

8411

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

8411

| | |
|--|--|
| Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT | |
| Type of Survey | Topographic |
| Field No. <u>T-8411</u> | Office No. _____ |
| Quadrangle: <u>St. Lucie</u> | |
| LOCALITY | |
| State | Florida |
| General locality | Martin County |
| Locality | Stuart - Salerno |
| 1947 - 1948 | |
| CHIEF OF PARTY | |
| Lieut. Comdr. Ross A. Gilmore | <i>Chief of Field Party</i> |
| Lieut. Comdr. George E. Morris, Jr. | <i>Chief of Photogrammetric Office</i> |
| LIBRARY & ARCHIVES | |
| DATE | November 3, 1948 |

DATA RECORD

T- 8411

Quadrangle (II): St. Lucie Inlet

Project No. (II): CS-312-A

Field Office: Stuart, Fla.

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

Compilation Office: Tampa, Fla.

Chief of Party: George E. Morris, Jr.
Lieut. Comdr.Instructions dated (II III): ^{25 May 45} ~~2 Aug. 1944~~

Supplemental Inst. 21 Oct. 1946

" " 10 Dec., 1946

" " 16 Jan 46

Completed survey received in office: 4/16/48

Copy filed in ^{office files, Division of} ~~Descriptive~~ photogrammetry
Report ~~No. 1~~ (VI)

Reported to Nautical Chart Section:

Reviewed: 19 July 48

Applied to chart No.

Date:

Redrafting Completed:

Registered: 17 Aug 48

Published:

Compilation Scale: 1: 20,300

Published Scale: 1: 20,000

Scale Factor (III): .9852216

Geographic Datum (III): N. A. 1927 ✓

Datum Plane (III): M.S.L. ✓

Reference Station (III): High, 1929 ✓

Lat.: 27° 08' 24.126" (742.6m) ✓ Long.: 80° 10' 47.342" (1303.6m) ✓ Adjusted ✓
~~Unadjusted~~

State Plane Coordinates (VI): Florida East Zone

X = 766,746.29 Feet

Y = 1,020,902.87 Feet

Military Grid Zone (VI)

Single Lens

52 45C-1663 761671 Mar. 11, 1945

| PHOTOGRAPHS (III) | | | | + 2.0 |
|-------------------|---------------|------|----------|---------------|
| Number | Date | Time | Scale | Stage of Tide |
| 11865 | Nov. 14, 1942 | 1200 | 1:20,300 | 3.2 ft. |
| 11866 | " | " | " | 3.2 " |
| 11867 | " | " | " | 3.2 " |
| 11868 | " | " | " | 3.2 " |
| 11869 | " | " | " | 3.2 " |
| 11911 | " | 1310 | " | 3.2 " |
| 11912 | " | " | " | 3.2 " |
| 11913 | " | " | " | 3.2 " |
| 11914 | " | " | " | 3.2 " |
| 12138 | Nov. 25, 1942 | 1106 | " | 2.5 " |
| 12139 | " | " | " | 2.5 " |
| 16358 | Apr. 27, 1946 | 1059 | 1:20,000 | .04 " |
| 16360 | Apr. 27, 1946 | 1203 | 1:20,000 | .04 " |

and Photo. 16397
Tide from (III): St. Lucie Inlet (Jetty), Reference Station: Mayport, Fla.
Mean Range: 2.6 Spring Range: 3.0

Camera: (Kind or source) C & G.S. nine-lens camera 8 1/2" focal length

Field Inspection by: Leo F. Beugnet
Charles H. Bishop

30 Nov. 1946 to
date: 22 July, 1947 --

Field Edit by: J.D. Weiler

date: Mar. 48

Date of Mean High-Water Line Location (III):

August 29, 1944
December 10, 1946 - Dec. 18, 1946

Projection and Grids ruled by (III) Washington Office date: Unknown

" " " checked by: " " date: "

Control plotted by: E. C. Andrews date: 2 Dec., 1946

Control checked by: M.M. Slavney date: 3 Dec., 1946

Radial Plot by: M.M. Slavney date: 3 Jan., 1947

Detailed by: B. F. Lampton date: January 1947 --
February 1948

Reviewed in compilation office by: J.A. Giles date: February 1948

Map Manuscript
Elevations on Field Edit Sheet
checked by: J.A. Giles date: February 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 31.3

Shoreline (More than 200 meters to opposite shore): 50.5 Statute miles

Shoreline (Less than 200 meters to opposite shore): 8.8 Statute miles

Number of Recoverable Topographic Stations established: 68

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 35

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. 8411

PROJECT NO. CS-312-A

SCALE OF MAP 1:20,000

SCALE FACTOR 9852216

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE | | DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS | | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS | | FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS | |
|--|-------------------------------|------------------------------------|---|--|---|--|----------------------------|---|--------------------------------------|--|--------|
| | | | FORWARD | (BACK) | FORWARD | (BACK) | | FORWARD | (BACK) | FORWARD | (BACK) |
| Cemetery 1966 | | N.A. 1927 | 27 15 80 14 | 08.115 06.273 | 249.8 7.5 | (1596.9) (1643.1) | Fallo on T | 8877 | 246.1 7.4 | (1573.3) (1618.8) | |
| Surf, 1934 | 158-1 | " | 27 13 | 57.893 | 1781.8 | (64.9) | | | 1755.5 | (63. 9) | |
| | | | 80 11 | 06.246 | 171.8 | (1479.0) | | | 169.3 | (1457.1) | |
| Jetty, 1930. | 708-2 | " | 27 10 | 08.084 | 248.8 | (1597.9) | | | 245.1 | (1574.3) | |
| | | | 80 09 | 03.326 | 91.6 | (1560.2) | | | 90.2 | (1537.1) | |
| Jay, 1934 | 158-4 | " | 27 07 | 57.668 | 1774.9 | (71.8) | | | 1748.7 | (70.7) | |
| | | | 80 13 | 47.455 | 1306.9 | (345.4) | | | 1287.6 | (340.3) | |
| Pisgah, 1883 | 157-7 | " | 27 13 | 03.310 | 101.9 | (1744.8) | | | 100.4 | (1719.0) | |
| | | | 80 13 | 06.636 | 182.6 | (1468.5) | | | 179.9 | (1446.8) | |
| Draw, 1930 | 714-7 | " | 27 15 80 13 | 10.258 10.747 | 318.8 287.4 | (1527.9) (1363.2) | Fallo on T-8847 | | 314.1 283.2 | (1505.3) (1343.1) | |
| Joe, 1930 | 708-5 | " | 27 14 | 23.405 | 720.4 | (1126.3) | | | 709.8 | (1109.7) | |
| | | | 80 11 | 55.103 | 1516.0 | (134.7) | | | 1493.6 | (132.7) | |
| High, 1929 | 158-5 | " | 27 08 | 24.126 | 742.6 | (1104.1) | | | 731.6 | (1087.8) | |
| | | | 80 10 | 47.342 | 1303.6 | (348.6) | | | 1284.3 | (343.4) | |
| Peck, 1934 | 159-1 | " | 27 07 | 41.677 | 1282.7 | (564.0) | | | 1263.7 | (552.7) | |
| | | | 80 09 | 04.419 | 121.7 | (1530.7) | | | 119.9 | (1508.1) | |
| Snake, 1930 | 713-5 | " | 27 09 | 14.002 | 431.0 | (1415.7) | | | 424.6 | (1394.8) | |
| | | | 80 10 | 17.908 | 493.1 | (1159.0) | | | 485.8 | (1141.9) | |
| Baker, 1930 | 708-4 | " | 27 12 | 30.011 | 923.7 | (923.0) | | | 910.0 | (909.4) | |
| | | | 80 10 | 35.190 | 968.4 | (682.8) | | | 954.1 | (672.7) | |
| Refuge 2, 1934 | 158-2 | " | 27 11 | 59.338 | 1826.3 | (20.4) | | | 1799.3 | (20.1) | |
| | | | 80 09 | 58.121 | 1599.6 | (51.7) | | | 1576.0 | (50.9) | |

1 FT. = 3048006 METERS
 COMPUTED BY: M.M. Slavney
 Plotted by: F.C. Andrews

DATE Nov. 19, 1946
 DATE Dec. 2, 1946

CHECKED BY: R.J. Pate
 F.V. Slavney

DATE Nov. 19, 1946
 DATE Dec. 3, 1946

M-2388-12

MAP T. 8411

PROJECT NO. CS-312-A

SCALE OF MAP 1:20,300

SCALE FACTOR .9852216

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE | | DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS | | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS | | FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS | |
|--|-------------------------------|-----------|---|--------|---|----------|------------------|---|----------|--|----------|
| | | | FORWARD | (BACK) | FORWARD | (BACK) | | FORWARD | (BACK) | FORWARD | (BACK) |
| Stewart Tank, | 158-3 | N.A. 1927 | 27 11 45.042 | | 386.3 | (460.4) | Falls on T-8844 | 1365.8 | (453.6) | 1365.8 | (453.6) |
| | | | 80 15 03.662 | | 300.0 | (1550.6) | | 99.3 | (1527.7) | 99.3 | (1527.7) |
| Jan 2, 1934 | 157-6 | " | 27 15 42.031 | | 3293.6 | (553.2) | Falls on T-8847 | 1274.5 | (544.9) | 1274.5 | (544.9) |
| | | | 80 12 01.678 | | 46.2 | (1604.3) | | 45.5 | (1580.6) | 45.5 | (1580.6) |
| Lohr, 1930 | 158 | " | 27 09 38.775 | | 1224.2 | (622.5) | | | | | |
| | | | 80 09 33.713 | | 929.0 | (722.9) | | | | | |
| Fay, 1930 | 708 | " | 27 11 32.644 | | 1004.7 | (842.0) | | | | | |
| | | | 80 09 44.868 | | 1234.9 | (416.5) | | | | | |
| Krueger, 1930 | 701 | " | 27 12 16.124 | | 496.3 | | | | | | |
| | | | 80 13 16.856 | | 463.9 | | | | | | |
| Coast Guard Flagpole (Refuge), 1930 | 714 | " | 27 11 56.813 | | 1788.6 | (98.1) | | | | | |
| | | | 80 09 56.645 | | 1559.0 | (92.3) | | | | | |
| Crab, 1930 | 789 | " | 27 09 50.652 | | 1559.0 | (287.7) | | | | | |
| | | | 80 10 57.838 | | 1647.5 | (4.4) | | | | | |
| Rio (U.S.E.), 1934 | 788 | " | 27 12 50.643 | | 1558.7 | (288.0) | | | | | |
| | | | 80 14 36.740 | | 1011.0 | (640.1) | | | | | |
| Baker (U.S.E.), 1934 | 788 | " | 27 12 02.255 | | 694 | | | | | | |
| | | | 80 14 28.469 | | 783.5 | | | | | | |
| Emerite (U.S.E.), 1934 | 788 | " | 27 11 37.503 | | 1154.3 | (692.4) | | | | | |
| | | | 80 12 06.928 | | 190.7 | | | | | | |
| Svilokos (U.S.E.), 1934 | 788 | " | 27 11 04.341 | | 133.6 | | | | | | |
| | | | 80 12 32.216 | | 886.8 | (764.8) | | | | | |
| Sewall (U.S.E.D.), 1930 | 129 | " | 27 10 25.905 | | 777.3 | (1049.4) | | | | | |
| | | | 80 11 21.432 | | 590.0 | | | | | | |

1 FT. = 3048008 METERS
 COMPUTED BY: M.M. Slavney
 Plotted by: E.C. Andrews

DATE NOV. 19, 1946
 DATE Dec. 2, 1946

CHECKED BY: R.J. Pate
 E.M. Slavney

DATE NOV. 19, 1946
 DATE Dec. 3, 1946

M-2388-12

FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE 8411

" ST. LUCIE (SL) "

PROJECT CS-312-A

22 JULY 1947

1. DESCRIPTION OF AREA

This 7½ minute quadrangle lies within Martin County on the East Coast of Florida. It is bounded on the North by Lat. 27° 15', on the South by Lat. 27° 07' 30", on the West by Long. 80° 15', and on the East by the Atlantic Ocean. The area contains about 30 square statute miles of land. Elevation range from sea level to 80 feet on the highest sand dune near the northeast corner of the quadrangle.

The principal cultural features in this quadrangle are the Intra-coastal Waterway, the Florida East Coast Railroad, U.S. Highway 1, State Highway 41A, and a part of the City of Stuart in the west central portion of the quadrangle.

The St. Lucie River in the central part of the quadrangle is the only natural drainage in this area.

The only cultivation of any commercial value in this area is a few small, scattered, citrus groves. There is very little farm land of commercial value.

The vegetation is mostly scattered yellow pine, palmetto, palms, grass in the low areas and mangrove along the edge of the tidal waters. The ridges are mostly covered with thick spruce or slash pine which has little or no commercial value. There is very little cypress in this quadrangle.

There are only a very few perennial ponds in this area, but many intermittent ponds. Classification of these should not be difficult with the number of examples noted on the photographs.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with instructions dated 21 October 1946, 10 December 1946, and 14 April 1947. A large portion of the inspection was done during planimetric inspection in 1944, but was completely re-inspected on new prints of the photographs to conform to current instruction.

Attention is called to the central part of the quadrangle, west of U.S. Hwy. 1; running roughly parallel to a power line there is an underground cable being constructed. Information indicates that a maintenance road will be kept along the underground cable. Construction had not as yet been completed at the completion of field inspection; this should be investigated by the field edit party.

The field inspection was done on photographs Nos. 11866A, 11867A, 11868A, 12138A, 16359 and 16397.

3. INTERPRETATION OF THE PHOTOGRAPHS

In most cases the photographs could be readily interpreted. The tone varies from black in the deep water to white in the sandy areas.

Heavy pine areas appear to have a dark steel tone, grass a light gray tone, and palmetto and brush a gray tone.

Intermittent ponds vary from light gray in the ones with grass to almost black in the ones with muck bottoms. Perennial ponds usually appear very black and have a more definite outline than the intermittent ponds.

4. HORIZONTAL CONTROL

All horizontal control was recovered during the planimetric inspection in 1944, except that noted in Paragraph 12, Hydrographic Control.

5. VERTICAL CONTROL

All of the USCGS bench marks were searched for during the planimetric inspection in 1944. Only those bench marks necessary for vertical control for contouring were recovered during the 1947 field work. Seven bench marks, one of which falls outside the limits of this quadrangle, were recovered and used to establish vertical control for this quadrangle. Fly level lines were run with a Wye level along the principal roads to provide a base for planetable contouring. Temporary bench marks were established at identifiable picture points and marked either with bottle caps or stakes. All level lines were closed well within the required accuracy and the records carefully checked. Level points are shown on contour prints with a cross, labeled with the quadrangle designation letters "SL" and numbered consecutively in blue with elevations shown to the nearest tenth.

6. CONTOURS AND DRAINAGE

The contouring was done in accordance with instructions for this project on nine-lens photographs 11866, 11867, 11868, 12138, 16359 and C-1665, using standard planetable methods, aided in a few cases, for short distances, by pacing and hand leveling.

Attention is called to the northeast portion of the quadrangle, west of the F.E.C.R.R. and to the West of Jensen Beach. Due to

the extreme relief in dune-type terrain only the 10-foot contours are shown. With the field elevations shown and the use of a good stereoscope the 5-foot contours can be accurately delineated by the compiler.

At the southern part of the quadrangle, near the junction with quadrangle 8412, due to the very dark tint of photograph 12138 the intermittent ponds may be more easily delineated with the aid of photographs 12138A and 12139.

At the southeast corner of the quadrangle, along the shores of the Atlantic Ocean and extending northward to a new inlet, a small portion of land with only a 5-foot contour was contoured by J. K. Wilson. The area north from the new inlet to the St. Lucie Inlet and including the islands and spoils along the Intracoastal Waterway was contoured by the shoreline inspector, using a hand level and taking off of MHWL with elevations reduced to MSL.

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

7. MEAN HIGH-WATER LINE

The shoreline in the north and the south portions of this quadrangle was inspected during the planimetric field inspection done in 1944. The 1944 inspection in those areas was checked from a boat run close inshore or by walking along sections of the beach; additions and corrections were made in blue ink on the 1944 inspection photographs in order to differentiate between 1944 and 1947 notes.

The area not covered by the 1944 inspection was completely inspected, with 1947 notes in red. The dividing line between the 1947 inspection and 1944 work as checked in 1947 is indicated on photographs 11866 and 11868. Sections of the shoreline south of the St. Lucie Inlet that are continually changing and a new inlet about 1.3 miles south of the jetty at the St. Lucie Inlet were located by Stadia on single-lens photograph No. C-1665.

All shoreline inspection notes for this quadrangle are on the old (1944 planimetric) prints of photographs Nos. 11865-11868 inclusive and single-lens photograph C-1665.

8. LOW-WATER LINE

The low-water line on the ocean beach was indicated at intervals. The low-water line in the Intracoastal Waterway, Manatee Creek, St. Lucie River, and Indian River is in general, not more than 2 meters from the MHWL. Exceptions were outlined with green ink on the field prints.

9. WHARVES AND SHORELINE STRUCTURES

There are no wharves or shoreline structures on the ocean shore.

Numerous small piers and boat houses in the Indian and St. Lucie Rivers and Manatee Creek have been delineated on the photographs.

10. DETAILS OFFSHORE FROM HIGH-WATER LINE

No details requiring further investigation by a hydrographic party were observed.

11. LANDMARKS AND AIDS TO NAVIGATION

Landmarks and aids to navigation were field inspected by Charles H. Bishop, Photogrammetric Aid, and made the subject of a special report for project CS-312-A (1947 work). *Filed as Chart Letter #372 (1948) in Div. of Nautical Charts.*

12. HYDROGRAPHIC CONTROL

Monumented U.S.E.D. stations along the Intracoastal Waterway, where recovered, have been identified on the photographs and described as topographic stations, since they are considered of less than 3rd-order accuracy. Additional topographic stations were established so that, with existing triangulation, control points are available at approximately one-mile intervals along the shoreline. Topographic stations along the St. Lucie River were established in a previous season's field work (see Planimetric Sheets T-5917, T-5918 and T-5919).

13. LANDING FIELDS AND AERONAUTICAL AIDS

Witham Field (Martin County Airport) at Stuart falls within the limits of this quadrangle. Airway Beacon No. 10, east of Stuart and just south of the St. Lucie River falls within this quadrangle and was identified as a topographic station on photograph 16359, as was the airport beacon at Witham Field. The beacon at Witham Field is now inoperative and is of no aid to aerial navigation.

14. ROAD CLASSIFICATION

All roads in this quadrangle were classified on the 1947 field inspection photographs in accordance with instructions dated 14 April 1947.

15. BRIDGES

All bridge information for the area covered by this report as listed in the U.S. Engineers "List of Bridges over Navigable Waters in the U.S." dated July 1, 1941, was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct.

16. BUILDINGS AND STRUCTURES

All buildings to be shown were circled in red on the field inspection photographs; those not to be shown were deleted in green. All new structures were shown on the 1946 nine-lens photographs, Nos. 16359 and 16397.

17. BOUNDARY MONUMENTS AND LINES

A very thorough search was made for all section corners in this quadrangle. In cases where full section corners were not found, $\frac{1}{4}$ -section corners were searched for.

The boundary of the city of Stuart is not monumented. A considerable amount of time was spent making inquiries and attempting to find points on the city boundary. It is believed that with the section corners recovered it will be possible to delineate the city boundary accurately. Precinct limits have been shown on the photographs.

The boundary of Witham Field has never been run, according to local officials, and the land in and around the airport is still quite legally involved. The limits of the airport as shown on photograph 16397 were those recommended by A.A. Hendry, County Road Commissioner, who has charge of the airport and the clearing of the title, as the effective airport boundary.

The U.S. Coast Guard Station at Gilberts Bar which falls in the east central part of the quadrangle is now inoperative and is up for lease or sale. Therefore no attempt was made to show the boundary.

A very small portion of the Gomez Grant falls within this quadrangle in the extreme southeast corner. For Gomez Grant line in this quadrangle see photograph 11865A of Quadrangle 8412.

A large portion of the Hanson Grant lies within this quadrangle. A great amount of time was spent looking for marks along this grant and making inquiries.

The three marks shown along the north line of the Hanson Grant are probably property markers. The one that lies on the west bank of the St. Lucie River was reported to be on the grant line by F.A. Stafford, local surveyor, who stated that he had set the mark himself from another Hanson Grant marker now destroyed. The other two marks were obtained by scaling distances given on existing plats and plotting from section corners recovered in the quadrangle; since they plot, as nearly as could be determined in the field, on the Hanson Grant line they are presumed to be property markers set on that line.

Two markers were found on the centerline of the grant. These were reported by Mr. Greenlees, local surveyor, as being government marks on the center line of the grant. They may aid in constructing the boundary lines of the grant.

The two marks found on the south line of the Hanson Grant are probably private property marks but from local information are presumed to be on the Hanson Grant boundary.

The numbers assigned to the boundary monuments of the Hanson Grant have no significance except for identification purposes by the field party.

It is believed that with the aid of the section corners recovered the Hanson Grant lines can be accurately delineated. As far as could be determined by the field party no additional markers for the grant exist within the area of this quadrangle.

For descriptions of boundary lines see the Special Report on Boundaries, Project CS-312-A (1947 work).

*In File Section,
Div. of Photogrammetry*

18. GEOGRAPHIC NAMES *814 ✓*

For the area of this quadrangle which is not covered by the Geographic Names Report for CS-312-A, dated July-August 1944, submitted by Lowell I. Bass, refer to the report of the investigation made in 1942. Under authority of letter from the Chief, Division of Photogrammetry, dated 19 June 1947, no further names investigation was made at this time.

*Filed in
Geographic
Name Section,
Div. of Nautical
charts
(see attached list)*

Leo F. Baugnet
Engineering Aid
(Contouring and
Interior Inspection)

Charles H. Bishop
Charles H. Bishop
Photogrammetric Aid
(Shoreline Inspection)

Supervised:

Lewis V. Evans III
Lewis V. Evans, III
Lieut. (Jg), USC&GS

Approved and Forwarded:

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

Considerable time and effort has been spent in this quadrangle on boundaries and any further field work is not warranted unless certain specific data is brought to light from the compilation. *RAG*

COMPILATION REPORT
TO ACCOMPANY
"ST. LUCIE INLET"
QUADRANGLE T-8411

26 & 27 CONTROL AND RADIAL PLOT:

A special report was submitted to the Washington Office by M.M. Slavney, Photogrammetric Engineer, with quadrangle T-8413 on 22 May, 1947.

28 DELINEATION:

The nine lens photographs were clear and of reasonably good scale. The field inspection was good except that a number of roads were unclassified. The field editor has been requested to classify additional roads.

Due to the large number of intermittent ponds and low areas on the quadrangle, it was decided to show intermittent ponds with a solid line and low areas with a dashed line to aid in differentiation. There are a few perennial ponds. These have all been labeled.

The contours on the field photographs did not agree perfectly with the ponds and low areas on the map manuscript. Wherever it was evident that the field party was showing a contour along a berm, the contour was moved to follow the berm since it is believed that its correct position can be determined more accurately in the office.

In cases where a contour follows the berm of a pond, intermittent pond or low area, the contour is indicated by a series of brown ticks on the lower side of the berm. It is believed that this will be easier to follow than labels. Depression contours have been labeled.

In some areas, contours were shown on the field photographs with a ten foot interval because of a large amount of relief. The five foot contours were interpolated on the map manuscript with the aid of the stereoscope and the spot elevations shown on the field photographs. The interpolated contours should be given a visual inspection during field edit.

Along the east side of the St. Lucie River near the mouth, several contours were omitted on the field photographs because of a bluff. It was not possible to interpolate on the map manuscript in this area so labels were used.

In applying the contours along the shoreline, it was found necessary in many places to move the five foot and sometimes the ten foot contours to keep them within the shoreline. In these cases the contour was drawn as close to the shoreline as possible. Near the south edge of the quadrangle along the Atlantic shore there was a serious discrepancy between the contour and the shoreline. In this case, the ridge was determined under a stereoscope and the contour was placed in accordance with this.

29. SUPPLEMENTAL DATA:

None.

30. MEAN HIGH WATER LINE:

The mean high water line has been delineated according to field inspection notes.

31. LOW WATER AND SHOAL LINES:

The low water line has been delineated according to field inspection notes. Shoals indicated by the field inspector have been delineated. There is some confusion around St. Lucie Inlet. A tide curve was constructed to reduce depths shown on the field inspection photographs to mean low-water. This showed some of the shoals to be uncovered .3 to .4 feet at mean low-water. However, it is impossible to determine where the mean low water line should be on the photographs. This has been referred to the field editor for clarification.

North of St. Lucie Inlet in the Indian River, there is spoil, some of which is shoal and some of which is uncovered at mean low-water according to a tide curve. The outlines were shown clearly on the field photographs and they have been delineated accordingly. The limits of other shoals are approximate.

Only those shoals clearly visible on the photographs are shown.

32. DETAILS OFFSHORE FROM THE HIGH WATER LINE:

None that required further investigation.

33. WHARVES AND SHORELINE STRUCTURES:

Wharves and shoreline structures have been delineated according to field inspection notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

31 non-floating aids to navigation have been located by radial plot methods, scaled, checked and typed on form 524 and form 567. *Copy of 567 attached. Filed in Div. Photogrammetry General Files.*

Form 524 was submitted for a number of daybeacons with the "day" left off. As the 1947 introcoastal Waterway Light List shows the correct name to be "Daybeacon" they have been so listed on the map manuscript. Form 524 was not changed. 524 cards were changed during review to read "Daybeacon".

There are no landmarks charted in the area.

35. HYDROGRAPHIC CONTROL:

No hydrographic control was established.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

Witham Field is located in this quadrangle. There are two aeronautical beacons; however, the one at Witham Field is inoperative.

37. RECOVERABLE TOPOGRAPHIC STATIONS:

68⁴ recoverable topographic stations, including 31 non-floating aids to navigation, have been established, located by radial plot method, scaled, checked and typed on form 524.

38. GEOGRAPHIC NAMES: 84 ✓

Reference is hereby made to item 18 of the Field Inspection Report. Planimetric maps T-5917, T-5918 and T-5919 as well as nautical charts 846 and 1247, were used in lieu of the 1942 Geographic Name Report, a copy of which was not immediately available in the Tampa Office. It is requested that the names on this map manuscript be checked against the report in the Washington Office.

39. SECTION LINES AND BOUNDARIES:

Section lines were shown according to corners recovered by the field inspector and plats obtained from the General Land Office. The lines are believed to be accurately plotted on the mainland area except in the eastern part of the area between the Hanson Grant and the Gomez Grant. There were not enough corners recovered in this area to accurately determine the position of the lines. The position of the lines is also weak on the peninsula between the Indian River and the St. Lucie River. There were no corners recovered in this area.

There were no corners recovered on the island between the Indian River and the Atlantic Ocean. An attempt was made to approximately locate the section lines in this area by plotting the traverse shown on the General Land Office plats to scale and correlate the lines with detail discernable on the photographs. There was so much difference between the traverse and the present shoreline that this was found to be impractical. Unless the field edit can obtain more information, it is recommended that section lines in this area be omitted from the published quadrangle.

The city limits of Stuart were located according to a description submitted in a special boundary report. The precincts were located according to a special boundary report and information given on the field inspection photographs.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with Planimetric Maps T-5916, T-5917, T-5918 and T-5919. There are a number of cultural changes. Many old subdivision roads have disappeared and a few new roads have been built. Some harbors and boat slips have been dredged. The biggest change is in the shoreline south of St. Lucie Inlet. The changes in this area are extensive. Witham Field is not shown on the planimetric maps.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Charts 846 and 1247. There are extensive changes in the shoreline south of St. Lucie Inlet. Some new harbors and slips have been dredged. There are numerous changes in the piers shown on the nautical charts. Witham Field is not shown. There are some piles shown in St. Lucie Inlet on both nautical charts that are not visible on the photographs and were not recovered by the field inspection party. The field editor should investigate to see if these are still in existence. A high water line is shown at several of the spoil islands in the Indian River. According to field inspection notes, many of these are shoal or should be shown with a low water line only.

Respectfully submitted,

B. Frank Lampton, Jr.

B. Frank Lampton, Jr.
Photogrammetric Aid.

Approved and forwarded:

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

SUPPLEMENTARY COMPILATION REPORT
AFTER FIELD EDIT
"ST. LUCIE INLET"
QUAD T-8411, PROJECT CS-312A

At approximately $27^{\circ} 11.2'$ latitude, $80^{\circ} 14.7'$ longitude, a 16-foot spot elevation was questioned because there was no 15-foot contour to justify it. This elevation was changed to 14.2 feet by the field editor, evidently from examination of field photograph 12138. This elevation was examined in the compilation office and the second digit was found to be almost illegible but appears to be 16.2. A short distance from this spot elevation within the same contour interval, there is a level point of 15.4 feet. Therefore, it was decided in the compilation office to retain the 16-foot spot elevation and to interpolate a 15-foot contour around the two elevations.

The section lines recovered by the field editor were of great help in locating east-west section lines. No points were recovered on north-south section lines in the eastern part, however, and the position of these lines as shown are doubtful. The north-south road in the bottom center of section 29, T38S, R42E and the north-south ditch in the center of sections 8 and 17, T38S, R42E were assumed to be on half-section lines. These lines were held to give position and azimuth to the north-south section lines, and the remaining lines were plotted according to General Land Office plats.

When triangulation station PECK, 1934 was recovered, North Jupiter Narrows Light 11 was used as a substitute station. This light was later destroyed. A new Light 11 has been erected and located by the field editor by plane table. The new position falls so near to substitute point Peck (the old position of Light 11) that they have been shown on the map manuscript as the same point. The original pricking card for substitute point Peck has been sent to the Washington Office and is not available for comparison with the recovery card for the new Light 11.

Respectfully submitted,

B. Frank Lampton, Jr.

B. Frank Lampton, Jr.
Photo. Aid

Approved and forwarded:

Ross A. Gilmore

Ross A. Gilmore
Lieut. Comdr. USC&GS
Chief of Party.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

293 (1948)

NONFLOATING AIDS / NON-FLOATING MARKS / NON-FLOATING CHARTS

TO BE CHARTED
TAKEN OUT

Vero Beach, Florida 26 March, 1948

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

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

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

| 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 | | | | | | | |
| | | | ° | ' | ° | ' | | | | | | |
| BN. 6 | St. Lucie River Daybeacon 6. Red band and pointer on white pile, yellow top, red reflector. | | 27 09 | 1731 | 80 11 | 548 | NA 1927 | March 1948 | X | | | 846 |
| BN. 7 | St. Lucie River Daybeacon 7. Black band and pointer on white pile, yellow top, green reflector. | | 27 09 | 1730 | 80 11 | 920 | " | " | X | | | " |
| LT. 8 | St. Lucie River Light 8. Red triangular daymark with yellow border, and battery box on white pile dolphin, red light. | | 27 09 | 1629 | 80 11 | 802 | " | " | X | | | " |
| BN. 10 | St. Lucie River Daybeacon 10. Red band and pointer on white pile, yellow top, red reflector. | | 27 10 | 150 | 80 11 | 1041 | " | " | X | | | " |
| LT. 11 | North Jupiter Narrows Light 11. Black square daymark with yellow border, and battery house on white pile dolphin, green light. | | 27 07 | 1253 | 80 09 | 110 | " | " | X | | | " |
| NOTE: These aids were replaced after September 1947 hurricane to new positions as indicated. | | | | | | | | | | | | |

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

**DAANGERS TO NAVIGATION
NONFLUATING AIDS OR LANDMARKS FOR CHARTS**

TO BE CHARTED STRIKE OUT ONE
TO BE DELETED

Yero Beach, Florida

26 March, 194

I recommend that the following objects which have ~~(1444/144)~~ been inspected from seaward to determine their value as landmarks be ~~(1444/144)~~ *(deleted from)* the charts indicated.
The positions given have been checked after listing by Joseph K. Wilson

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

| CHARTING NAME | DESCRIPTION | SIGNAL NAME | POSITION | | | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | CHARTS AFFECTED | | | | | | | |
|---------------|-------------|-------------|----------|------|-----------|-----------------------------------|------------------|-----------------|---------------|----------------|---|--------------|--------------|-----|--|
| | | | LATITUDE | | LONGITUDE | | | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | | | | | |
| | | | ° | ' | ° | | | | | | ' | D. P. METERS | D. P. METERS | | |
| PILES | 2 piles | | 27 | 10.0 | 80 | 10.2 | NA | 1927 | Visual | March 1948 | X | | | 846 | |
| PILES | 2 piles | | 27 | 10.0 | 80 | 10.8 | " | " | " | " | X | | | " | |
| PILES | single pile | | 27 | 09.9 | 80 | 09.7 | " | " | " | " | X | | | " | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

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 26 March 1944

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

The positions given have been checked after listing by B. Frank Lampton, Jr.
George E. Morris, Jr. Chief of Party

| 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 | | | | | | |
| STATE FLORIDA | | | | | | | | | | | | |
| LOOKOUT TOWER | Coast Guard Lookout Tower, wooden, white, 35 foot high. | | 27 10 314 | 80 09 612 | MA 1927 | T-8411 Radial Plot | March 1948 | X | X | X | 846 1247 | |
| LOOKOUT TOWER | Coast Guard Lookout Tower, wooden, white, 35 foot high. | | 27 11 1793 | 80 09 1564 | " " | " " | " " | " | " | " | 846 1247 | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

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

FIELD EDIT REPORT

QUADRANGLE T-8411

"ST. LUCIE INLET"

PROJECT CS-312-A

Field edit of this quadrangle was completed during March 1948 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all roads were traversed by truck. Walking was necessary in only a few isolated instances.

The shoreline along the Intracoastal Waterway was inspected by small boat; along the Atlantic Ocean, by walking the shoreline.

All data added to the field edit sheet were either plotted from topographic features, cut in by planetable methods, or identified on the photographs for location by radial plot.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was, in general, adequate and correct, except for changes since the date of the original field inspection, and a few roads omitted by the compiler.

A great number of the questions asked on the discrepancy overlay could have been interpreted from notes on the photographs, and the descriptive report, without reference to the field editor.

A few of the items falling in this category are as follows:

Questions to the field editor regarding wrong elevations within contours. A glance at the field photographs would show that these elevations were read wrong by the compilation section.

Not entirely true -
Spot heights not legible on photos -
SM

Questions regarding the delineation of roads through Witham Field. A glance at the new photographs would have answered this question.

Not entirely true -
Roads questioned ran to and across the Airfield
SM

Request for further search for section corners. The original field inspector stated that a very thorough search was made for all section corners within the quadrangle. Field edit investigation bore this out.

Request for other corners was for the purpose of strengthening the land net. The field editors' search disclosed land lines which do strengthen the land line system. See paragraph 49.
SM

Requests for checks on buildings specifically deleted by the field inspector.

Attention is called to the following items that might not be easily interpolated from notes on the field edit sheet:

The shoal area around the St. Lucie Inlet was completely changed by the September 1947 hurricane. There was nothing above the low water line at the time of field edit (this edit was done at low tide). Delineation has been shown roughly on the field edit sheet. It can be accurately delineated only by new photography or a detailed hydrographic survey.

At Lat. $27^{\circ}14.0'$, Long. $80^{\circ}12.7'$, a new channel has been dredged west from the Intracoastal Waterway to Jackson's shipyard. It is 100 feet wide, with a controlling depth of 8 feet and has been plotted roughly from local information. It will be marked by pile beacons in the very near future.

Five aids to navigation were located by plane-table on the double weight print of the map manuscript. Forms 524 and 567 are submitted.

Two Coast Guard Lookout Towers were recommended for charting as landmarks. Forms 524 and 567 are submitted.

Three groups of piling shown on chart No. 846 are non-existent and recommended for deletion on Form 567.

Gilbert Bar Coast Guard Station is still in possession of the Coast Guard, but leased to a private individual for 5 years. Since the name is widely known it is recommended that the name remain on the map with no reservation boundaries shown.

The name Manatee Creek should be changed to Manatee Pocket, and the creek from Salerno south labelled as Manatee Creek.

A point on range to determine the azimuth of the St. Lucie Entrance-Range Lights was established by sextant by the original shoreline party, and is shown on photograph 11866. This azimuth should be determined by the compilation section.

Filed as Chart
Letter # 293 (1948).
See photostet. copies
in
this report.

The name "Snug Harbor" was investigated. It is the name not only of the Harbor at O. K. Woods Point but also of the area adjacent to the Point. There is no name for the basin at the mouth of Willoughby Creek, erroneously shown as Snug Harbor on the U.S.E. blue print.

48. VERTICAL ACCURACY TEST

A vertical accuracy test was run in the area noted by the review section. It was done by planetable methods on a double weight print of the map manuscript. The test began at U.S.C. & G.S. "B.M. D34, 1933" and ended by tying in to the same bench mark. The test consists of random radiation shots rather than profile. Approximately seventy-five (75) points were tested, of which only two fell more than one-half contour interval from the true elevation. No contours were found displaced a full contour interval.

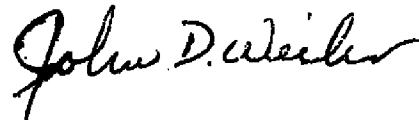
← The print with results of test in appendix.

49. PUBLIC LAND LINES

The original field inspector did a very thorough job of recovering existing section corners. No new corners were recovered. However, a few lines were determined by local information and appropriate notes made on the field edit sheet.

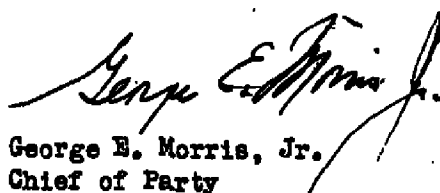
The map manuscript was reviewed by Mr. M. P. Payette, a charter boat fisherman living on the west side of Manatee Pocket. A resident for seventeen years, he was highly familiar with the area, especially the navigable waters. He could find no errors.

Submitted by:



John D. Weiler
Photogrammetrist

Approved and Forwarded:



George E. Morris, Jr.
Chief of Party

GEOGRAPHIC NAMES

Survey No.

T-8411

St. Lucie Inlet, Fla
1 Name on Survey

On Chart No. / On previous survey No. / On U. S. quadrangle Maps / From local information / On local Maps / P. O. Guide or Map / Rand McNally Atlas / U. S. Light List

| | A | B | C | D | E | F | G | H | K | |
|----------------------------------|---|---|---|---|---|---|---|---|------|--|
| Florida | | | | | | | | | USGB | 1 |
| Martin County | | | | | | | | | | 2 |
| Intracoastal Waterway | | | | | | | | | USGB | 3 |
| Florida East Coast ^{RP} | | | | | | | | | | 4 |
| U.S. No. 1 | | | | | | | | | | 5 |
| Florida ALA | | | | | | | | | | 6 |
| Atlantic Ocean | | | | | | | | | | 7 |
| Jupiter Island | | | | | | | | | | 8 |
| North Jupiter Narrows | | | | | | | | | | 9 |
| Peck Lake | | | | | | | | | USGB | 10 |
| Long Island | | | | | | | | | | 11 |
| The Narrows | | | | | | | | | | 12 |
| Great Pocket | | | | | | | | | | 13 |
| Horseshoe Point | | | | | | | | | | 14 |
| Long Point | | | | | | | | | | 15 |
| Hole in the Wall | | | | | | | | | | 16 |
| South Point | | | | | | | | | | 17 |
| St. Lucie Inlet | | | | | | | | | | 18 |
| North Point | | | | | | | | | | 19 |
| Rocky Point | | | | | | | | | | 20 |
| Rocky Point Cove | | | | | | | | | | 21 |
| Manatee Pocket | | | | | | | | | | (per recent reports this is wide part of Manatee Creek, while Manatee Creek is applied to the narrower upperpart of the stream) |
| Manatee Creek | | | | | | | | | | 23 |
| Salerno | | | | | | | | | | 24 |
| Willoughby Creek | | | | | | | | | | 25 |
| Smug Harbor | | | | | | | | | | (an older USE blueprint applies this name just inside Willoughby Creek, north side; recent Coast Pilot Investigation shows name applied to channel and basin near O K Woods Point) |

GEOGRAPHIC NAMES

Survey No.

T-8411

| 2 | Name on Survey | Source of Name | | | | | | | | | | | |
|---|------------------------------|----------------|------------|---|---|---|---|---|---|---|--|--|----|
| | | A | B | C | D | E | F | G | H | K | | | |
| | <u>Witham Field</u> | | | | | | | | | | | | 1 |
| | <u>Port Sewall</u> | | (village) | | | | | | | | | | 2 |
| | <u>Hell Gate</u> | | | | | | | | | | | | 3 |
| | <u>Hell Gate Point</u> | | | | | | | | | | | | 4 |
| | <u>Sewall Point</u> | | | | | | | | | | | | 5 |
| | <u>Indian River</u> | | | | | | | | | | | | 6 |
| | <u>Hooker Cove</u> | | | | | | | | | | | | 7 |
| | <u>Steele Point</u> | | | | | | | | | | | | 8 |
| | <u>Waveland</u> | | | | | | | | | | | | 9 |
| | <u>O K Woods Point</u> | | | | | | | | | | | | 10 |
| | <u>Kreuger Creek</u> | | | | | | | | | | | | 11 |
| | <u>Stuart</u> | | | | | | | | | | | | 12 |
| | <u>Frazier Creek</u> | | | | | | | | | | | | 13 |
| | <u>Poppolton Creek</u> | | | | | | | | | | | | 14 |
| | <u>St. Lucie River</u> | | | | | | | | | | | | 15 |
| | <u>Rio St. Lucie</u> | | | | | | | | | | | | 16 |
| | <u>Rio St. Lucie Terrace</u> | | | | | | | | | | | | 17 |
| | <u>Warner Creek</u> | | | | | | | | | | | | 18 |
| | <u>Flagah Hill</u> | | | | | | | | | | | | 19 |
| | <u>Hoggs Cove</u> | | | | | | | | | | | | 20 |
| | <u>Races Point</u> | | | | | | | | | | | | 21 |
| | <u>Jensen Beach</u> | | (new name) | | | | | | | | | | 22 |
| | <u>Joes Point</u> | | | | | | | | | | | | 23 |
| | <u>Joes Cove</u> | | | | | | | | | | | | 24 |
| | <u>Baker Point</u> | | | | | | | | | | | | 25 |
| | <u>Nigger Cove</u> | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | 27 |

GEOGRAPHIC NAMES

Survey No.

T-8411

3 Name on Survey

On Chart No.
 On previous survey No.
 On U. S. Quadrangle Maps
 From local information
 On local Maps
 P. O. Guide or Map
 Rand McNally Atlas
 U. S. Light List

| | A | B | C | D | E | F | G | H | K | |
|---|---|---|---|---|---|---|---|---|---|----|
| <u>Bessie Cove</u> | | | | | | | | | | 1 |
| <u>Gilbert Bar Coast Guard (inactive)</u> | | | | | | | | | | 2 |
| | | | | | | | | | | 3 |
| | | | | | | | | | | 4 |
| | | | | | | | | | | 5 |
| | | | | | | | | | | 6 |
| | | | | | | | | | | 7 |
| | | | | | | | | | | 8 |
| | | | | | | | | | | 9 |
| | | | | | | | | | | 10 |
| | | | | | | | | | | 11 |
| | | | | | | | | | | 12 |
| | | | | | | | | | | 13 |
| | | | | | | | | | | 14 |
| | | | | | | | | | | 15 |
| | | | | | | | | | | 16 |
| | | | | | | | | | | 17 |
| | | | | | | | | | | 18 |
| | | | | | | | | | | 19 |
| | | | | | | | | | | 20 |
| | | | | | | | | | | 21 |
| | | | | | | | | | | 22 |
| | | | | | | | | | | 23 |
| | | | | | | | | | | 24 |
| | | | | | | | | | | 25 |
| | | | | | | | | | | 26 |
| | | | | | | | | | | 27 |

Names underlined in red are approved,
 3/4/48 L.H.
 (Above list subject to any further
 check made during Field Edit)

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8411

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

26. Control:

About a dozen U.S.E. triangulation stations have not been plotted on the manuscript because of their proximity to other stations. All U.S.C.&G.S. stations and the U.S.E. stations that have been plotted on the manuscript are listed on Form M-2388-12 included in this descriptive report.

28. Detailing:

The areas classified as low ground during the delineation of the manuscript will be shown the same as brush areas on the published map. These areas were not consistent with the contours and the contours will make it possible to determine the low areas without using a distinguishing symbol.

Small red ticks were used on the manuscript instead of the conventional contour symbol whenever a contour coincided with the edge of a pond, intermittent pond, marsh, or swamp. There is a note on the manuscript explaining this symbol.

Some slight errors found in the contouring during the vertical testing have been corrected on the manuscript.

43. Comparisons with Previous Surveys:

In common areas, this survey supersedes:

| | | |
|---------|--------|-----------|
| T-1652 | (1883) | 1:20,000 |
| T-4458A | (1930) | 1:20,000 |
| T-5916 | (1942) | 1:10,000 |
| T-5917 | (1942) | 1:10,000~ |
| T-5918 | (1942) | 1:10,000 |
| T-5919 | (1942) | 1:10,000 |

except for offshore features such as rocks awash, oyster bars, pier remains, etc.

45. Comparisons with Nautical Charts:

This survey has not been applied to nautical charts prior to review. The number of corrections to chart #846, 4/26/48, 1:40,000, are so numerous that a section of this chart (see appendix) has been used to indicate the changes. A similar section of the chart with the corrections indicated has been sent to the Nautical Chart Branch.

These corrections should also be applied to chart #1247, 1/27/47, 1:80,000. In addition, an old boiler off-shore at Lat. $27^{\circ}07.8'$, Long. $80^{\circ}08.6'$ should also be shown on this chart.

48. Accuracy Tests:

The vertical accuracy testing indicates that the contouring is well within the requirements of accuracy. See appendix for print on which the tests were run.

This map complies with national map accuracy standards.

49. Overlay:



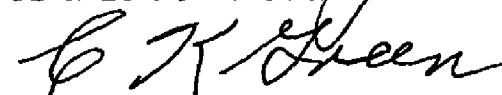
An overlay has been prepared for the Drafting Section showing control, spot elevations, road classifications, etc., and the new format for quadrangles. This map will be edited and published by the Geological Survey.

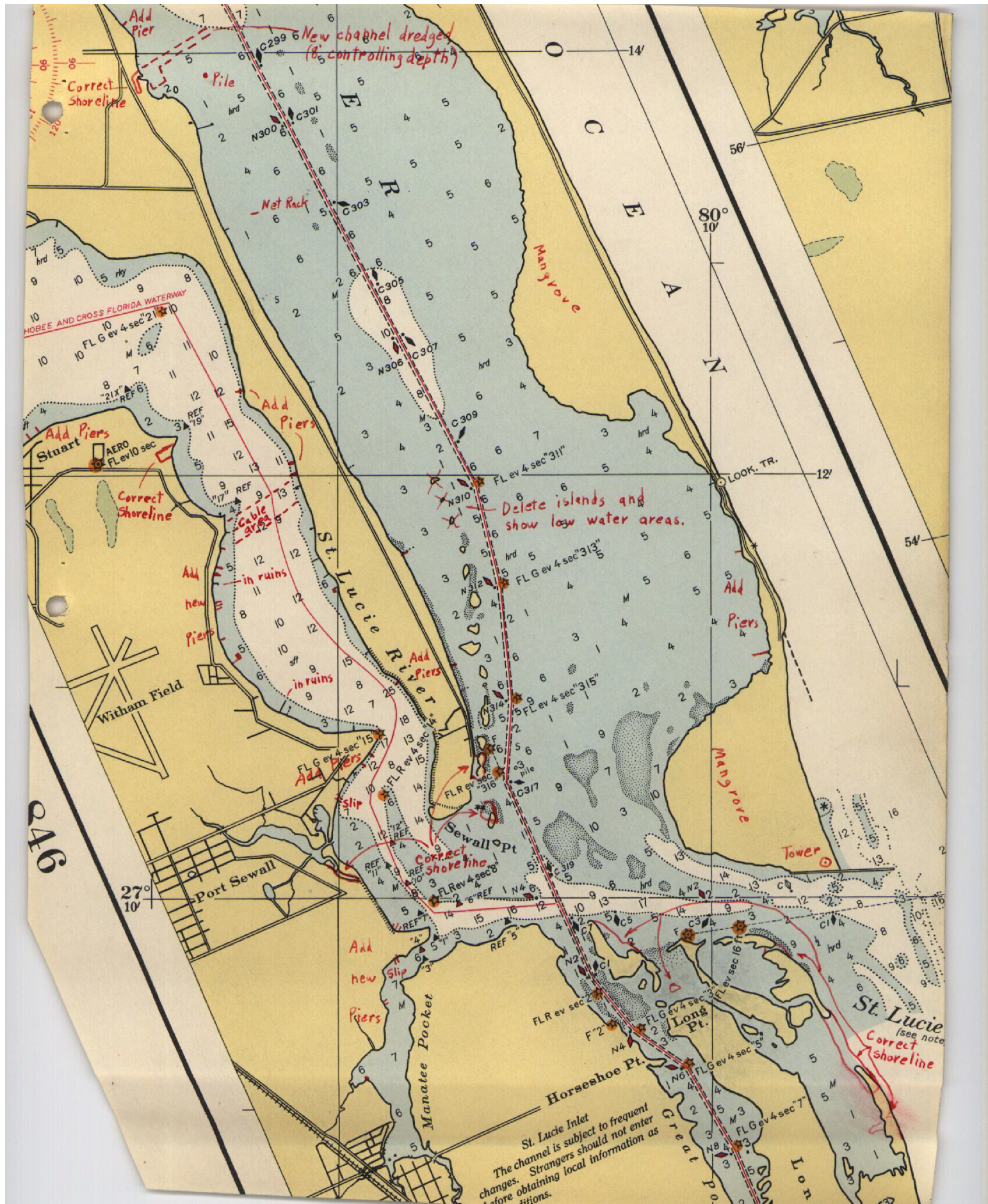
Reviewed by:



Jack L. Rihn
Cartographer

Approved by:


S. V. Griffith
Chief, Review Section
Chief, Div. of Photogrammetry
Acting
Chief, Nautical Chart Branch
Division of Charts
Chief, Div. of Coastal Surveys



New channel dredged
(8' controlling depth)

Add Pier
Correct Shoreline

Not Rack

Mangrove

HOBEE AND CROSS FLORIDA WATERWAY
10 FLG ev 4 sec "21"

Add Piers
Stuart
AERO
FL ev 10 sec

Correct Shoreline

Add Piers

Delete islands and
show low water areas.

Add
new
Piers

in ruins

in ruins

Add Piers

Add Piers

Mangrove

Tower

246

Witham Field

27°
10'

Port Sewall

Sewall Pt
Correct Shoreline

Add
new
Slip
Piers

FLG ev 4 sec "15"

FLR ev sec "10"

FLR ev sec "6"

Manatee Pocket

Horseshoe Pt.

Long Pt.

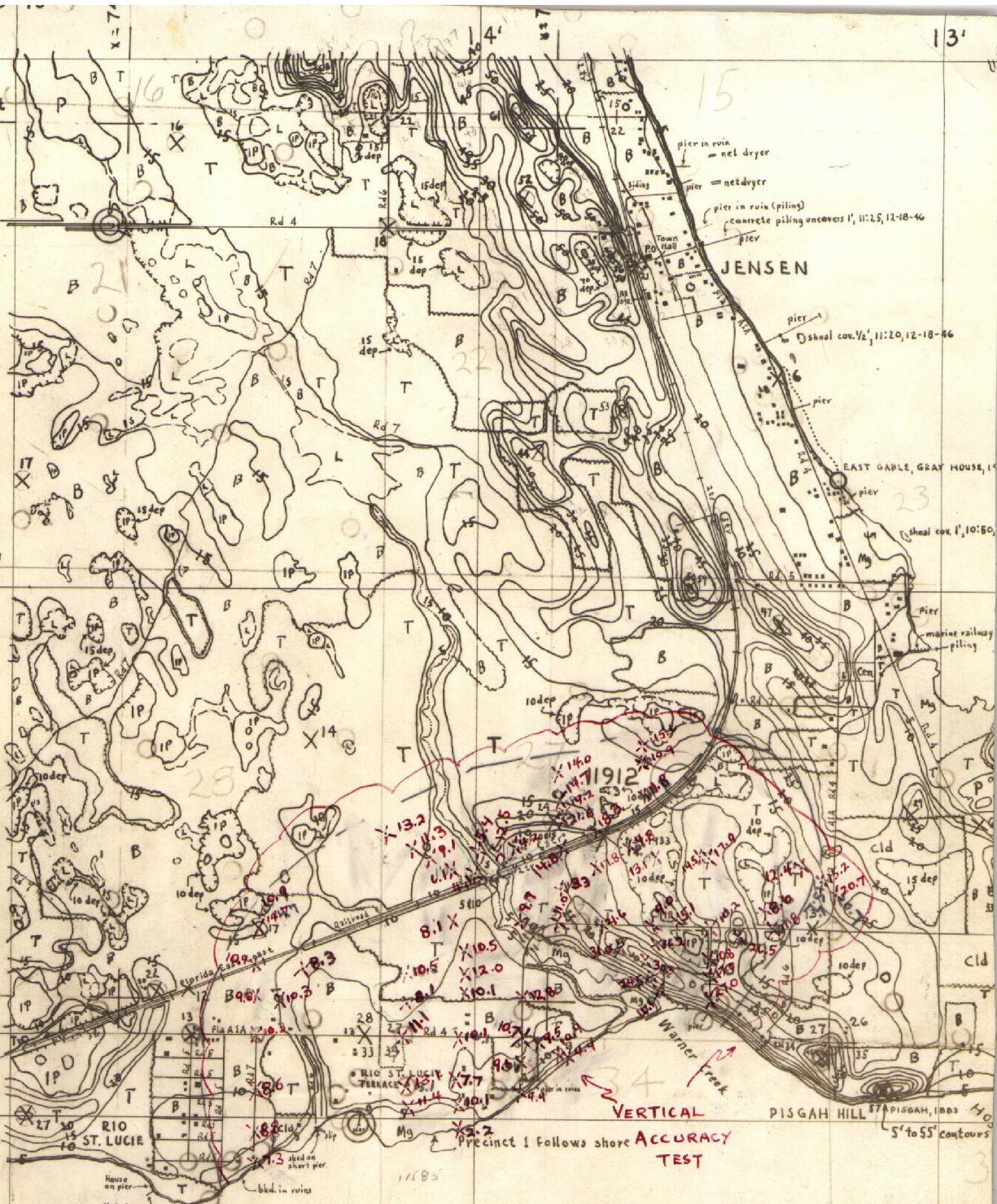
St. Lucie
(see note)
Correct
Shoreline

St. Lucie Inlet
The channel is subject to frequent
changes. Strangers should not enter
before obtaining local information as
conditions.

27° 15'

13'

060,000 Ft



14'

1,050,000 Ft

13'

VERTICAL ACCURACY TEST

Precinct 1 follows shore

PISHAH HILL

ST. LUCIE RIVER

ST. LUCIE RIVER DAYBEACON 21X

City of Stuart limits

ST. LUCIE RIVER DAYBEACON 22, 1946

ST. LUCIE RIVER

T375

F-8848 PROJECT PH-9 (46)

NAUTICAL CHARTS BRANCH

SURVEY NO. F-8411

Record of Application to Charts

| DATE | CHART | CARTOGRAPHER | REMARKS |
|-----------------|-------------|--------------------------------|--------------------------------------|
| <u>11-19-48</u> | <u>1289</u> | <i>[Handwritten Signature]</i> | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |
| | | | Before After Verification and Review |

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.