# TOPOGRAPHIC SURVEY REPORT

**Type of Survey:** TOPOGRAPHIC

**Field No.:** T-8884

**Locality:** FLORIDA

**General locality:** EAST COAST

**Locality:** BREVARD COUNTY

**Date:** June 8, 1950
DATA RECORD

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

Photogrammetric Office (III): Tampa, Fla. Officer-in-Charge: Ross A. Gilmore
Instructions dated (II) (III): Oct. 21, 1946
May 28, 1947
Copy filed in Division of Office files
Photogrammetry (IV)

Method of Compilation (III): Graphic (Radial Plot)
Manuscript Scale (III): 1: 20,000 Stereoscopic Plotting Instrument Scale (III):
Scale Factor (III):
None
Date received in Washington Office (IV): 4-13-49 Date reported to Nautical Chart Branch (IV): 4-25-49
Applied to Chart No. 845 Date: 11/10/41 Date registered (IV): 24 Apr 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 (sl) refer to mean high water
Elevations shown as (s) refer to sounding datum
I.e., mean low water or mean lower low water
Reference Station (III): MELBOURNE TANK, 1934
Lat: 28° 05' 02.084 (64.1m) Long: 80° 36' 53.1143 (1459.1m) Adjusted

Plane Coordinates (IV):
\[ y = 1,363,350.28 \text{ ft.} \]
\[ x = 624,192.04 \text{ ft.} \]

State: Florida Zone: East

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.
Areas contoured by various personnel
(Show name within area)
(!!) (!!)
DATA RECORD

Field inspection by (II): W.H. Nelson  
Date: March-June, 1948

Planetary contouring by (II): W.H. Nelson  
Date: March-June, 1948

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

Mean High Water Location (III) (State date and method of location):  
Date of photographs (Dec '47)  
Air photo compilation

Projection and Grids ruled by (IV):  
Date:

Projection and Grids checked by (IV):  
Date:

Control plotted by (III): R.R. Wagner  
Date: July 6, 1948

Control checked by (III): B.F. Lampton  
Date: July 9, 1948

Radial Plot or Stereoscopic Control Extension by (III): M.M. Slavney  
Date: Sept. 17, 1948

Stereoscopic Instrument compilation (III):  
Planimetry
Date:

Contours
Date:

Manuscript delineated by (III): C.H. Baldwin  
Date: Nov. 1948
I.I. Saperstein  
Mar. 1949

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

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

PHOTOGRAPHS (III)

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<td>376</td>
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<td>10:55</td>
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Tide (III)

Reference Station: Mayport
Subordinate Station: Cape Canaveral

Interpolation for T-8884

Washington Office Review by (IV): J. L. Rihm

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

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Date: Dec. 1949

Land Area (Sq. Statute Miles) (III): 23
Shoreline (More than 200 meters to opposite shore) (III): 32.2 miles
Shoreline (Less than 200 meters to opposite shore) (III): 4.4 miles
Control Leveling - Miles (II): 30

Number of Triangulation Stations searched for (II): 46
   Recovered: 29
   Identified: 19
Number of BMs searched for (II): 7
   Recovered: 5
   Identified: 5

Number of Recoverable Photo Stations established (III): 30
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
Summary to Accompany T-8884

Topographic map T-8884 is one of 10 similar maps in Project Ph-19(47). It covers part of Indian River, Florida. This is a graphic compilation project. The field operations preceding compilation included complete field inspection, the establishment of some additional horizontal control, and the delineation of the contours on the photographs by planetable methods. The manuscript is at a scale of 1:20,000. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. Material to be registered under T-8884 will include a cloth-mounted print of the manuscript at a scale of 1:20,000, a cloth-mounted color print at a scale of 1:24,000 and the original descriptive report.
FIELD INSPECTION REPORT
30 ACCOMPANY
QUADRANGLE T-8S84
"MELBOURNE BEACH"
E28°00.0 - W30°30'.0
PROJECT PH-19(47)
8 JULY 1948

1. DESCRIPTION OF THE AREA

This quadrangle lies within Brevard County on the east coast of Florida. The area contains approximately 25,000 square statute miles of land. Elevations range from sea level to 36 feet on the highest ridge, just west of Indian River near the south limit of the quadrangle.

Florida Highway A1A runs the full length of the quadrangle on the strip of land bounded by the Atlantic Ocean and the Indian River. Highway U.S.No.1 runs the full length of the quadrangle along the west bank of the Indian River. Florida Highway 516 connects Routes U.S.No.1 and Florida A1A at Indialantic, Florida Route 192 junctions with U.S.No.1 and Florida Highway 516 and continues west to the west limit of the quadrangle. Several improved roads run in an east to west direction with numerous unimproved roads and trails from them. Almost the entire area is covered with palm, live oak, and scrub palmetto, with mangrove, water hyacinths, and marsh grass in the marshes along Indian River and along the banks of the several creeks which empty into Indian River.

There are no cultivated areas of any commercial value in the area bounded by the Indian River and the Atlantic Ocean.

There are a few citrus groves and vegetable farms and some grazing land in the southern portion of the quadrangle, bounded on the east by Indian River, which have considerable commercial value.

The incorporated towns of Melbourne and Melbourne Beach, and the unincorporated towns of Indialantic, Malabar and Palm Bay lie in this area.
2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with Project Ph-19(47) Instructions dated 13 May 1948 and other general instructions.

The field inspection was done on photographs 47-J-374, 47-J-375, 47-J-376, 47-J-377, 47-J-378, 47-J-427, 47-J-428, 47-J-454, 47-J-455, 47-J-456 and 47-J-457. It is believed to be adequate and complete.

The main roads mentioned in the description of the area are the only hard surface roads. The remainder of the roads are shell, marl and sand surfaced.

3. INTERPRETATION OF THE PHOTOGRAPHS

The photographs are clear and easily interpreted. The light grey areas are, in most instances, palmetto and are classified as brush, all exceptions are clearly noted. All the dark areas are palm, live oak, and mangrove trees and are dense enough to be classified as trees. Intermittent ponds, creeks and ditches with water are black or dark grey. Sand spots, sand, cleared areas, and spoil banks appear white.

4. HORIZONTAL CONTROL

The total horizontal control recovered and identified for this quadrangle consists of 13 U.S.C.& G.S. triangulation stations and 5 U.S.E.D. triangulation stations. Identification is on nine single lens photographs: 47-J-374, 47-J-375, 47-J-376, 47-J-377, 47-J-378, 47-J-454, 47-J-455, 47-J-456, 47-J-457. The 13 U.S.C.& G.S. triangulation stations identified are: AIRWAY BEACON 16; ANT 2 1934; BLUE 2 1934; DONE, MELBOURNE HOTEL 1930; FLAGPOLE, MELBOURNE BEACH PIER 1930; INDIALANTIC HOTEL WATER TANK 1930; LIGHTED BEACON, EAU GALLIE 1930; MALABAR 2 1930; PETER WRIGHT 1877, 1906; STEEL 2 1934; TANK MELBOURNE 1930; TURKEY CREEK 1877, 1906; WINTER 1930. The U.S.E.D. triangulation stations identified are: FISCH 1945; FUN 1945; FPM DD 1930; SQUAT 1945; TRACT 1945. Nine U.S.C.& G.S. triangulation stations: (AP 48 1934; AP 48A 1934; AP 49 1934; AP 50 1934, AP 51 1934; INDIALANTIC TANK 1934; MELBOURNE TANK 1934; WNY RADIO ANTENNA 1948; WHBB RADIO ANTENNA 1948;) were recovered but not identified on the photographs. Two U.S.E.D. triangulation stations: (INDIAN RIVER SOUTHWIGHT 2 1940; and ASPENWALD 2 1937;) were recovered but not identified on the photographs.

5. VERTICAL CONTROL

Two U.S.C.& G.S. bench marks, two U.S.E.D. bench marks, and three U.S.C.& G.S. triangulation stations for which the U.S.E.D. has established elevations, fall within the limits of this quadrangle. The two U.S.C.& G.S. bench marks, (F 33 1933; G 33 1933) two U.S.E.D. bench marks (IDM 7 1940; BALLARD 1940) and the three U.S.C.& G.S.
triangulation stations (ANT 2 1934; BLUE 2 1934; STEEL 2 1934) were recovered and used to establish vertical control. A fly level line, of 54 points and 30 miles long, was run along the principal roads and trails to provide a base for planetable contouring. Temporary bench marks were established at identifiable photo points and marked with either a bottle cap or a wooden stake. All level lines were closed within the required limits of accuracy and records carefully checked. All lines with closures greater than 0.3 foot were adjusted. Level points are shown on contour photographs with a dot, labeled with the quadrangle designation "MB" and numbered consecutively in blue ink with elevations shown to the nearest hundredth of a foot.

6. CONTOURS AND DRAINAGE


All planetable traverses of three set-ups or more were tied back to level points with a closure of 0.5 foot or less and adjusted.

All contouring was done by Wilber H. Nelson, Engineering Aid.

7. MEAN HIGH WATER LINE

The ocean beach is a comparatively steep slope, the entire length of the quadrangle, and places the high water line close to the five foot contour. It is identified on the photographs at intervals, by a red dashed line.

There is no evident mean high water line on either side of the Indian River, therefore it has been indicated as apparent shoreline.

8. LOW WATER LINE

The low water line is very close to the mean high water line along the Atlantic Ocean. It is identified on the photographs at intervals by a green dotted line.

Along the shores of the Indian River the low water line is generally parallel and very close to the mean high water line. No attempt was made to delineate the low water line.

9. WHARVES AND SHORELINE STRUCTURES

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

10. DETAILS OFFSHORE FROM HIGH WATER LINE

No details offshore for investigation by the hydrographic party were noted.
11. LANDMARKS AND AIDS TO NAVIGATION

Two lights along the Intracoastal Waterway were identified and indicated for pricking on the photographs. These lights were not pricked, since the prick point would obscure them, and it was thought more feasible to leave them visible.

The position of Indian River South Light 2 should be checked during the radial plot, since this was at one time located as a triangulation station.

A total of eleven daybeacons at the entrances to the Melbourne yacht basin and the Eau Gallie yacht basin have been recommended for charting.

Two range lights at the entrance to the Melbourne yacht basin are recommended for charting: Lighted Beacon, Eau Gallie; Indialantic Hotel Water Tank and Melbourne Municipal Water Tank are also recommended for charting.

Two new radio towers within the limits of the quadrangle are recommended for charting: Station WWMB at Lat. 28°05' - Long. 80°36' and Station WJMB at Lat. 28°04' - Long. 80°36'.

Two landmarks are recommended for deletion. They are: GARAGE E. CABLE at Lat. 28°03.4' - Long. 80°35.4' and HOTEL DOME at Lat. 28°05.1' - Long. 80°36.0'. See Review Report

12. HYDROGRAPHIC CONTROL

No hydrographic control signals were required for this quadrangle.

13. LANDING FIELDS AND AERONAUTICAL AIDS

No landing fields are located in this quadrangle. Airway Beacon 16 is located in the northwest section of the quadrangle. It has been identified on photograph No. 47-J-457.

14. ROAD CLASSIFICATION

All roads are classified in accordance with Photogrammetry Instructions No.10 as amended 24 October 1947.

15. BRIDGES

Clearance of all bridges over navigable waters were checked with the U. S. Engineers "List of Bridges Over Navigable Waters in the U.S.", revised to 1 July 1941. All clearances were carefully measured with a steel tape. The published descriptions and
clearances were found to be correct except for two discrepancies. The F.E.C. RR bridge over Crane Creek at Melbourne was found to have a vertical clearance of 11.4 ft. and a horizontal clearance of 44.0 ft. instead of a clearance of 12.5 ft. vertically and a clearance of 14.0 ft. horizontally as reported by the "List of Bridges Over Navigable Waters in the U.S."

Due to the type of construction of the bridge over the Indian River at Melbourne the vertical clearance varies from 3.6 ft. near the fenders at the turntable of the bridge to 14.8 ft. near the fenders at the extremities of the bridge.

The city of Melbourne bridge over Crane Creek at Melbourne no longer exists.

Discrepancies will be reported in a special project report.

16. BUILDINGS AND STRUCTURES

All buildings to be shown have been circled in red ink. New buildings have been blocked in red ink and circled. Buildings and other details to be deleted have been crossed out in green ink.

17. BOUNDARY MONUMENTS AND LINES

Five section corners were recovered and are identified on photographs 47-J-376, 47-J-456, 47-J-457. This quadrangle lies within precincts Nos. 5, 6, 7, and 17 of Brevard County.

18. GEOGRAPHIC NAMES

This is the subject of a Special Report, Project Ph-19(47) which is to be submitted to the Washington Office at a later date. Filed in Geographic Name Section, Div. of Charts.

19. TOPOGRAPHIC STATIONS

Four new topographic stations were established in this area along the Atlantic Ocean and are identified on photographs 47-J-375, 47-J-376, 47-J-377 and 47-J-378.

Seven topographic stations were established along the shores of the Indian River. These consist of permanent natural objects or standard topographic station monuments.

20. JUNCTION WITH ADJOINING QUADRANGLES

A junction was made with quadrangle T-8882 to the north, quadrangle T-8885 to the south and quadrangle T-8883 to the west. All junctions are in good agreement. There is no adjoining quadrangle to the east.
Submitted by:

Wilber H. Nelson
Engineering Aid.

Approved and forwarded:

George E. Morris, Jr.
Chief of Party
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<th>LONGITUDE OR Λ-COORDINATE</th>
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<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>28 01</td>
<td>55 102</td>
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1 FT = 304800.6 METER

COMPUTED BY: E.C. Andrews  DATE 22 April, 1949
CHECKED BY: R.R. Wagner  DATE 30 April, 1948
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</table>

Note: P.779 G.P.List "Melbourne, Radio Station W.M.M.B. Tower, 1948".

Note: P.779 G.P.List "Radio Station W.M.M.B. Tower, 1948".

Note: Same as station "Elbow Creek Beacon, 1940".

Note: Same as station "Elbow Creek Beacon, 1940".

Note: 1 FT = 0.3048006 METER

Computed by: E.C. Andrews
Date: 22 April, 1948
Checked by: R.R. Wagner
Date: 30 April, 1948
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>DATUM</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRM-DD, USE 1930</td>
<td>U.S. ENG.</td>
<td>N.A. 1927</td>
<td>1,347.167.61</td>
<td>7,167.61 (2832.39)</td>
<td>2184.7 (863.3)</td>
<td>1168.0 (1880.0)</td>
</tr>
<tr>
<td>TRACT, USE 1945</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1,368.797.13</td>
<td>8,797.13 (1202.87)</td>
<td>2681.4 (366.6)</td>
<td>1089.2 (1962.8)</td>
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<tr>
<td>SQUAT, USE 1945</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1,336.941.64</td>
<td>6,941.64 (3058.36)</td>
<td>2135.8 (932.12)</td>
<td>2842.5 (206.5)</td>
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<tr>
<td>ASPENWALL 2, USE</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1,377.562.00</td>
<td>7,562.00 (2383.00)</td>
<td>2304.9 (743.1)</td>
<td>517.0 (2531.0)</td>
</tr>
<tr>
<td>ELBOW CREEK BEACON</td>
<td>p.559</td>
<td>N.A. 1927</td>
<td>28° 07' 28.91''</td>
<td>Same station as &quot;Ear Gallie, Lighted Beacon, 1930&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>80° 37' 25.197</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Malabar 2, 1930</td>
<td></td>
<td></td>
<td>28 01 02.556</td>
<td></td>
<td>78.7</td>
<td>1626.6</td>
</tr>
<tr>
<td>Malabar 5, 1948</td>
<td></td>
<td></td>
<td>28 01 02.221</td>
<td></td>
<td>68.4</td>
<td>1626.9</td>
</tr>
</tbody>
</table>
26 AND 27. CONTROL AND RADIAL PLOT:

A special report on the main radial plot written by W.K. Slavney, Photogrammetric Engineer, was submitted to the Washington Office December 7, 1948. Filed in Div. of Photogrammetry

28. DELINEATION:

The photographs were clear and of good scale. The field inspection was adequate for an accurate delineation of the map manuscript.

The compilation for the most part was done by C.H. Baldwin and completed by I.I. Saperstein. The following work was done by C.H. Baldwin:

1. All detail points radially cut in.
2. All detail east of the Indian River.
3. All shoreline, roads, ditches, and drainage, with few exceptions.

The following work was done by I.I. Saperstein.

1. All vegetation classification and contouring west of the Indian River.
2. Boundaries and section lines
3. Delineation of buildings south of Melbourne

In some instances contours were altered slightly to conform to the drainage. These discrepancies have been noted on the discrepancy overlay.

All topographic stations were pricked on the office photographs and cut in radially.

29. SUPPLEMENTAL DATA:

The following city plans were used to supplement the photographs and were helpful in determining section lines and boundaries:
A. Dolph's map of Eau Gallie and Melbourne
B. Map of the City of Melbourne, 1940.
C. Map of Indialantic By-the-Sea, Melbourne, Fla.
   Filed in Div. Photogrammetry General Files.

30. MEAN HIGH-WATER LINE:

The mean high-water line was delineated on the manuscript according to the field inspector's notes. However, the compiler is doubtful if the shoreline along the Indian River is apparent in all or most areas. Under the stereoscope, a few stretches of shoreline appear very definite, especially where a bluff runs along the shore. A few instances have been shown on the discrepancy overlay. The shoreline in the Indian River should be checked by the field editor.

31. LOW WATER AND SHOAL LINES:

The low-water line along the Atlantic Ocean beach is only about 8 meters from the mean high-water line and has not been delineated. However, appropriate notations have been made on the map manuscript. (See Field Inspection Report, Item 8).

There are no shoals visible on the photographs.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

See Field Inspection Report, Item 10.

33. WHARVES AND SHORELINE STRUCTURES:

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

34. LANDMARKS AND AIDS TO NAVIGATION:

Four landmarks have been recommended for charting and two for deletion. Form 567 has been submitted for these landmarks. Copies attached.

Those aids to navigation that were pricked on the photographs by the field inspector were transferred to the office photographs and cut in radially.

The theodolite cuts to Indian River South Lt. 2 confirmed its position as being identical with that of the triangulation station of that name established in 1940. Triangulation station "Lighted Beacon Eau Gallie" was pricked direct and cut in radially. It confirmed the plotted position.
All other aids to navigation were plotted on the map manuscript from theodolite angles submitted by the field party.

Form 567 was submitted for all aids.

Form 524 was submitted for each aid except "Indian River South Lt. 2" and "Lighted Beacon Eau Gallie" for which Form 526 was submitted for each. Forms 524 filed in Division Photogrammetry General Files.

35. HYDROGRAPHIC CONTROL:

See Field Inspection Report, Item 12.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields within the limits of this quadrangle. Airway Beacon 16 appears in the northeast part of the quadrangle. Its position has been previously established by triangulation.

37. SECTION CORNERS AND LINES:

A section line ozalid print has been prepared for the field editor to check. Discrepancies have been noted on this print.

Precinct lines have been shown on this ozalid print.

Section and precinct lines will be inked on the map manuscript after field edit.

38. BOUNDARIES:

All city boundaries have been omitted until after the field editor checks the section lines in this quadrangle. Most of the boundaries depend on the adequacy of section lines.

39. GEOGRAPHIC NAMES:

All geographic names have been applied to the map manuscript. Approved list of names attached.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

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

A comparison was made with Planimetric Maps No. 4555 and 4556.
The shoreline is in good agreement with the following exceptions:

A. Part of Turkey Creek that was open water is now marsh.

B. That portion of Elbow Creek shown on this quadrangle has been built up since the time Planimetric Map 4556 was compiled.

Many of the streets have been omitted in Indialantic on the map manuscript. These streets are now grown over. Much of the marsh area shown on Planimetric Map 4555 is now intermittent ponds. A new bridge has been constructed across the Indian River at Melbourne to replace the one shown on the planimetric map.

45. **COMPARISON WITH NAUTICAL CHARTS:**

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

The shoreline is in good agreement with the following exceptions:

A. Small islets on the chart at approximate Latitude 28° 04.1', Longitude 80° 35.1' have disappeared, and replaced with a marsh spit.

B. Marsh has grown up in Turkey Creek at approximate Latitude 28° 01.5', Longitude 80° 35.1'.

The bridge over Indian River at Melbourne has been rebuilt.

Many of the streets in Indialantic have grown over and have been omitted from the map manuscript.

New piers have been added around Melbourne. Much of the marsh area shown on the chart has now been mapped as intermittent ponds.

The map compilation should supersede the charted information.

Respectfully submitted,

C.H. Baldwin,
Cartographic Aid

I.I. Saperstein
Cartographic Aid

Approved and Forwarded:

Ross A. Gilmore, 4/9/49
Chief of Party.
Field edit of this quadrangle was accomplished in compliance with Field Edit Instructions dated 24 August 1945 and Supplement dated 4 February, 1946. Actual field work was started 23 June 1949 and completed 30 June, 1949.

46. METHODS:

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

Planetary, hand level, sextant, 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. Violet ink was used to answer questions on the discrepancy prints.

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

47. ADEQUACY OF COMPILATION:

The map is believed to be adequate with the corrections added by the field editor.

48. ACCURACY TESTS:

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

49. TOPOGRAPHIC EXPRESSION:

The topographic expression of the quadrangle is considered adequate.
50. BOUNDARY MONUMENTS AND SECTION LINES:

The position of one section corner was corrected. Several additional corners and points on lines were recovered and identified and Form 524 submitted. Additional information secured from property owners and Frank P. Schuster, Brevard County Surveyor, has been inked on the section line discrepancy print.

51. TOPOGRAPHIC STATIONS:

Two additional topographic stations were identified on the photographs and Form 524 submitted.

52. LANDMARKS AND AIDS TO NAVIGATION:

The four objects previously listed on Form 567 as landmarks for charts are the most prominent objects in the area.

In regards to the stack near Malabar it is not recommended as a landmark.

Point on Range - Melbourne Harbor:

WJMV Radio Tower, 1948

to

62° 24' 30"

Melbourne Harbor Range

to

19° 03' 00"

WMBR Radio Tower, 1948

(These angles are the mean of 3 sets taken.)

Mr. W. B. Masland, Harbor Master of Melbourne Harbor, requests that a note appear on the new charts indicating the channel depths of entrance to Melbourne Harbor. He states that the depths shown on the old charts are so displaced that they do not show the correct depths.
53. MEAN HIGH-WATER LINE:

The mean high-water line has been delineated on the following photographs: 47J-374 to 47J-378 inclusive, 47J-454 and 47J-455.

54. ROADS:

All roads have been classified in compliance with Photogrammetry Instructions No. 10, dated 14 April, 1947 and amendment dated 24 October, 1947.

55. BUILDINGS:

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

56. WOODLAND COVER:

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

57. EXAMINATION OF PROOF COPY:

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

Respectfully submitted,

James E. Hundley
Cartographer (Photo.)

Approved and forwarded:

Ross A. Gilmore, 8/1/41
Chief of Party.
SUPPLEMENTAL REPORT
TO
ACCOMPANY
QUADRANGLE T-8884

(1). Some changes in classification of vegetation were made along the southwest junction in order to conform and make junction with T-8883, even though the field editor made no changes in this area on T-8884.

(2). The shoreline was changed to conform to the field editor's notes. In many cases where the field editor has noted apparent shoreline there is a 15, 20, and 25-foot bluff along the shore which makes the compiler doubtful of the shoreline inspection in those areas.

2. SECTION CORNERS AND LINES:

The plane coordinate positions for the three easternmost section corners 21 22, 28 27, R37E, T27S, and 23 34 R37E T28S shown on the "Topographic Map of Lands to be Occupied by Melbourne Field" were discarded in favor of the positions for these corners located by the field editor.

It is believed the plane coordinate positions are in error.

Respectfully submitted,

[Signature]

Irving I. Saperstein,
Cartographic Aid

Approved and Forwarded:

[Signature]
Ross A. Gilmore,
Chief of Party,
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS FOR LANDMARKS FOR CHARTS

TO BE CHARTED

Melbourne, Florida

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

The positions given have been checked after listing by

Charles H. Baldwin
Tampa Photogrammetric Office

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

<table>
<thead>
<tr>
<th>STATE/FLORIDA</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>MARINE CHARTS AFFECTED</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>INDIAN RIVER SOUTH LIGHT 5</td>
<td>Black square daymark with yellow border on pile structure.</td>
<td></td>
<td>28 04</td>
<td>1056 80 35 571</td>
<td>1927</td>
<td>Radial</td>
<td>F-8854</td>
<td>May</td>
<td>x</td>
<td>645</td>
</tr>
<tr>
<td></td>
<td>INDIAN RIVER SOUTH LIGHT 2</td>
<td>Red triangle with yellow border on white dolphin.</td>
<td></td>
<td>28 07</td>
<td>775 80 36 1461.2</td>
<td>1930</td>
<td>Triang.</td>
<td>F-8854</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>MELBOURNE DAYBEACON 6</td>
<td></td>
<td>Red pile with pointer, red reflector.</td>
<td></td>
<td>28 04</td>
<td>1004 80 35 1109</td>
<td>1940</td>
<td>Radial</td>
<td>F-8854</td>
<td>May</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>MELBOURNE DAYBEACON 8</td>
<td></td>
<td>Red pile with pointer, red reflector.</td>
<td></td>
<td>28 04</td>
<td>987 80 35 1347</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
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<td>MELBOURNE DAYBEACON 10</td>
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<td>Red pile with pointer, red reflector.</td>
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<td>28 04</td>
<td>983 80 35 1515</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
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<tr>
<td>MELBOURNE DAYBEACON 12</td>
<td></td>
<td>Red pile with pointer, red reflector.</td>
<td></td>
<td>28 04</td>
<td>1000 80 35 1569</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
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<td>MELBOURNE DAYBEACON 7</td>
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<td>Black pile with pointer, green reflector.</td>
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<td>28 04</td>
<td>964 80 35 1106</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating marks are approximate. All uncharted existing aids are not recommended for use. The lights should be made visible by proper means of illumination and in time.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

Charles H. Baldwin
Tampa Photogrammetric Office

George E. Norris, Jr.

---

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLORIDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>MELBOURNE DAYBEACON 9</td>
<td>Black pile with pointer, green reflector.</td>
</tr>
<tr>
<td>MELBOURNE DAYBEACON 11</td>
<td>Black pile with pointer, green reflector.</td>
</tr>
<tr>
<td>MELBOURNE YACHT BASIN LIGHT, FRONT pipe</td>
<td>Red light on 6.5 ft. iron pipe</td>
</tr>
<tr>
<td>MELBOURNE YACHT BASIN LIGHT, NEAR pole, RANGES</td>
<td>Red light on top telephone pole</td>
</tr>
<tr>
<td>HAU GALLIN DAYBEACON 1</td>
<td>Black pile with pointer, green reflector.</td>
</tr>
<tr>
<td>HAU GALLIN DAYBEACON 3</td>
<td>Black pile with pointer, green reflector.</td>
</tr>
<tr>
<td>HAU GALLIN DAYBEACON 5</td>
<td>Black pile with pointer, green reflector.</td>
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<table>
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<tr>
<th>CHARTS AFFECTS</th>
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<td>x 845</td>
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<td>x 8</td>
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<td>x 8</td>
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<td>x 8</td>
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</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating objects are not required to be plotted on the small charts. The charts should be used only for hydrographic charts.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

Charles H. Baldwin  
Tampa Photogrammetric Office  
George W. Morris, Jr.  
Chief of Party

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
<th>CHART AFFECT</th>
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</thead>
<tbody>
<tr>
<td>East Gallie</td>
<td>Black pile with pointer, green reflector.</td>
<td></td>
<td>28 07</td>
<td>881 80 37</td>
<td>768</td>
<td>Radial Plot 2-8684</td>
<td>May 1948</td>
<td>X 645</td>
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<tr>
<td>Lighted Beacon</td>
<td>Red light on top of white structure.</td>
<td></td>
<td>28 07</td>
<td>830 60 37</td>
<td>687.7</td>
<td>Triang. 2-6884</td>
<td>1930</td>
<td>X</td>
</tr>
</tbody>
</table>
**NOT FLOATING AIDS/ OR LANDMARKS FOR CHARTS**

**TO BE CHARTED**

**MELBOURNE, FLORIDA**

26 May 1945

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE D.M.</th>
<th>LATITUDE D.P.</th>
<th>LONGITUDE D.M.</th>
<th>LONGITUDE D.P.</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLORIDA</td>
<td>VB 1246</td>
<td>240 ft. stainless steel tower,</td>
<td></td>
<td>28° 04'</td>
<td>1280.0</td>
<td>80° 35'</td>
<td>1523.4</td>
<td>Triang. T-3524</td>
<td>1927</td>
<td>645</td>
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<tr>
<td></td>
<td>WJ 1246</td>
<td>painted red and white.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>VN 1246</td>
<td>painted red and white.</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>TANK 1246</td>
<td>Indialantic Hotel Water Tank.</td>
<td></td>
<td>25° 05'</td>
<td>253.2</td>
<td>80° 34'</td>
<td>180.3</td>
<td>Triang.</td>
<td>1934</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TANK 1246</td>
<td>Melbourne Municipal Water Bank</td>
<td></td>
<td>28° 05'</td>
<td>64.1</td>
<td>80° 36'</td>
<td>1463.4</td>
<td>Triang.</td>
<td>1934</td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation shall be reported on this form. This data should be considered for the charts of the area and not for
<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>Datum</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>HARBOUR CHART</th>
<th>SUMMARY CHART</th>
<th>CHART AFFECT</th>
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<tbody>
<tr>
<td>GARAGE N. GABLE</td>
<td>Fast gable, garage</td>
<td></td>
<td>26 03 657.9</td>
<td>80 35 687.5</td>
<td>1927 Friang. 1930</td>
<td>KA T-5554</td>
<td>x 245</td>
<td>x 1246</td>
<td></td>
<td></td>
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<tr>
<td>HOTEL DOME</td>
<td>Dome on top Melbourne Hotel</td>
<td></td>
<td>26 04 1322.7</td>
<td>80 36 336.9</td>
<td>* *</td>
<td>1934</td>
<td>x 245</td>
<td>x 1246</td>
<td></td>
<td></td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation are to be determined as accurately as possible. The forms should be used correctly and should be returned completed and signed by the user.
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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62. Comparison with Registered Topo Surveys:

This survey supersedes common areas on T-1160 (1878) 1:20,000; T-4545 (1930) 1:20,000; T-4555 (1930) 1:20,000; T-4556 (1928) 1:20,000 for Nautical charting purposes.

63. Comparison with Maps of Other Agencies:

None

64. Comparison with Contemporary Hydro Surveys:

None

65. Comparison with Nautical Charts:

Additions and corrections made during review have been shown in red ink. The only changes that might affect the chart are very minor changes in the shoreline. No. 645, 6/7/16. The clearances for the swing bridge at Melbourne should be corrected. The cable area near this bridge is not shown on the chart.

66. Adequacy of Results:

This map complies with national map accuracy standards.

67. Navigational Aids and Landmarks:

Aids and landmarks are listed on Form 567 and filed as Chart Letter 269(49) in the Division of Charts. (See carbon copies following Field Edit Inspection Report.)

68. Overlay:

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

Reviewed by:

[Signature]
Jack L. Rahn
Cartographer

Approved by:

[Signature]
L.V. Griffith
Chief, Review Section
Division of Photogrammetry

[Signature]
W.H. Edmondson
Chief, Nautical Chart Branch
Division of Charts

[Signature]
E.J. Redding
Chief, Division of Photogrammetry

[Signature]
W.M. Scaife
Chief, Division of Coastal Surveys
HISTORY OF HYDROGRAPHIC INFORMATION

T-8884, Florida

Hydrography was applied to this manuscript in accordance with Division of Photogrammetry request of December 16, 1949; and with general specifications of May 18, 1949.

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

- H-1416 (1978) 1:20,000
- H-5034 (1930) 1:40,000
- H-5039 (1930) 1:40,000
- BP. 32212 (1938) 1:2,000 (U.S.E.)
- BP. 33576 (1939) 1:2,000 (U.S.E.)
- Chart 845 1:40,000, printed 1/23/50, corrected 2/6/50.
- Chart 1246 1:80,000, printed 4/4/49, corrected 2/6/50.

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

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

R. E. Elkins - 2/27/50
Neautical Chart Branch