party



FIELD EDIT REPORT  
QUADRANGLE T-9174  
PROJECT PH-30(48)

The field edit of this quadrangle was accomplished in compliance with Field Edit Instructions dated August 24, 1945, and Supplement I dated February 4, 1946. Actual field work was started August 10, 1949 and completed August 16, 1949

46. METHODS:

Field edit was accomplished by traversing, via truck, all passable roads; by boat; 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 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 and violet ink on the discrepancy print.

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 referred 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. *See item 66*

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 maps accuracy tests was not available.

49. TOPOGRAPHIC EXPRESSION:

Visual observation of ground relief in this area was almost impossible, due to the dense growth of vegetation, scrub oak and palmetto, which covers the entire limits of the quadrangle, with the exception of a few scattered cleared areas and the roads.

However, it is believed that the topographic expression of the quadrangle is considered adequate.

50. BOUNDARY MONUMENTS AND SECTION LINES:

Two additional section corners were recovered and identified on the photographs.

Form 524 is submitted for all recovered <sup>section</sup> ~~boundary~~ <sup>CNR</sup> monuments.  
*See also item 71*

51. ROADS:

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

No construction has been started on that part of road (designated on the field edit sheet as Proposed Road A1A) from Cavaneral Harbor North to limits of quadrangle. It is only a narrow lane cut through the vegetation.

52. BUILDINGS:

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

53. WOODLAND COVER:

*Filed in Div. Photogr. Office Files*

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

54. TOPOGRAPHIC STATIONS:

In view of the fact that topographic station SCOT, 1948 was found in a leaning position, caused by surrounding ground having been bulldozed, and its imminent destruction, a new topographic station GABE, 1949 was established. Form 524 is submitted.

The position of the house and direction of the pier at GODA, 1948 was field checked and found to be correct as shown.

55. EXAMINATION OF PROOF COPY:

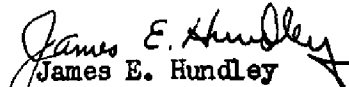
It is believed that Carl A. Schmabel, registered land surveyor and City Engineer, for Cocoa-Rockledge, of Cocoa, Florida, is best qualified to examine a proof copy of this quadrangle.

Respectfully submitted,  
August 14, 1949

Approved and Forwarded:



Ross A. Gilmore, 9/21/49  
Chief of Party.

  
James E. Hundley  
Cartographer (Photo.)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

April 1945

## TO BE CHARTED

**STRIKE OUT ONE**

# NON-FLOATING AIDS/OR LANDMARKS FOR CHARTS

Titusville, Florida

7 January, 1949

I recommend that the following objects which have ~~(14744/1461)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(del 14744/1461)~~ the charts indicated. *14744-14745*

The positions given have been checked after listing by

*Stanley J. Hathorn*  
Stanley J. Hathorn

Cartographer (Photo)

He is my dear

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

Lieut. Comdr.

[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.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

U. S. COAST AND GEODETIC SURVEY

# NON-FLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED**

**STRIKE OUT ONE**

Tampa, Florida

February 28, 1949

6461

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

The positions given have been checked after listing by

**John C. Richter, Tampa**

John C. Richter, Tampa Photogrammetric Office

**ROSS A. GILMORE** *Chief of Party.*

**Ross A. Gilmore**

[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.

**DEPARTMENT OF COMMERCE**  
**U. S. COAST AND GEODETIC SURVEY**

# MENTAL CALCINATION AND SMOGGY AND MORTAL FOR CHARTS

TO BE CHARTED  
STRIKE OUT ONE

OBSTRUCTIONS

Tampa, Florida

May 11

1949

I recommend that the following objects which have ~~never~~<sup>been</sup> inspected from seaward to determine their value as landmarks be charted on ~~(the best of your)~~<sup>Section C: Fisher</sup> the charts indicated.

The positions given have been checked after listing by John C. Richter,  
Tampa Photogrammetric Office

**Ross A. Gilmore** *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.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

P. O. Box 127  
Titusville, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

13 January 1949

To: The Director  
U. S. Coast and Geodetic Survey  
Washington 25, D. C.

Via: Tampa Photogrammetric Office

Subject: Correction to Chart No. 1246: Landmarks and obstructions to navigation

It is recommended that the following obstructions to navigation be added to Chart No. 1246, in the Banana River, quadrangle T-9174:

- A. Target Piling, North
- B. Target Piling, South
- C. Test Piling, East - pricked on photo 47-J-554
- D. Test Piling, West - pricked on photo 47-J-554
- E. Survey Target - 3 piles
- F. Survey Observing Stand - 3 piles

The positions to be determined by radial plot, quadrangle T-9174, Project Ph-30(48).

It is recommended that the Atlantic Coast Pilot, Section D, Fourth Edition, 1936, page 248 be revised:

"The Bight,

- - - The wreck of the Mohican lies  $3 \frac{7}{8}$  miles,  $173^{\circ}$  true from Cape Canaveral Light. Both masts of the wrecked vessel have fallen. A buoy marks the wreck.

*George E. Morris Jr.*  
George E. Morris, Jr.  
Lt. Comdr. U. S. C. & G. S.  
Chief of Party

CAN/c

30 MAR 1950

The Director  
U. S. Coast and Geodetic Survey  
Department of Commerce  
Washington, D. C.

Dear Sir:

Returned herewith are two (2) U. S. Coast and Geodetic Survey  
Topographic Manuscripts, T-9174 and T-9171, which were brought to this  
office by Mr. Kunis, U. S. Coast and Geodetic Survey.

The Department of the Air Force has no objection to the release  
or publication of above mentioned maps as unclassified material.

Very truly yours,

2 Incls

1. Map T-9174
2. Map T-9171

A. HANSEN  
Colonel, USAF  
Chief, Reconnaissance Branch  
Air Intelligence Requirements Div.  
Directorate of Intelligence



# GEOGRAPHIC NAMES

Survey No. T-9174

Florida East Coast 7 1/2' quadrangle  
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	
Florida								USGB	1
Brevard County									2 ✓
Atlantic Ocean									3 ✓
Banana River									4 ✓
Cape Canaveral									5 ✓
Canaveral Peninsula									6 ✓
State Ala									7 ✓
									8 ✓
Long Point									9 ✓
Moore Point									10 ✓
Pelican Banks									11 ✓
Artesia									12 ✓
Tripod Shoal	Removed from manuscript as per h. Heck							ENR	13
Canaveral Harbor			(village)						14 ?
Canaveral Bight									15 ✓
U.S. Cape Canaveral Lighthouse Reservation									16 ✓
Lighthouse Ponds									17 ✓
Duck Pond									18 ✓
Moore Point									19
Middle Point									20 ✓
Cactus Point									21 ✓
Quarterman Cove									22 ✓
Peterson Point									23 ✓
Canaveral			(settlement)						24 ✓
De Soto Beach State Park			(not Desoto)						25 ✓
Game Refuge									26
									27

Names underlined in red are approved. 6-9-49

L. Heck



Review Report T-9174  
Topographic Map  
10 March 1950

62. Comparison with Registered Topographic Surveys.-

T-300	1:20,000	1850
T-1450	1:20,000	1877
T-4358	1:10,000	1928
T-4442	1:20,000	1929

See item 44.

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

63. Comparison with Maps of Other Agencies.- None

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

1245	1:80,000	3-15-48
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a. This chart shows a submerged wreck near shore in the Atlantic Ocean at approximate latitude  $28^{\circ}29'$ . This wreck was not located by the field parties and it could not be interpreted on the photographs.

b. This survey positions the buoy marking the wreck "Mohican" at a point approximately 150 meters northwestward of that shown on Nautical Chart 1245. See item 68.

66. Adequacy of Results and Future Surveys.-This map meets the National Standards of Map Accuracy and complies with project instructions.

67. Mean High-Water Line.-About one mile of shoreline along the Banana River at the south limit of this map is shown as definite shoreline.

68. Details Offshore from the Mean High-water Line.-

a. "Red Nun Buoy, 1949" marking the wreck "Mohican" was positioned by intersection of theodolite cuts taken from four shore stations using "Cape Canaveral Lighthouse, Center, 1934" for the initial direction in each instance. Directions from triangulation station "Harbor, 1934" and photo stations "Milt, 1948" and "Herb, 1948" gave an excellent intersection while the direction

from "Scot Sub. Pt. 1948" did not check. It is possible that "Scot Sub. Pt." was misidentified in the field, a discrepancy being noted between the Form 524 and the photo identification card. Since "Scot, 1948" had been destroyed at the time of the field edit, (see item 54) no further check was given by the field editor. However, the directions from the three stations gave a checked position of fourth order accuracy.

- b. The second and third obstructed areas, referred to in item 10, are listed in the Descriptive Report for T-9173 as "Test Piling North" and "Test Piling South".

69. Supplemental Data.-Three Florida State Highway right-of-way plans showing the proposed relocation of Florida Route 1A (see item 51) were submitted by the field inspection party and are filed in the General Files, Division of Photogrammetry.

70. Topographic Stations.-Two triangulation station azimuth marks were located by graphic methods during the compilation of this map.

71. Boundaries.-De Soto Beach State Park and U. S. Cape Canaveral Coast Guard Reservation were compiled in accordance with the Boundary Report for Ph-30(48) and appear to be reliable.

Reviewed by:

Everett H. Ramey  
Everett H. Ramey

APPROVED

H. V. Griffith  
Chief, Review Section  
Division of Photogrammetry

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Division of Charts

O. S. Reading  
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## HISTORY OF HYDROGRAPHIC INFORMATION

T-9174, Florida

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry request of 14 March 1950, and with general specifications of 18 May 1949.

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

Hydrographic Survey 1415a	(1878)	1:20,000	C&GS.
Hydrographic Survey 1415b	(1878)	1:20,000	C&GS.
Hydrographic Survey 4916	(1929)	1:40,000	C&GS.
Hydrographic Survey 4946	(1929)	1:40,000	C&GS.
Nautical Chart	1245	(1949)	1:80,000 C&GS (corrected to 17 April 1950)

The depth curves are shown at 6, 12, 18, and 30 feet. A section of the six foot curve extending three miles southwest of Cape Canaveral has been omitted because of shoreline changes which are discussed in the Compilation Office report.

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



R. E. Elkins  
26 April 1950  
Nautical Chart Branch