

8845

Diag'd. on Diag. Ch. No. 1247

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-9(46) Office No. T-8845

LOCALITY

State Florida

General locality East Coast

Locality Fort Pierce

194 6-'49

CHIEF OF PARTY

R.A. Gilmore

LIBRARY & ARCHIVES

DATE June 14, 1949

8-1870-1 (1)

8845

DATA RECORD

T- 8845

Quadrangle (II): *Fort Pierce, Fla.*

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

Field Office: Vero Beach, Fla.

Chief of Party: Ross A. Gilmore
Lieut. Comdr.

Compilation Office: Tampa, Fla.

Chief of Party: Ross A. Gilmore
Lieut. Comdr.

Instructions dated (II III): 28 May 1947

Copy filed in *Project Report*
Office Files Div. 3
~~Report No. T-1~~ (VI)Completed survey received in office: *Mar, 1949*

Reported to Nautical Chart Section:

Reviewed: *15 Apr '49*

Applied to chart No.

Date:

Redrafting Completed:

Registered: *19 May '49*

Published:

Compilation Scale: 1:20,000

Published Scale: *1:24,000*

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): M S L

Reference Station (III): *Fort Pierce, municipal water tank, center, 1934*
~~Ft. Pierce MUN. W.T. Center, 1934~~Lat.: *27° 26' 21.145(650.8m)* Long.: *80° 19' 56.967(1564.5m)* Adjusted
~~Readjusted~~State Plane Coordinates (VI): *Florida East Zone*X = *716,510.17 Feet*Y = *1,129,364.12 Feet*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
16405	4/27/46	12:15	1:20,000	0.5 above MLW
16404	"	12:16	"	0.5 " "
16393	"	12:03	"	0.4 " "
16363	"	10:53	"	0.0 " "
16364	"	10:54	"	0.0 " "

16375

1935

Tide from (III): Ft. Pierce Inlet & Ft Pierce (City Dock)
 Reference Station: Mayport, Florida
 Mean Range: 2.6 (Inlet) Spring Range: 3.0 (Inlet)
 0.7 (City Dock) 0.8 (City Dock)
 Camera: (Kind or source) USC&GS "8 1/2" Nine-lens focal length

Field Inspection by: James A. Clark

date: Aug-Dec. 1947

Field Edit by: S. J. Hathorn

date: Dec. '48 - Jan. '49

Date of Mean High-Water Line Location (III): Aug. 1947
 Nov. 1947

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

date: 23 Oct. 1947

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

date: 23 Oct. 1947

Control plotted by: R. Dossett

date: 13 Nov. 1947

Control checked by: E.C. Andrews

date: 25 Nov. 1947

Radial Plot by: M.M. Slavney

date: 12 Mar. 1948

Detailed by: R.R. Wagner

date: Mar.-June 1948

Reviewed in compilation office by: J.A. Giles

date: June '48

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

date: June '48

STATISTICS (III)

Land Area (Sq. Statute Miles): 29

Shoreline (More than 200 meters to opposite shore): 29.5

Shoreline (Less than 200 meters to opposite shore): 4.5

Number of Recoverable Topographic Stations established: 63

Number of Temporary Hydrographic Stations located by radial
plot: None

Leveling (to control contours) - miles: 20.5

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

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

Remarks:

MAP T. 8845

PROJECT NO. Ph-9(46)

SCALE OF MAP 1:20,000

SCALE FACTOR

1 of 2

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR α -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)
✓ WHITE, 1930	G.P. P.156	N.A. 1927	27 22 58.980 80 17 53.783			1815.3 (31.5) 1477.8 (170.8)	
✓ BRIDGE 1920	"	"	27 24 09.933 80 15 56.621	Lost		308.7 (154.1) 1539.0 (109.4)	
✓ DRAIN 2, 1934	P.157	"	27 24 08.992 80 15 57.771			276.8 (1570.0) 1587.1 (61.3)	
✓ Airway beacon ALERT 1934	"	"	27 24 37.043 80 19 33.504			1140.1 (706.7) 920.4 (727.8)	
✓ TUB IG, 1930	P.157	"	27 26 21.128 80 19 56.803			650.3 (1196.5) 1560.0 (87.8)	
✓ Port Pierce, Municipal water tank, MAN-WATER CENTER center, 1934	P.191	"	27 26 21.145 80 19 56.967			(650.8 (1196.0) 1564.5 (83.3)	
✓ POG, 1930	P.715	"	27 26 51.679 80 19 18.574			1590.6 (256.2) 510.1 (1137.5)	
✓ GABLE, 1930	P.715	"	27 27 26.153 80 19 23.267			805.0 (1041.8) 638.9 (1008.6)	
✓ MAN, 1930	P.715	"	27 27 34.384 80 17 55.044			1058.3 (788.5) 1511.5 (136.0)	
✓ REAR, 1930	P.716	"	27 28 06.258 80 18 27.409			192.6 (1654.2) 752.5 (894.9)	
✓ PIERCE, 1934	P.128	"	27 28 11.727 80 17 28.213			361.0 (1485.8) 774.6 (872.7)	
✓ SEVEN P.D.S. 1929	P.180	"	27 28 11.584 80 17 28.159			356.6 (1490.2) 773.1 (874.2)	

1 FT. = 3048006 METER

COMPUTED BY. R. Dossett

DATE 27 August 1947

CHECKED BY. W.H. Shearouse

DATE 29 August 1947

M. 2388-12

MAP T. 8845

PROJECT NO. Ph-9(46)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
FRONT, 1930	G.P. N.A. 1927		27 28 08.637				265.8 (1581.0)		
			80 18 12.933				355.1 (1292.2)		
FAR, 1930	P. 713	"	27 28 21.069				648.5 (1198.3)		
			80 18 37.173				1020.6 (626.7)		
TAYLOR, 1930	P. 713	"	27 27 54.096				1665.1 (181.7)		
			80 19 41.728				1145.7 (501.7)		
HART, 1930	P. 711	"	27 29 26.144				804.7 (1042.1)		
			80 19 19.825				544.2 (1102.8)		
INDIAN Ref. MON X-SE-1, 1944	P. 156 USED	"	27 29 43.131				1327.6 (519.2)		
			80 18 05.146				141.3 (1505.7)		
SE-2, 1944	"	"	Y = 1,124,142.69	4,142.69 (5857.31)			1262.7 (1785.3)		
			X = 718,553.43	8,553.43 (1446.57)			2607.1 (440.9)		
SE-3, 1944	"	"	Y = 1,105,645.57	5,645.57 (4354.43)			1720.8 (1327.2)		
			X = 715,981.93	5,981.93 (4018.07)			1823.3 (1224.7)		
SE-4, 1944	"	"	Y = 1,118,918.37	8,918.37 (1081.63)			2718.3 (329.7)		
			X = 716,030.17	6,030.17 (3969.83)			1838.0 (1210.0)		
SE-5, 1944	"	"	Y = 1,111,476.89	1,476.89 (8523.11)			450.2 (2597.8)		
			X = 714,780.97	4,780.97 (5219.03)			1457.2 (1590.8)		
SE-7, 1944	"	"	Y = 1,119,071.93	9,071.93 (928.07)			2765.1 (282.9)		
			X = 710,864.40	864.40 (9135.60)			263.5 (2784.5)		
SE-8, 1944	"	"	Y = 1,117,685.37	7,685.37 (2314.63)			2342.5 (705.5)		
			X = 704,881.12	4,881.12 (5118.88)			1487.8 (1560.2)		
			Y = 1,122,619.57	2,619.57 (7380.43)			798.4 (2249.6)		
			X = 702,812.72	2,812.72 (7187.28)			857.3 (2190.7)		

1 FT. = 3048006 METERS
COMPUTED BY:

R. Dossett

DATE 3 Sept. 1947

W.H. Shearouse
CHECKED BY:

DATE 4 Sept. 1947

M. 2388-12

MAP T. 884.5

PROJECT NO. Ph-9(46)

SCALE OF MAP 1:20,000

SCALE FACTOR

3 of 3

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -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)
NORTH 1930	Wash.O. Letter 31	N.A. 1927	27° 28' 52.923			1629.3 (217.5)	
P.D.s	Dec. 147		80 17 47.780			1311.7 (335.5)	
Thirty Nine 39 P.D.s, 1930	"	"	27 28 21.454			660.4 (1186.4)	
Thirty Four 34 P.D.s, 1930	"	"	80 17 36.002			988.4 (658.9)	
Star			27 28 09.328			287.1 (1559.7)	
Star			80 17 48.835			1340.8 (306.5)	
* TOP 1934	USED	"	X = 726, 112.15	6,112.15 (3587.85)		1954.4 (1093.6)	
* STAND (A-4) 1941	"	"	Y 1,140,879.18	0,879.18 (9120.82)		268.0 (2780.0)	
* P.D.s	"	"	X 724,609.72	4,609.72 (5990.28)		1405.0 (1643.0)	
NORTH JETTY 1930	"	"	Y 1,140,022.24	0,022.24 (9977.76)		6.8 (3041.2)	
PNE	P.D.s	"	X 731,501.92	1,501.32 (8498.68)		457.6 (2590.4)	
NORTH BEACH, 1930	P.D.s	"	Y 1,141,990.98	1,990.98 (8009.02)		606.8 (2441.2)	
			X 728,259.24	8,259.24 (1740.76)		2517.4 (530.6)	
			Y 1,141,348.68	1,348.68 (8651.32)		411.1 (2636.9)	
			27 28 31.923			982.6 (864.2)	
			80 17 38.427			1055 (592.3)	
Stations labelled "(P.D.s)" were established by the Port District of the U.S. Engineers.							
Ridge, 3, 1947. Lost JR							
* New Computations for coordinate values by Div. of Geodesy. See next page.							

1 FT. = 3048006 METER
COMPUTED BY: R.R. Wagner

DATE 18 May 1948

CHECKED BY: B.F. Lampton

DATE 18 May, 1948

M-2388-12

MAP T..... PROJECT NO..... SCALE OF MAP..... SCALE FACTOR.....

STATION	SOURCE OF INFORMATION (INDEX) Flg. E. Zone	DATUM N/A 1927	LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE in feet	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	FORWARD (BACK)
Top (USE), 1941	Plate Cor. p185	"	1,180,958.68 726,419.86	Not shown on manuscript		because of plethora of control.		
Stand (USE), 1941	"	"	1,140,143.82 724,598.29	"	"	"	"	"
North Jetty (USE), 1929	p186	"	1,141,980.73 731,628.48					
Brass Bolt (USE), 1941	p185	"	1,136,313.64 719,427.44					
Zero (USE), 1941	"	"	1,135,781.33 719,586.64	"	"	"	"	"
Ty (USE), 1941	"	"	1136,326.10 721,082.77					
Cast (USE), 1941	"	"	1,138,433.82 721,144.85					
Spikes (USE), 1929	p186	"	1,141,815.64 726,361.58	"	"	"	"	"
Values for coordinates of stations on this page computed by Div. of Geodesy. There was an error in original computations by U.S.E. See correspondence with Tampa filed under Ph. 9 dated 15 Feb 48. Carbon copy in Descriptive Report following Compilation Report.								
J.R.								

FIELD INSPECTION REPORT

TO ACCOMPANY
QUADRANGLE T-8845
FORT PIERCE

N2722.5 - W8015.0/7.5

PROJECT Ph-9 (46)

7 January 1948

1. DESCRIPTION OF THE AREA

This quadrangle lies in the eastern portion of St. Lucie County, Florida, and includes the City of Fort Pierce and the Fort Pierce Inlet. Culturally, the quadrangle is dominated by the City of Fort Pierce, the basic occupations being the handling and shipment of citrus fruit, and both commercial and game fishing.

That portion of the land area lying east of the Indian River is predominantly low in elevation. A sand ridge runs North and South, the length of the quadrangle, almost paralleling the Indian River, and lying from one-fourth to one-half mile west of the River. A few citrus groves are to be found in the western and southern portions of the area.

2. COMPLETENESS OF FIELD INSPECTION

Field Inspection has been completed for the quadrangle, as to clarification of all buildings, roads, boundaries, etc. Items to be checked by the Field Edit Party are as follows:

- A. That portion of U.S. Highway No. 1 lying north of Fort Pierce which is now under construction. The location and description of the new road has been shown on the photograph as well as possible at this time, *See Review Report*
- B. The legal description of the Fort Pierce Seaplane Base boundary line was not available at this time, but can be procured at a future time from Mr. Henry D. Austin, at the Fort Pierce Municipal Airport. *See par. #13 & #36*

3. INTERPRETATION OF THE PHOTOGRAPHS

In the marsh-land areas east of the Indian River, the term "marsh weeds" has been used, along with the mangrove. This is a sea-weed type of vegetation growing about knee-high, the lower few inches of which are usually under water. This occupies those lighter-tone areas between the darker mangrove bushes.

4. HORIZONTAL CONTROL

Recovery was made or attempted on all horizontal control stations established by the U.S.C. & G.S., and on those by the U.S. Engineer Department for which a description was available. The earlier scheme of horizontal control by the U.S.E.D. (1928-1929), is composed of "Port District Stations", in which each station mark was a small galvanized iron pipe set in concrete and identified by stamping on a rectangular brass plate.

With the exception of station "SEVEN (P.D.S.)" and "NORTH BEACH (P.D.S.)", all such stations have been re-marked with standard U.S.E.D. bronze disks. According to the U.S.E.D. cards submitted, these stations are of second-order accuracy. However, as in the case of station "TAYLOR," a considerable discrepancy in position should be noted.

It was noted that the greatest discrepancy in the description of station "NORTH (P.D.S.)" was the distance given from the North Jetty. Since a similar discrepancy was found in the description of station "NORTH BEACH (P.D.S.)," it is believed that stations "NORTH (P.D.S.)" and "NORTH (U.S.E.D.)" are identical. This is in spite of the fact that the position of station "NORTH" as given by the U.S.E.D. and as furnished by the U.S.C. & G.S. Washington Office, shows a discrepancy of 104.8 feet. This belief is substantiated by the 1930 U.S.C. & G.S. reference marks recovered, one at station "NORTH", and one at station "NORTH BEACH". It should be carefully noted that the station positions (as laid out on the 1928-1930 planimetric map of the area) check very closely with the photograph work just completed. *Refer to correspondence dated 31 Dec 47 between Wash. office and Tampa office ~~to effect filing of project report~~ (In Project Report)*

There is another, more recent scheme of control by the U.S.E.D., in the southwestern portion of the quadrangle. This work was done in 1944, is of third-order accuracy, and consists of the following U.S.E.D. stations recovered in this quadrangle: X-SE-1, SE-3, SE-5, SE-7 and SE-8.

5. VERTICAL CONTROL

Three lines of supplementary levels were run to provide additional vertical control for contouring. All closures were less than 0.1 foot.

The following vertical control stations, established by the U.S. Engineer Department, were used and found to be satisfactory: H-5, WT-2, C-13, O.O, Spike, X-SE-1, SE-2, SE-3, SE-5, SE-7 and SE-8. These stations are of third-order accuracy, no adjustment necessary. Seven of those eleven stations will be found under Horizontal Control.

6. CONTOURS AND DRAINAGE

All contouring was done with planetable, directly on the photographs. No large closures were encountered between vertical control points.

Contours on the ridge north of the City of Fort Pierce are being drastically changed by extensive grading for the new, four-lane highway. Final delineation of these contours, where necessary, is left for the Field Edit Party.

7. MEAN HIGH WATER LINE

The mean high water line along both banks of the Indian River was determined at normal high tide. Shoreline work along the Atlantic Ocean was deferred, to be done simultaneously with contouring of the beach area. Meanwhile, the 1947 Hurricane became effectively noticeable, and was followed for months afterward by abnormally high tides. Due to these high tides, and to some slight changes in the shoreline by the hurricane, normal delineation of the mean high water line was impossible. While contouring, check points were located along the beach at an elevation of 1.3 feet above mean sea level. These points are shown on the photo-

graphs, along with their respective distances from nearby roads or grass lines.

The term "apparent shoreline" has been used on the photographs instead of "indefinite shoreline" or "limit of vegetation" to indicate mangrove growth in water, outside of the actual high water line.

8. LOW WATER LINE

The above conditions, methods used, etc., mentioned for determining the mean high water line also hold true for the mean low water line, with the following exceptions:

- A. Shoreline inspection along the Indian River for the mean low water line was done at time of low tide, insofar as was practicable.
- B. The points located along the beaches as being on the mean low water line were taken at an elevation of 1.3 feet below mean sea level.
- C. These points were not taken as frequently as those for the mean high water line, due to the difficulty in getting accurate rod readings in the turbulent surf.

9. WHARVES AND SHORELINE STRUCTURES

Individual notes for piers, wharves, bulkheads, etc., are shown on the photographs. It will be noted that a few small private piers were deleted, subsequent to the 1947 Hurricane. The most prominent shoreline structure to be thus damaged was a long, wood bulkead, extending from Fort Pierce City Docks northward to the mouth of Taylor Creek.

In the Fort Pierce Yacht Basin, several old piers have been removed, and new ones built. In order to show this area properly, a scale drawing is shown on the reverse side of Photograph No. 16364, at ten times the scale of the photograph.

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE

Any piling, rocks, dolphins, etc., found offshore have been noted on the photographs. For chart revision, it should be noted that the old bridge ruins, in the north portion of the quadrangle, should be deleted, back almost to the edge of vegetation.

11. LANDMARKS AND AIDS TO NAVIGATION

All existing navigation lights and daybeacon markers in the quadrangle have been shown or noted on the photographs, on Form 567, and on Form 524. New landmarks to be shown have been noted on the photographs, and on forms 567 and 524. Landmarks and Aids to Navigation to be deleted have been shown on Form 567, and noted on the chart extracts. *See Review Report*
All 524 cards on file in Div. of Photogrammetry General Files

With the exception of the Red Water Tank, all new Landmarks to be charted were recommended by the Commanding Officer of the ship SOSBEE.

12. HYDROGRAPHIC CONTROL

No Hydrographic Control Stations were required.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are three airports in the area of the quadrangle. Their boundaries have been plotted on the photographs from the legal descriptions.

Airway Beacon No.11, at the Fort Pierce Municipal Airport, is the only such beacon now in use, within the quadrangle. There is a tower for an airway beacon on the St. Lucie County Airport, which is in the northwest corner of the quadrangle. However, there is no beacon on this tower, at present.

"Angle Field" is a private airport, primarily for instructional use. The long runway has been widened since the photographs were taken, and a shorter, cross-runway constructed, as shown on the photograph.

The Fort Pierce Seaplane Base ~~is shown~~ is still only in the "project" stage of development. The building on the property is at present being used for "ground school" instruction of students from classes organized at the Fort Pierce Municipal Airport.

14. ROAD CLASSIFICATION

All roads are classified according to Photogrammetry Instructions No.10, and amendment dated 24 October 1947. New roads are shown by solid red lines. Roads to be deleted are shown by cross-marks, in green ink. The center-line of the new four-lane highway north of Fort Pierce has been shown on the photograph, as taken from grade stakes in the field. Both sides of this new highway are now being graded, but only the west side is to receive pavement in 1948. The Field Edit Party should check this classification, along with that of former U.S. Highway No.1. *See Review Report*

15. BRIDGES

There are two large bridges over navigable waters, over the Intracoastal Waterway. Clearances are shown on the photograph. It will be noticed on the Fort Pierce South Causeway Bridge Clearances that one bridge fender has been knocked out of place, somewhat, and is not yet repaired. Field measurements of clearances on Fort Pierce North Causeway Bridge (listed in Bridge book as State Road Department of Florida) agree with clearances as shown on nautical charts 582 and 845 but disagrees with clearances as listed in the bridge book. Since the clearances are correct on the nautical chart, It is assumed that the U.S. Engineers have been notified of this discrepancy.

Two small bridges, between the Indian River and the Atlantic Ocean, have clearances shown on the photograph, for skiffs, only. Both of these are fixed bridges. Other bridges within the area of the quadrangle have merely been noted as such, for topography.

16. BUILDINGS AND STRUCTURES

In the absence of any prescribed urban limits for the City of Fort Pierce, All buildings to be shown have been circled in red ink, those to be deleted have been shown by cross-marks in green ink; and all new buildings to date have been blocked-in, in red ink, approximately to scale. Some buildings, hidden in trees, have ^{been} delineated. All odd features which might conceivably confuse the compiler have been noted.

17. BOUNDARY MONUMENTS AND LINES

All section corners recovered have been shown on the photographs, and submitted on Form 524. In addition, two ^{witness corners} ~~"Boundary Monuments"~~ each of which is near a non-monumented section corner have also been submitted as being on section lines. All boundary lines except Precinct lines are shown in black ink. Precinct lines are to be added by the compiler from legal descriptions. See Special Report of Boundaries submitted *in file section* by Joseph K. Wilson Project Ph-9 (46). All section corners have been ~~shown on photo~~ verified by a local surveyor as to location and identification.

18. GEOGRAPHIC NAMES

Geographic Names for this quadrangle are included in a Special Report on Geographic Names for Project Ph-9 (46), submitted by Joseph K. Wilson to the Washington Office on 8 January 1948. *On file, in Geographic Name Section, Div. of Charts.*

19. JUNCTION WITH ADJOINING QUADRANGLES

A junction was made with quadrangles T-8623 to the West, T-8846 to the South and T-8844 to the North.

20. RAILROADS AND MISCELLANEOUS

A detailed sketch of the Fort Pierce railroad yards area of the Florida East Coast Railroad has been shown on the reverse side of Photograph No. 16392. This sketch is not drawn to scale, but has corresponding points lettered, and shown on Photograph No. 16393.

Buried telephone cable lines have been shown in blue ink. Power transmission lines have been shown in violet ink. Overhead telephone lines have been shown in green ink. In order to clarify all such lines in the field inspection, some of them have been shown along roads and railroads. In such cases, they should be ignored by the compiler.

All field work was done on the following six, nine-lens photographs: 16403, 16404, 16363, 16364, 16392 and 16393.

James H. Clark
James H. Clark
Engineering Aid

Supervised:

William A. Rasure
William A. Rasure
Photogrammetric Engineer

Approved and Forwarded

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

COMPILATION REPORT
TO ACCOMPANY
TOPOGRAPHIC MANUSCRIPT
T-8845

26 AND 27 CONTROL AND RADIAL PLOT:

The USED stations ZERO, 1941, TY, 1941, BRASS BOLT, 1941 and CAST A-2, 1941 could not be plotted with the grid coordinates given. All of these stations plotted about 85 meters southeast of where they should have plotted according to their descriptions and the surrounding details on the map manuscript.

Attention is called to copies of two letters dated 2 June 1948 from Lieutenant Commander George E. Morris, Jr., anent the foregoing, which are incorporated with this report. It is requested that the Washington Office direct the field editor as to how he shall proceed if it is desired that the aforesaid stations be shown on the map manuscript. *Stations not shown.*

There are no geographic positions for BABA U.S.E.D. 1930 and SPIRES PDS, 1930 for which recovery cards have been received from the field.

The main radial plot has been made the subject of a special report submitted to the Washington Office 17 May, 1948, by Milton M. Slavney, Photogrammetric Engineer. In ~~the Section on the subject of the radial plot~~
Descriptive Report T-8623

28. DELINEATION:

The photographs covering this map manuscript were of fair scale, the detail was clearly visible presenting no major problems of interpretation.

The field inspection was full and complete with only trivial exceptions.

29. MEAN HIGH-WATER LINE:

The mean high-water line is shown as indicated by the field inspector.

31. LOW-WATER AND SHOAL LINES:

The low water line as indicated by the field inspector, has been shown on the map manuscript.

The approximate limits of shoal areas have been delineated with a dashed line.

32. DETAILS OFFSHORE FROM-HIGH WATER LINE:

Offshore details have been delineated according to the field inspector's notes.

33. WHARVES AND SHORELINE STRUCTURES:

All piers and other structures discernible on the photographs have been delineated.

34. LANDMARKS AND AIDS TO NAVIGATION:

The field inspector submitted U.S. Coast Guard Depot, Taylor Creek and U.S. Coast Guard Lifeboat Station, Ft. Pierce Inlet as landmarks *Not* but failed to prick a definite point on the field photographs. This *landmarks,* has been called to the attention of the field editor on the discrepancy overlay *just names.*

35. HYDROGRAPHIC CONTROL:

No hydrographic control stations were required.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There are three landing fields that fall in this quadrangle and one seaplane base that has not yet been put in use.

See Field Inspection Report, item 13.

37. GEOGRAPHIC NAMES:

The Geographic Name sheet as submitted by the Washington Office has been used in the showing of names on the map manuscript.

38. CONTOURS:

Some depression contours were made a little larger to agree with intermittent ponds as they appeared on the photographs.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

None available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart 845, scale 1:40,000, having a print date of March 3, 1947. The chart and manuscript are in good agreement.

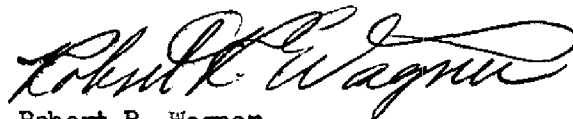
The railroad known as the Okeechobee Cutoff is not shown on the nautical chart.

Comparison was also made with Nautical Chart 582, scale 1:10,000, and having a print date of 8 June 1946. This chart and the foregoing both seem to be in good agreement with the following exception:

There are some rocks shown on the north side of Ft. Pierce Inlet which were not recovered by the field inspector. On the north west side of Faber Cove the nautical chart has a number of piers which do not appear on the map manuscript.

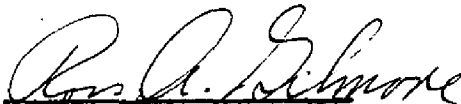
The map manuscript should supersede the present charted information.

Respectfully submitted,



Robert R. Wagner
Photogrammetric Aid

Approved and Forwarded:



Lieut. Comdr. Ross A. Gilmore
Chief of Party.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

P. O. Box 565
Melbourne, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

29 April 1948

To: Officer In Charge
Tampa Photogrammetric Office
U.S. Coast and Geodetic Survey
P.O. Box 1689
Tampa, Florida

Subject: Results of Investigation of Position of "HIGHER STACK 1930"

Information received from Mr. R.L. Cantrell, Assistant Chief Engineer of the Fort Pierce Municipal Light and Power Company for the past twenty years, is that the Higher Stack triangulated in 1930 no longer exists.

The existing Higher Stack that was thought to be "HIGHER STACK 1930" was constructed atop the power plant building in 1938 about 25 feet in an easterly direction from the old stack that was "HIGHER STACK 1930".

A sketch showing relative positions of the existing stacks to "HIGHER STACK 1930" is attached.

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

JEH/c

HIGER STACK 1930.
(destroyed
1938)

Higher Stack
Const. 1938

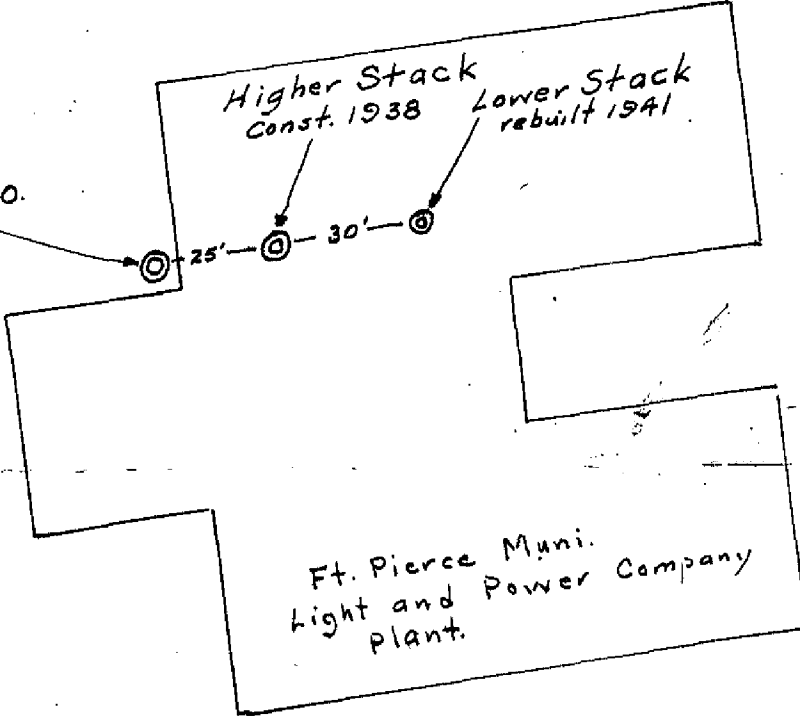
Lower Stack
rebuilt 1941

25'

30'

Ft. Pierce Muni.
light and Power Company
plant.

N.



25 February 1948

To: Mr. William A. Rasure
U. S. Coast and Geodetic Survey
Box 1445
Vero Beach, Florida

Subject: Control Discrepancy - Vicinity Ft. Pierce Inlet

This is with reference to your letter dated 11 January, addressed to the Chief, Division of Photogrammetry, relative to the confusion which exists in regard to stations NORTH, NORTH BEACH, and THIRTY NINE. The letter dated 31 December 1947, cautioning you about identifying triangulation control stations for which no position was available, was based on an erroneous assumption, since you did have positions for at least NORTH and THIRTY NINE. Inasmuch as the Chief of the Tampa Photogrammetric Office had written to this office requesting positions for those stations, it was naturally assumed by us that the positions were not available to the Tampa Office.

The situation with regard to these Ft. Pierce stations has been carefully investigated in this office using the information furnished in your letter of 11 January. It is believed that we have the matter straight here except for the fact that the recovery notes on Form 526 for these stations have not yet been received. The descriptions will need to be revised, as you point out, but that will not be done until the recovery notes have been received.

In 1934 John Bowie, Jr. extended a first order arc of triangulation along the East Coast for the purpose of tying together all the small isolated schemes of triangulation, so that they could be computed on one datum. In 1934 John Bowie, Jr. apparently recovered stations NORTH and THIRTY NINE and wrote recovery cards for them. He also recovered station NORTH BEACH, as is now clear from the record, but did not submit a recovery card for NORTH BEACH. In occupying station PIERCE John Bowie made a tie by direct measurement to station SEVEN, and used station NORTH BEACH as an azimuth station. His records were in error, however, in that the record showed that he used station NORTH as an azimuth mark.

In 1936 the U. S. Engineers' office at Jacksonville asked this office for data by which the Engineers' triangulation around Ft. Pierce could be computed on the 1927 North American Datum. This office furnished the U. S. Engineers' office with the measured tie between PIERCE and SEVEN and the azimuth from

Mr. William A. Rasure

25 February 1948

PIERCE to NORTH (although this azimuth was actually to NORTH BEACH). The Engineers' office evidently computed their triangulation in the vicinity of Ft. Pierce Inlet, including the old Port District stations in error, due to the fact that they used an azimuth furnished by this office. The net of their triangulation in the vicinity of Ft. Pierce Inlet was swung in azimuth to the westward.

The above accounts for the differences between the geographic positions originally furnished you (which came from the War Department), and those furnished Lt. Comdr. G. E. Morris after a computation made in this office especially for that purpose. During the computation made in December 1947, the above-mentioned error in Bowie's azimuth was discovered.

Ordinarily geographic positions of other Bureaus, such as those of NORTH and THIRTY NINE which were originally furnished you, are sufficiently correct for all photogrammetric purposes. This was the unusual case where there was an error in the positions of the War Department, but it must be conceded that this Bureau was to blame for the error.

The U. S. Engineers' office at Jacksonville is now being informed as to the erroneous azimuth furnished them earlier and it will be pointed out to them that this probably has caused errors in all of their triangulation based on the original azimuth furnished them from PIERCE to NORTH. In order to avoid further difficulties in this area, it will be suggested to the U. S. Engineers' office that the word BEACH be chiseled off from their mark at station NORTH (which is now marked by a disc stamped NORTH BEACH).

Your efforts in attempting to help clear up this confused situation are very much appreciated, and quite a number of the comments in your letter have helped to clarify the situation, and others of them will be useful when the descriptions of the stations are revised after the receipt of the recovery notes.

You are under a false assumption in one or two matters which will be discussed for your benefit and those of others on the field party.

1. When planning a field project this Bureau endeavors to obtain from other agencies, such as the Geological Survey and the Army Engineers, any control data which those agencies have that may be useful. The fact that copies of these data are forwarded to you from this office does not necessarily mean that they are a matter of record in the Division of Geodesy. Generally speaking only those stations that have been computed and adjusted by the Division of Geodesy are a matter of record.

Mr. William A. Rasure

25 February 1948

2. You assume that since stations NORTH and THIRTY NINE appear as triangulation stations on planimetric map T-4543 positions for these stations should be in the Washington Office. That assumption is not valid, as you can see by reference to paragraph 1 above. As a matter of fact the field party that preceded the compilation of T-4543 and other maps in that series, no doubt obtained much triangulation locally from the Engineers' office and others that was not a matter of record in the Washington Office.

3. Referring to paragraph 3 in your letter, you can no doubt see that there is only one triangulation station in the locality of NORTH and the inverse distance that you computed of 104.84 feet is not the distance between two marks, but is the error in the Engineers' position for this station.

4. Thank you for the errors which you pointed out in List #420 of the geographic positions. You did make one misassumption, however, in assuming that PIERCE 2, 1930 is identical with PIERCE 1906. This is not true as you will note by reading the description for PIERCE 2, which says, "Station PIERCE was recovered, but has obviously been re-marked since the date of establishment. Owing to uncertainty as to exact recovery of the original station the name PIERCE 2 has now been applied."

If on reading this letter you still feel that there are any points in this matter that are not correct and have not been cleared up, please inform me further about the matter.

Your copies of the descriptions of NORTH and THIRTY NINE are returned herewith.

Acting Director

Enclosures

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

COPY

POST-OFFICE ADDRESS:

P.O. Box 565
Melbourne, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

2 June 1948

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

Subject: Horizontal Control vicinity Ft. Pierce Inlet

Recently, the Tampa Photogrammetric Office asked us to check positions of four U.S.E.D. stations in the vicinity of Fort Pierce: ZERO (USED) 1941. TY (USED) 1941, BRASS BOLT (USED), CAST (A-2) (USED) 1941. These stations, using the coordinates furnished by the U.S.E.D., plot incorrectly on the map manuscript for quadrangle T-8845.

Subsequent correspondence with the U.S.E.D. at Jacksonville, Fla. (copy of letter attached) disclosed that the error was undoubtedly caused by use of the wrong position and azimuth furnished them for station NORTH BEACH (PDS) (reference your letter dated 25 February 1948).

The enclosed U.S.E.D. map for the area involved, shows that the entire scheme of triangulation was based on this original information.

Does the Washington Office now have adequate information to compute the correct positions of the control involved:

Yes, see next page
JR

The U.S.E.D. has given us their utmost cooperation in our work in the area, and I am sure that they would welcome an early correction to their control, if we have sufficient data to adjust it.

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

COPY

POST-OFFICE ADDRESS:

P.O. Box 565
Melbourne, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

2 June 1948

To: Officer in Charge
Tampa Photogrammetric Office
U. S. Coast and Geodetic Survey
P.O. Box 1689
Tampa, Florida

Subject: Positions of ZERO (USED) 1941, TY (USED) 1941, BRASS BOLT
(USED), and CAST (A-2) (USED) 1941.

Reference: Your letter dated 20 May 1948

Correspondence with the Jacksonville Office of the USED discloses that the above stations were tied into the scheme of triangulation computed from an erroneous position and azimuth for station NORTH BEACH (PDS) furnished them by the Washington Office. This substantiates our original assumption.

We have written the Washington Office (copy of letter enclosed) to * see if they can compute the correct positions for the stations involved.

If they are unable to do this, it is suggested that the four USED stations be thrown out, and the field editor requested to cut in the two aids to navigation involved.

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

* New computations made by Div. of Geodesy in June 1948.
See list of stations on Form M-2388-12.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Vero Beach, Florida 24 December 1941

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

The positions given have been checked after listing by

Robert R. Wagner

Reas A. Gilmore

Chief of Party

STATE	CHARTING NAME	FLORIDA	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY			DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE		LONGITUDE		DATUM	LOCATION AND SURVEY	T-8845					
					°	'	°	'								
229		I.C.W. light black square daymark with yellow border on pile dolphin			27	28	1046	80	19	984	NA-1927 Plot	11-18-47	X			845 ✓
233		Light, black square daymark with yellow border on pile dolphin			27	27	1349	80	19	316	"	11-18-47	X			845 ✓
245		Light, black square daymark with yellow border on pile dolphin	**		27	25	180.3	80	18	145.3	"	12-31-47	X			845 ✓
		White daymark with black vertical stripe on white skeleton structure (Ent. Range)	(Ent. Range)		27	28	285.8	80	18	355.1	"	1930	X	X		1247
		White daymark with black vertical stripe on white skeleton structure (Rear B.)	(Rear B.)		27	28	192.6	80	18	752.5	"	1930	X	X		582;845
		White square daymark with black round center, on skeleton tower (Front B.)	(In. Range)		27	28	462	80	17	1396	"	1947	X	X		1247
		White square daymark with black round center, on skeleton tower (Rear B.)	(In. Range)		27	28	732	80	17	898	"	1947	X	X		582;845
		Light on top of north edge of warehouse, at deck	(Center Light)		27	27	903	80	19	731	"	11-18-47	X	X		1247
		Light on top of 32' pole on top of hill	(Center Light)		27	27	460	80	19	1243	"	11-18-47	X	X		582;845
* 12		Light Red triangular daymark on pile dolphin			27	27	1220	80	19	232	"	11-18-47	X	X		1247
13		Light, Square black daymark on pile dolphin			27	27	1136	80	19	180	"	11-18-47	X	X		582;845
* 10		Red triangular daymark on pile dolphin			27	27	1569	80	18	1203	"	11-18-47	X	X		1247
** On. & Op scaled from T. 8845. 11-18-47.																
* Destroyed - See Field Edit Sheet.																

NOTE: Some of the above marks are shown on the charts which they represent. The positions of these marks are given in the notes.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

~~TO BE DELETED~~

Vero Beach, Florida

24

December

194

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

The positions given have been checked after listing by

Robert R. Wagner

Ross A. Gilmore

Chief of Party

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM	D.P. METERS						
				°	'	°	'								
14	FLORIDA	Red triangular daymark on pile dolphin		27 27	1135	80 19		490	NA-1927 Plot	T-6849	11-18-47	X	X	X	1247 582 582 582 582 582 582
48		Single red pile, leaning 10" red bullseye on 14" square (Now white daymark on 12' pile Daybeacon)		27 28	501	80 17		1023	"	"	12-31-47	X	X	X	582 582 582 582 582 582 582
		Square plain white daymark on pile dolphin (no number)		27 27	977	80 19		722	"	"	12-31-47	X	X	X	582 582 582 582 582 582 582
*		Destroyed - See Field Edit sheet													

Note: Above chart has been removed in accordance with Hydrographic Manual pages 800 to 804. Positions of charted landmarks and nonfloating

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NONFLOATING AIDS OR LANDMARKS FOR CHARTS~~

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Vero Beach, Florida

24 December, 1947

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

Robert R. Wagner

Ross A. Gilmore

Chief of Party.

~~DESCRIPTIONS~~
* ~~Positions Reversed?~~
See below 8 MAP T-8845

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE							
				°	'	D. M. METERS	°						
FLORIDA	U.S. Sta. Taylors Creek	U.S. Coast Guard Depot	Not Landmarks	27 27			80 19		NA-1927	Radial Plot	9-16-47	X	845
	U.S. Sta. Station Ft. Pierce Inlet	U.S. Coast Guard Bifeboat	S. J. Hathorn Field Editor	27 28			80 17		"	"	9-16-47	X	845
	HOUSE	2-story frame bldg.		27 27	13 54		80 17	582	"	"	11-14-47	X	1247
	HOUSE	1-story bungalow on sand dune.	DESTROYED	27 27	11 92		80 17	520	"	"	11-14-47	X	845; 582
	TANK	Red light on Ft. Pierce Water Tank, elevated	SEE F.E.S.	27 26	650.8		80 19	1564.5	"	Triang. R. 1947	1930	X	845
	TANK	Red Water Tank, elevated height above water -90 ft.		27 23	1380		80 18	272	"	Plot	11-18-47	X	845
	STACK	The higher of two stacks, 146 ft. above water, south of Moore Creek		27 27	2328		80 19	838.8	"	Triang. R. 1947	1930	X	582
	STACK	The lower of two stacks, 140 ft. above water, south of Moore Creek		27 27			80 19	830	"	Radial Plot	11-18-47	X	845
	STACK	Higher of two stacks, south of Taylor Creek, W. End of bldg. 30" dia.		27 27	1676		80 19	1282	"	"	"	X	845
	STACK	Lower of two, south of Taylor Creek, 54" dia. E. end of bldg.		27 27	1685		80 19	1344	"	"	"	X	582
	STACK	North side Taylor Creek, 30" dia. 70 ft. above water (new)		27 28	761		80 19	2220	"	"	"	X	845
	STACK	110 ft. above water, 1500 ft. north of North Causeway		27 28	28		80 19	1288	"	"	"	X	582
	TOWER	75 ft. above water, on south side Ft. Pierce Inlet		27 28	346		80 17	782	"	"	"	X	845
	TOWER	On sand dune, 40 ft. above water 12 ft. square base		27 23	1791		80 15	1387	"	"	"	X	1247

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

STRIKE OUT ONE

NONPLOTTING STANDS OR LANDMARKS FOR CHARTS

Vero Beach, Florida

24 December, 1947

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

The positions given have been checked after listing by

Robert R. Wagner

ROSA A. GILBERT

Chief of Party.

[illegible]

This "Ocean chart" has been revised in accordance with Hydrographic Manual pages 800 to 804. Positions of charted landmarks and *nonfloating*

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Vero Beach, Florida

1947

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

The positions given have been checked after listing by **Joseph K. Wilson**

Reza 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 *nonfloats*.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AND SHOR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

Yace Beach, Florida

24 December

1947

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

The positions given have been checked after listing by

Joseph K. Wilson

Boys A. Gilmore

Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM	D.P. METERS						
FLORIDA	STACK	North side Taylor Creek Destroyed		27 26.0	80 17.0			T-8045	9-30-47	X	X		845
	MOCK	Destroyed		27 26.9	80 17.0			*	11-10-47			X	1267
FLORIDA													

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

SUPPLEMENTARY COMPILATION REPORT
AFTER FIELD EDIT TO ACCOMPANY QUAD-
RANGLE T-8845

The boundary of Angle Field on the map manuscript was changed to agree with the field edit sheet; but, the boundary on the field edit sheet does not agree with the Special Report on Boundaries for Project Ph-9(46).

The field editor added some roads in pencil on field photograph 16392. These roads were delineated on the map manuscript although the field editor did not say to add them.

The field editor located a culvert at St. Lucie County Airport. The note on the field edit sheet is not clear as to what happens to the contours beyond the culvert. The culvert is not shown on the map manuscript and this matter is herewith referred to the Washington Office. *Disposed of.*

On the discrepancy print there is a note to the Compilation Office from the Washington Office stating that buildings are to be shown when used as topographic stations. It is the impression of this office that nothing is shown inside of a topographic station circle. *Fallacious. Buildings shown on manuscript.*

Roads 8 on the map manuscript were not changed to agree with the field edit sheet when the field edit sheet called for a road 7. It is believed that these roads would be correctly mapped as either roads 7 or 8, due to the varied opinions of what constitutes a road 7 or 8. *Changed to road 7 during review.*

Tampa Photogrammetric Office

FIELD EDIT REPORT

QUADRANGLE T-8845

PROJECT PH-9(46)

Field edit of quadrangle T-8845 was accomplished in accordance with Field Edit Instructions dated 24 August 1945, and Supplement I dated 4 February 1946. Actual field work was accomplished during the period 16 December 1948 - 15 January 1949.

46. METHODS

Field edit was accomplished by riding out all passable roads; walking to other areas in which the reviewer requested information, or where the field editor suspected a weakness in the compilation.

Planetable and tape methods were used to locate corrections and additions not shown on the photographs. On the field edit sheet, red ink was used to show corrections and additions in planimetric detail; violet ink for contours; blue ink for changes in the Ft. Pierce urban limits; and green ink for deletions. Violet ink was used for all work on the discrepancy print and the field photographs.

The reviewers questions were answered on the discrepancy print whenever possible. Other work was shown on the photographs or field edit sheet. All work shown on the photographs is properly referenced along with the photograph number on the discrepancy print or the field edit sheet.

47. ADEQUACY OF COMPILATION

The map compilation is believed to be adequate with a few minor corrections by the field editor. However, considerable field work was necessary to add the numerous cultural changes to the field edit sheet.

48. ACCURACY TESTS

No accuracy tests were required for this quadrangle. The map is believed to comply with standard horizontal and vertical accuracy specifications. However, information concerning the two nearest map accuracy tests to this quadrangle was not available to the field editor.

49. CONTOUR EXPRESSION

It is believed that the contour expression along Indian River south of Ft. Pierce and east of the Florida East Coast Railway should be carefully examined under an office stereoscope, and any apparent weaknesses in expression corrected. This weakness of expression in this small area is not considered enough to warrant any further field work.

The expression of the quadrangle as a whole is considered adequate.

50. SECTION CORNERS AND LINES

For questionable section corners along the beach area south of Ft. Pierce see paragraph 17 of Field Edit Report for quadrangle T-8846.

Two section corners were located on the field edit sheet and Form 524's are submitted.

51. EXAMINATION OF PROOF COPY

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

Submitted
24 January 1949

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

Approved and forwarded
24 January 1949

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

GEOGRAPHIC NAMES

Survey No.

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>Jack Island</u>										1
<u>Wildcat Cove</u> ✓										2
<u>Fort Pierce Cut</u> ✓										3
<u>Snapper Cut</u> ✓										4
<u>Florida*</u> ✓	(for title)									5
<u>Saint Lucie County</u> ✓										6
<u>Atlantic Ocean*</u> ✓										7
<u>Saint Lucie Cut</u> ✓										8
<u>Mangrove Island</u> ✓										9
<u>Negro Cut</u> ✓										10
<u>Tucker Cove</u> ✓										11
<u>Boat Toe Point</u> ✓										12
<u>Jim Island</u> ✓										13
<u>Faber Point</u> ✓										14
<u>Faber Cove</u> ✓										15
<u>Thumb Point</u> ✓										16
<u>Causeway Island</u> ✓										17
<u>Coon Island</u> ✓										18
<u>Dynamite Point</u> ✓										19
<u>Cook Point</u> ✓										20
<u>Shortys Slough</u> ✓										21
<u>Fort Pierce Inlet</u> ✓										22
<u>Indian River</u> ✓										23
<u>Taylor Creek</u> ✓										24
<u>Saint Lucie</u> ✓										25
<u>Saint Lucie County Airport</u> ✓										26
<u>Fort Pierce</u> ✓										27

M 234

GEOGRAPHIC NAMES

Survey No.

Name on Survey	A	B	C	D	E	F	G	H	K	
Moore Creek ✓										1
Municipal Yacht Basin ✓										2
Hook Point ✓										3
Jennings Cove ✓										4
Bear Point* ✓										5
Fort Pierce Airport ✓										6
Pete Stones Creek ✓										7
Middle Cove ✓										8
Middle Point ✓										9
Little Mud Creek ✓										10
White City Station ✓										11
White City ✓										12
North Fork Saint Lucie River ✓										13
Five Mile Creek ✓										14
Ten Mile Creek ✓										15
Bear Point Cove ✓										16
U.S. Highway #1 ✓										17
State Highway #70 ✓										18
State Highway 41A ✓										19
North Beach Causeway ✓										20
Saint Lucie County High School ✓										21
Saint Lucie County Elementary School ✓										22
Goodwin Botanical Gardens ✓										23
Sunrise Blvd. ✓										24
Florida East Coast R.R. ✓										25
Intracoastal Waterway ✓										26
Indian Hills Golf and Country Club ✓										27

GEOGRAPHIC NAMES

Survey No.

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
<u>Glidden Park</u>									1
<u>State Highway #68</u>									2
<u>State Highway #605</u> ✓									3
									4
									5
									6
									7
									8
									9
									10
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									22
									23
									24
									25
									26
									27

* - Decision of BGN

Underlined names approved.
9-16-48. a. j. w.

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8845

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

28 Detailing

The east lane of U. S. Highway 1 was under construction during the period that this area was being field-edited, therefore, it is symbolized on the map manuscript by a dashed line. However, the field editor estimated that the construction would be complete by December 1949. To conform with the Consolidation of Recommendations by the J.M.P.C., a note has been added to the drafting overlay to use the Class 1 road symbol, if this map is to be published after December 1949.

Canal width measurements were scaled from the photographs by the reviewer.

The proposed State Park in St. Lucie County has not been shown on the map manuscript since it had been neither dedicated at the date of this review nor had its boundaries been established. See correspondence following this report.

34 Landmarks and Aids to Navigation

Form 567 submitted during Field Inspection is filed as Chart Letter 573 (1948) in the Nautical Chart Branch, Division of Charts. Carbon copies are attached to the Descriptive Report. Deletions to this list found during field edit were not submitted on Form 567. They have been listed during review, on Form 567 and filed as Chart Letter 279 (1949) in the Division of Charts.

43 Comparisons with Previous Surveys

In common areas, this survey supersedes:

T-785	(1860-61)	1:10,000
T-1650	(1883)	1:20,000
T-4543	(1930)	1:20,000

except for offshore rocks.

48 Accuracy

This map complies with national map accuracy standards.

51 Overlay

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

52 Application to Nautical Charts

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

Reviewed by:

Jack L. Rihn
Jack L. Rihn 15 April 1949
Cartographer

Approved by:

S. V. Griffith
Chief, Review Section R.H.M.

H. B. Edmonson
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Division of Photogrammetry

Wm. Scaife
Chief, Division of Coastal
Surveys

*
Addendum

The boundaries of the proposed state park and of Pepper County Park were received after the review had been completed and the cloth back print for registration made. Therefore, the boundaries of the two parks have been shown in red on the cloth back print. They have both been labelled "Proposed" on the manuscript and on the print. See recent correspondence following this report.

Jack Rihn
26 May 1949

KTA

sw K
78-rs

17

June 2, 1949

Mr. Warren L. Blackmon
Chamber of Commerce
50 South Indian River Drive
Fort Pierce, Florida

Dear Sir:

In reply to your letter dated May 21, 1949 requesting that Pepper Park and a proposed State Park be shown on the Fort Pierce quadrangle which is being prepared by this Bureau, please be informed that both of these parks will be shown.

It is the policy of this Bureau that all maps reflect the condition of the mapped area as of the date of the last field inspection, and, therefore, the limits of these parks will be shown by dashed lines and with the names Pepper Park (proposed) and State Park (proposed) indicating their areas.

Very truly yours,

W. H. H. H. H.

Acting Director.

16
CHAMBER of COMMERCE
FORT PIERCE, FLORIDA

50 SOUTH INDIAN RIVER DRIVE

219 N. 25th St. 3 28

The Sunrise City

TELEPHONE 160

May 21, 1949

Mr. K. T. Adams,
Acting Director,
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Ref: 78-rs

Gentlemen:

The Director of the State Parks Service of Florida has told representatives of the St. Lucie County Commission and the Chamber of Commerce that he will definitely recommend the establishment of a State Park on the north island in St. Lucie County. Action on the recommendation will be taken in June.

Boundaries of the park are approximately outlined in red on the enclosed section map. The southwestern corner of the park will be the east end of the bridge across the Indian River and a marker will be established at a highway link connecting U. S. # 1 and ALA to be built as a direct extension of ALA from Road # 605 to U. S. # 1. The northern boundary of the park will be on an east west line beginning at a point 600 feet north of the northern boundary of the county park already established. The eastern boundary includes about 2,300 feet of ocean frontage and then follows the eastern edge of Wildcat Cove and Fort Pierce Cut.

Pepper Park, as the county park is designated, is an established public park and recreational facility which includes 40 acres of property with the eastern boundary (1,425 feet) along the ocean and the western boundary including the tip end of Wildcat Cove. It is located in Sec. 26, TWP34S, Range 40E. This park is outlined in blue.

Feeling that the State Park will be an item of considerable interest to users of the Coast & Geodetic Survey maps, we hope that there is sufficient time to get it included on the forthcoming map. If, however, this should prove to be impossible, we hope you will show the county beach park by its name, Pepper Park, which will also probably apply to the larger area.

We shall appreciate hearing from you in regard to this matter.

Sincerely yours,

Warren L. Blackmon
Warren L. Blackmon, Manager

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and Exciting Sport Fishing

192

sm k
78-rs

March 23, 1949

Mr. Warren L. Blackmon
50 S. Indian River Drive
Fort Pierce, Florida

Dear Sir:

Your request of Mr. Stanley Hathorn for the inclusion of a proposed state park on the Titusville quadrangle being prepared by this Bureau has been referred to this office.

It is the policy on quadrangle maps to show all large state parks whose boundaries are definitely established and can be accurately and completely delineated. Proposed state parks would not normally be shown unless it is quite certain that such a park is dedicated, has been permanently named, and the boundary determined.

Enclosed is a section of the Titusville quadrangle. Please carefully delineate the boundary of this park on the enclosure, showing the name of the park and the positions of any boundary monuments that have been set.

If this information is returned to this office within the next two months, and it appears that the park has been dedicated, named, and the limits are definite, it is probable that the park will be shown on the published maps.

Very truly yours,

(Signed) K. I. Adams

Acting Director.

Enc.

78
172KTA
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

P. O. Box 127
Titusville, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

4 March 1949

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

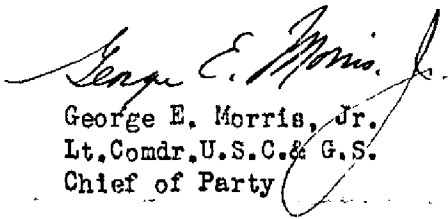
Subject: Proposed State Park in St. Lucie County, Florida

The enclosed letter from Mr. W. L. Blackmon, Manager of the Fort Pierce Chamber of Commerce in regards to a proposed State Park in St. Lucie County is self explanatory.

It is believed that the county surveyor, Mr. F. E. Englar, could mark the boundaries of the park as accepted by the Florida State Board of Forestry and Parks on a section of map T-8845.

It is requested that Mr. Blackmon be informed of the closing date for information to be included in the map publication.

Encl.
cc: Mr. Blackmon


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

CHAMBER of COMMERCE FORT PIERCE, FLORIDA

50 SOUTH INDIAN RIVER DRIVE

The Sunrise City

TELEPHONE 160

March 2, 1949

Mr. Stanley J. Hathorn
Box 127
Titusville, Florida

Dear Mr. Hathorn:

As a result of recent activity on the part of the Chamber of Commerce and the County Commission, certain land areas in St. Lucie County have been earmarked for conversion into a State Park. The park will be adjacent to the Intracoastal Waterway, separated by a road from the Fort Pierce Inlet and face upon the Atlantic Ocean.

About 600 acres have been donated for the park by the Florida Internal Improvement Board, about 475 by the City of Fort Pierce and about 40 acres, including the Pepper Park beachfront property by the county. Most of the area is submerged land or pickleweed marsh.

We expect the entire area to be accepted by the Florida State Board of Forestry and Parks very soon. If possible, we should like to have it designated on the forthcoming Coast and Geodetic Survey maps.

Please advise me what the latest date will be for furnishing you complete information on this park.

Thank you very much.

Sincerely yours,


Warren L. Blackmon
Manager

WLB:h

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78 sr
70KTA
78 HRB

CHAMBER of COMMERCE
FORT PIERCE, FLORIDA

50 SOUTH INDIAN RIVER DRIVE

The Sunrise City

TELEPHONE 160

March 25, 1949

1949 MAR 28 AM 9 00

Mr. K. T. Adams
Acting Director
Department of Commerce
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Re: 78-rs

Gentlemen:

Thank you very much for your letter of March 23 relative to showing a proposed State Park in St. Lucie County on the Titusville quadrangle now being prepared by your Bureau.

It appears very likely that the State Park will be dedicated within the next two months. If so, we shall carefully delineate its boundaries on the map section which you furnished us.

Sincerely yours,

Warren L. Blackmon
Warren L. Blackmon
Manager

WLB:vs

Florida's Most Varied and Exciting Sport Fish

T-9845

Record of Work Subsequent to the Manuscript Review,
that is, Smooth Drafting, Checking, and Printing

Manuscript forwarded to the U. S. Geological
Survey for smooth drafting and publication.

Color proof furnished by the Geological Survey and
examined by _____

Name

Date

Published by the Geological Survey.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8845

Record of Application to Charts

[illegible]

M-2168-1

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