

9909

Diag. Cht. No. 1244.

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-82 Office No. T-9909

LOCALITY

State Florida

General locality Halifax River

Locality Korona

19 52-57

CHIEF OF PARTY

P. Taylor, Chief of Party

W. F. Deane, Baltimore Photo. Office

E. H. Kirsch, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE December 17, 1959

9909

DESCRIPTIVE REPORT - DATA RECORD

Page 1

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Project No. (II): ^{PH-82} ~~24170~~ (6082) Quadrangle Name (IV):

Field Office (II): **Brunswick, Georgia**

Chief of Party: **Paul Taylor**

Photogrammetric Office (III): **Baltimore, Maryland**

Officer-in-Charge: **E. H. Kirsch,
W. F. Deane**

Instructions dated (II) (III):
29 December 1951
15 February 1952 (Supplement I)
28 February 1952 (" I)
14 March 1952 (" II)
28 April 1952 (" III)
2 APRIL 1952
9 NOV. 1956

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): **Graphic**

Manuscript Scale (III): **1:20,000**

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): **1.000**

Date received in Washington Office (IV): **4-19-57** Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

5/15/59

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N.A. 1927**

Vertical Datum (III): **MSL**

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

Reference Station (III): **IVES, 1934**

Lat.: **29° 24' 12.501" (384.9 m)** Long.: **81° 08' 45.281" (1220.8 m)**

Adjusted
~~Standard~~

Plane Coordinates (IV):

State: **Florida**

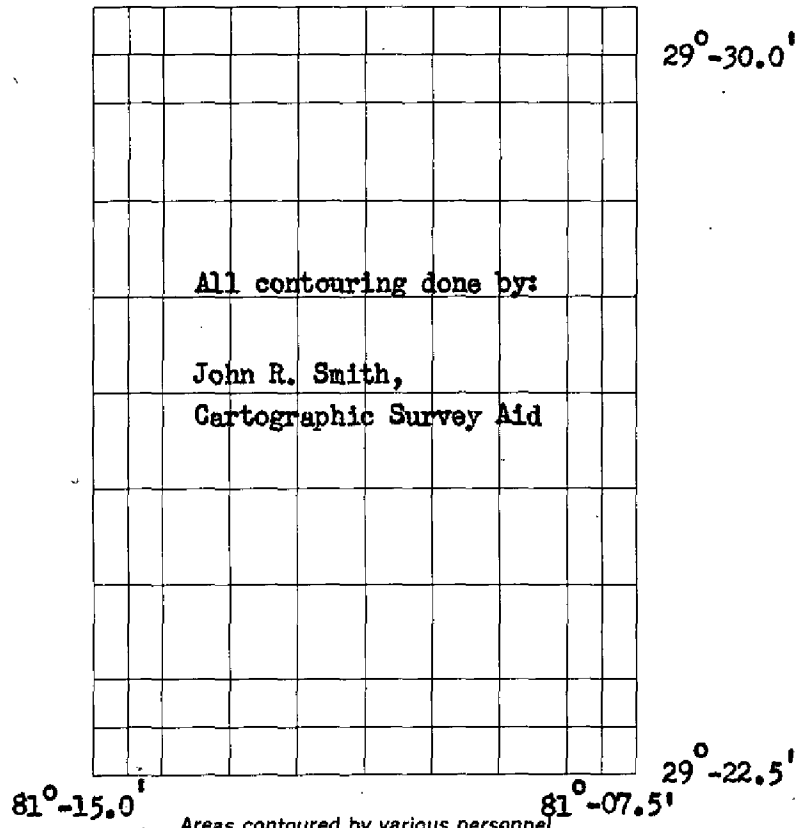
Zone: **East**

Y=

X=

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)
(II) (III)

DESCRIPTIVE REPORT - DATA RECORD

Page 3

Field Inspection by (II): **John S. Winter,**
Cartographic Survey Aid
Shoreline Inspection by: **H. R. Spies**

Date: **May 1952**
Dec. 1952

Planetable contouring by (II): **John R. Smith,**
Cartographic Survey Aid

Date: **November 1952 to**
January 1953

Completion Surveys by (II): **J. K. Wilson**

Date: **23 May 1957**

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

Field measurements, May 1952 (ocean shoreline) and office photo
interpretation, October 1956 (Intracoastal Waterway).
Field Edit Inspection (Map corrected to date of 1956 photographs)

Projection and Grids ruled by (IV): **J. Allen**

Date: **3/30/53**

Projection and Grids checked by (IV): **H. D. Wolfe**

Date: **3/30/53**

Control plotted by (III): **J. C. Richter**

Date: **7/8/53**

Control checked by (III): **J. Steinberg**

Date: **7/22/53**

Radial Plot ~~by (III):~~ **L. A. Senasack**
~~by (III):~~

Date: **1/15/54**

Planimetry
Stereoscopic Instrument compilation (III):
Contours

Date:

Date:

Manuscript delineated by (III): **B. Wilson**

Date: **2/12/57**

Photogrammetric Office Review by (III): **H. R. Rudolph**

Date: **3/29/57**

Elevations on Manuscript
checked by (II) (III): **H. R. Rudolph**

Date: **3/29/57**

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): **C&GS nine-lens and C&GS "W" cameras.**

Number	Date	Time	Scale	Stage of Tide
34947	2/13/52	1215	1:20,000	No tidal water
34982 and 34983	2/14/52	1005	"	4.2' above MLW
35001 thru 35003	"	1033	"	No tidal water
35020 and 35021	2/18/52	0934	"	" " "
56-W-3399 and 3400	10/18/56	0950	"	" " "
56-W-3461 thru 3465	10/18/56	1020	"	" " "
56-W-3515 thru 3521	10/18/56	1046	"	" " "
56-W-3657 thru 3663	10/19/56	0914	"	" " "
56-W-3733 thru 3738	10/19/56	0956	"	" " "
56-W-3814 and 3815	10/19/56	1039	"	" " "
56-W-3964 thru 3966	10/19/56	1138	1:10,000	Tide not computed

Tide (III)

From predicted tide tables

Reference Station: **Mayport, Florida**
Subordinate Station: **St. Augustine Inlet**
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	4.5	5.3
1.0	4.5	5.3

Computed from predicted tables.

Washington Office Review by (IV): *S.G. Blankenbaker*

Date: *July 24, 1958*

Final Drafting by (IV): *R.A. Carter*

Date: *Mar. 13, 1959*

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **63**

Shoreline (More than 200 meters to opposite shore) (III): **1.7**

Shoreline (Less than 200 meters to opposite shore) (III): **9.7**

Control Leveling - Miles (II): **30**

Number of Triangulation Stations searched for (II): * **50** Recovered: **41** Identified: **17**

Number of BMs searched for (II): **48** Recovered: **40** Identified: **32**

Number of Recoverable Photo Stations established (III): **1 2**

Number of Temporary Photo Hydro Stations established (III): **none**

Remarks:

Number of Section and Land Grant Corners Recovered: 20
Number of Topographic Stations Established: ~~1~~
Number of Boundary Monuments Recovered: 2
Number of Topographic Stations (Azimuth Mark) Recovered: ~~1~~

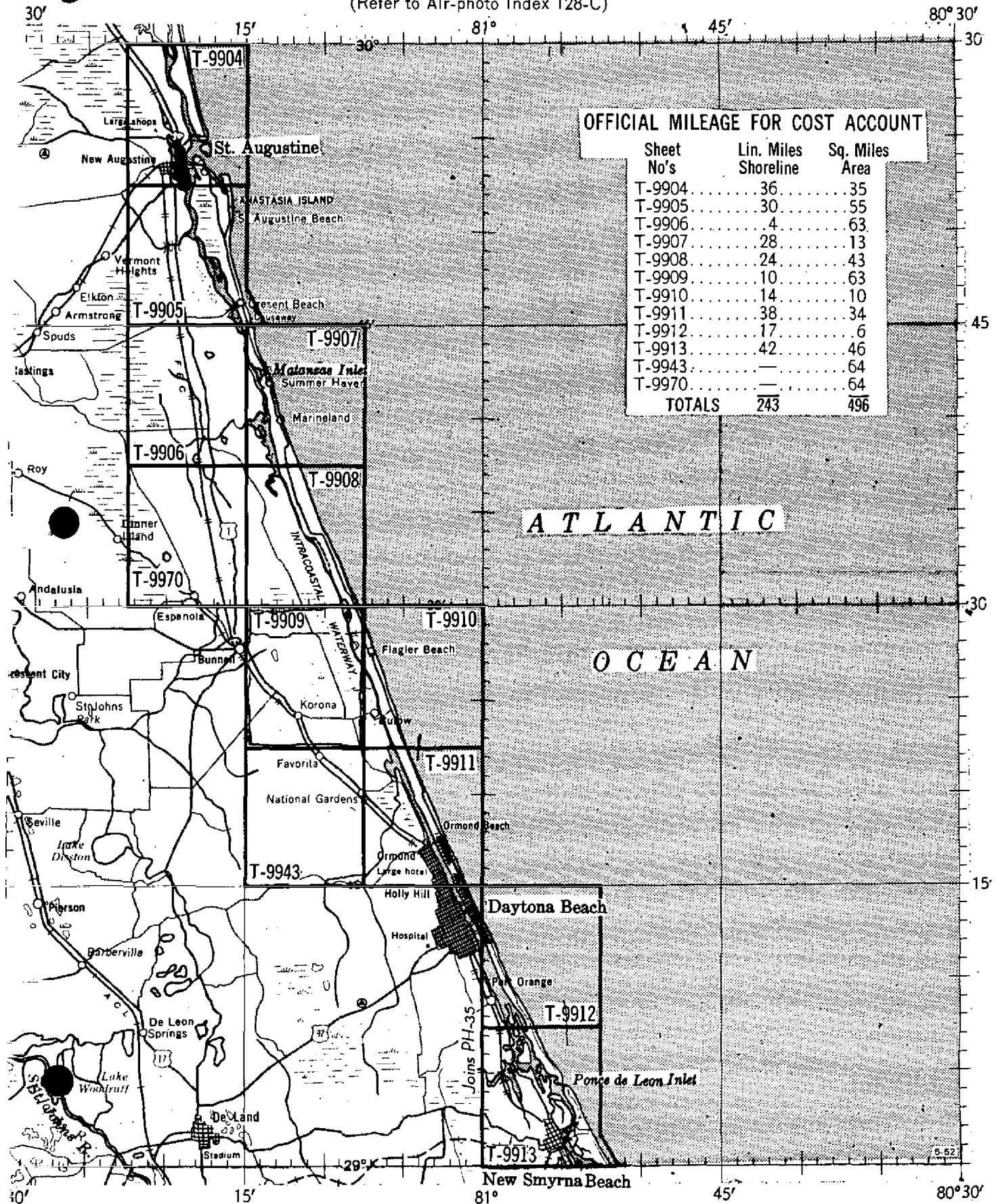
* Three stations have been destroyed and one new station (Welcome 2, 1957) has been established.

TOPOGRAPHIC MAPPING PROJECT PH-82

FLORIDA - EAST COAST, St. Augustine to New Smyrna Beach

Compiled by the U. S. Coast and Geodetic Survey at scale 1:20,000
from 1:20,000 scale nine-lens photographs taken February, 1952.

(Refer to Air-photo Index 128-C)



OFFICIAL MILEAGE FOR COST ACCOUNT		
Sheet No's	Lin. Miles Shoreline	Sq. Miles Area
T-9904	36	35
T-9905	30	55
T-9906	4	63
T-9907	28	13
T-9908	24	43
T-9909	10	63
T-9910	14	10
T-9911	38	34
T-9912	17	6
T-9913	42	46
T-9943	—	64
T-9970	—	64
TOTALS	243	496

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORTT-9909

Map T-9909 is one of the twelve topographic maps comprising Project PH-82. The project covers the Florida Coast from New Smyrna Beach, latitude $29^{\circ} - 00'$, to St. Augustine, Latitude $30^{\circ} - 00'$.

PH-82 is a graphic compilation project. Field work in advance of compilation included complete field inspection and complete planetable contouring. Nine-lens photographs taken in 1952 were used in field work, radial plotting and in compilation. Field edit was accomplished in May of 1957. The map was corrected to the date (October 1956) of the photography used in the field edit.

With the addition of hydrographic data, the map will be published by the Geological Survey at 1:24,000 scale.

Items registered under T-9909 will include a Descriptive Report, a positive impression on "Cranar" of the scribed copy of the manuscript and a lithographic print in colors of the Geological Survey Quadrangle.

FIELD INSPECTION REPORT
 Quadrangle T-9909
 Project Ph-82(51)

The phases listed below are in addition to those phases shown on Pages 2 and 3:

<u>Name and Title</u>	<u>Phase</u>	<u>Date</u>
* Henry R. Spies, Carto. Surv. Aid	Shoreline Inspection	July, 1952
John S. Winter, Carto. Surv. Aid	Horizontal Control Vertical Control	March, 1952
John R. Smith, Carto. Surv. Aid	Fly-levels	October, 1952

2. AREAL FIELD INSPECTION

This quadrangle lies in the southeast portion of Flagler County and a small part of Volusia County. The area is very sparsely settled, having a portion of two small incorporated towns and the village of Korona within its limits. The two incorporated towns are Bunnell and Flagler Beach.

The area is served by one federal highway, two state highways, Intracoastal Waterway, and the Florida East Coast Railway. Numerous dirt roads and trails serve the remainder of the section.

There is one airport within the area. This airport was formerly owned by the Navy, but was turned over to Flagler County after World War II. The airport has concrete runways and is seldom used. A small airport at Flagler Beach has been abandoned and the property sold to private interests.

There is very little industry carried on within the quadrangle, however there is some pulpwood cutting, turpentine and cattle raising. The beach section caters to the summer and winter tourists.

** Special attention is invited to the construction of a large new cement plant located in the northeastern portion of the quadrangle. This cement plant had not been completed at the date of this report. A railroad spur has been built from the Florida East Coast Railway, a concrete road from State Highway 11, and a canal from the Intracoastal Waterway. The field editor should check this area very thoroughly for new additions.

* Copies of the Shoreline Inspection Report are included with the Project Completion Report & the Descriptive Report for T-9911

** corrections applied after field edit.

Two historical items of interest within the area are the Bulow Ruins along the Old Kings Road and the Ormond Tomb on the Old Dixie Highway. Both of these areas are administered by the Florida Board of Parks and Historic Memorials. At Bulow Ruins is the site of the once fabulous Bulow Plantation, which was burned during the Seminole War in 1835. All that is left are the extensive coquina ruins of the sugar mill, several well preserved wells, a unique springhouse and the crumbling foundations of the old mansion. The ruins cover an area of about 109 acres. The Ormond Tomb commemorates the burial location of James Ormond II, a wealthy plantation owner in the early nineteenth century. All that remains is the coquina tomb. These areas are open daily to the public.

The quality of the nine-lens photographs was good. The field inspection is believed to be adequate, with the exception of the area around the cement plant.

3. HORIZONTAL CONTROL

(a) No supplemental control was established.

(b) No datum adjustments were made.

(c) Stations which are within the limits of the quadrangle, but were not established by the USC&GS are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>
AC-2	Florida Geodetic Survey	Third
AC-3	"	"
AC-4	"	"
AC-7	"	"
AC-8	"	"
AC-9	"	"
AC-10	"	"
AC-11	"	"
AC-16	"	"
AC-17	"	"
AC-18 <i>Destroyed</i>	"	"
AC-19	"	"
AC-20	"	"
AC-21	"	"
AC-22	"	"
AC-23	"	"
AC-24	"	"
AC-28	"	"
AC-29	"	"
AC-30	"	"

<u>Station</u>	<u>Agency</u>	<u>Order</u>
AC-31	Florida Geodetic Survey	Third
BP-175	"	"
BP-176	"	"
BP-177	"	"
BP-178	"	"
BP-179	"	"
T-16	"	"

(e) A search was made for all known control points. Stations reported as "destroyed", "lost", or "not recovered" are:

GRIFFITH, 1873
 SHEPPARD, 1873
 IVES AZIMUTH MARK (Fla. Geod. Surv.), 1934
 AC-1 (Fla. Geod. Surv.), 1934
 AC-5 " "
 AC-6 " "
 AC-12 " "
 AC-13 " "
 AC-14 " "
 AC-32 " "
 AC-33 " "

All stations were identified on a set of nine-lens photographs, separate from those used in the contouring.

4. VERTICAL CONTROL

(a) A search was made for all known vertical control. Bench marks within the quadrangle are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>
P-31	U.S. Coast & Geodetic Survey	First
Q-31	"	"
Welcome	Florida Geodetic Survey	Third
Welcome Az. Mark	"	"
Flagler	"	"
AC-2	"	"
AC-3	"	"
AC-4	"	"
AC-7	"	"
AC-8	"	"
AC-9	"	"
AC-10	"	"
AC-11	"	"
AC-16	"	"

<u>Station</u>	<u>Agency</u>	<u>Order</u>
AC-17	Florida Geodetic Survey	Third
AC-18 <i>Destroyed</i>	"	"
AC-19	"	"
AC-20	"	"
AC-21	"	"
AC-22	"	"
AC-23	"	"
AC-24	"	"
AC-28	"	"
AC-29	"	"
AC-30	"	"
AC-31	"	"
BP-175	"	"
BP-176	"	"
BP-177	"	"
BP-178	"	"
BP-179	"	"
T-16	"	"

(b) Thirty miles of supplemental levels were run with a Wye level, beginning and closing on bench marks of third-order accuracy or higher, or on previously established level points. The greatest error of closure was 0.40 foot. The line was adjusted.

(c) The first and last fly-level points are 09-01 and 09-38. Level points 09-01 and 09-02 are recorded in the level book for quadrangle T-9910.

(d) Inapplicable.

5. CONTOURS AND DRAINAGE

The contouring was accomplished by standard planetable methods on 1:20,000 scale nine-lens photographs at an interval of five (5) feet.

The terrain within the quadrangle is generally very flat. The highest elevations are found along the sand ridges adjacent to the Intracoastal Waterway. One ridge attains a height of thirty-nine feet. Special attention is called to the cement plant under construction in the northeastern section of the sheet (mentioned under heading 2 of this report). The topographer has dropped the contours where they cross the area under construction and they should be completed during the Field Edit.

The drainage in this area is by Bulow Creek in the southern portion and the remainder by canals and ditches leading eastward toward the Intracoastal Waterway. The topographer, in delineating the drainage, has followed instructions as noted in the Director's letter, dated 11 August 1952.

6. WOODLAND COVER

The coverage was classified in accordance with instructions for Planimetric Mapping. Where the swamp limits were indefinite along contours, the areas have been completely delineated in red.

The area between the Intracoastal Waterway and the Atlantic Ocean is predominantly palmetto, scrub oak and scattered cabbage palms. Palms are predominant along the western side of the Intracoastal Waterway, gradually being replaced by maple, gum and some cypress in the lower ground. Oak and short leaf pine are found on the higher ground. The central and western portion of the quadrangle is composed of long leaf pine and palmetto and mixed stands of pine and cypress growing in the swamps.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline of the entire project was done by Mr. Henry R. Spies, Cartographic Survey Aid. See Special Report on Shoreline submitted in November, 1952, a copy of which is filed in the field inspection report of Quadrangle T-9911.

8. OFFSHORE FEATURES

There were no offshore features noted. For the accuracy of the location of the mean low-water line, see Special Shoreline Report mentioned in Heading No. 7 above.

9. LANDMARKS AND AIDS

For the nautical landmarks and aids, see Special Report by Mr. Henry R. Spies (Heading No. 7.)

One aeronautical aid (AIRWAY BEACON NO. 26, 1934) was recommended on Form 567. A new water tank at Flagler Beach was located by photogrammetric methods and recommended on Form 567 for charting. There are no interior landmarks.

Airway Beacon destroyed
one Ldmk. stack recommended by the field editor } see F.E. Report

10. BOUNDARIES, MONUMENTS AND LINES

Twenty section and land grant corners were recovered and located on the photographs. Form M-2226-12 is submitted for each.

The report on boundaries will be the subject of a Special Report, which will be submitted at a later date.

11. OTHER CONTROL

Form 524 is submitted for the water tank at Flagler Beach. No photo-hydro stations were established. Form 524 Submitted for Welcome AZ MK (1934) 1952

12. OTHER INTERIOR FEATURES

All roads have been classified in accordance with the Topographic Manual. Most of the buildings to be shown have been circled on the control set of photographs. Only those, which are very obvious, have not been circled.

One bridge, overhead cable and a submarine cable have been shown on photograph 34982 at Flagler Beach. A copy of the letter to the District Engineer on bridge discrepancies is included with the Special Shoreline Report.

13. GEOGRAPHIC NAMES

This will be the subject of a Special Report, which will be submitted at a later date.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

A Coast Pilot Report, Shoreline Report, Boundary Report, and Geographic Names Report will be submitted as special reports for the entire project.

1 April 1953

Submitted by:

John R. Smith

John R. Smith,
Carto. Surv. Aid

15 April 1953

Approved by:

Paul Taylor
Lt. Comdr., USC&GS
Chief of Party

MAP T-9909..... PROJECT NO. **24170**..... SCALE OF MAP **1:20,000**..... SCALE FACTOR.....

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			° ' "	" "	FORWARD	(BACK)		FORWARD	(BACK)	
WELCOME, 1934	G-3038 p. 121	N.A. 1927	29 26	23.785	Moved in 1957 See Welcome 2, 1957			732.3	(1115.0)	
Sub. Pt. WELCOME, 1934			81 14	12.748				343.6	(1273.5)	
IVES, 1934	G-3040 p. 143	"	29 26					805.1	(1042.2)	
Sub. Pt. IVES, 1934			81 14					347.1	(1270.0)	
Sub. Pt. IVES, 1934			29 24	12.501				384.9	(1462.4)	
Sub. Pt. IVES, 1934			81 08	45.281				1220.8	(396.8)	
Sub. Pt. IVES, 1934			29 24					399.5	(1447.8)	
Sub. Pt. IVES, 1934			81 08					1295.2	(322.4)	
FLAGLER BEACH AIR WAY BEACON NO. 26, 1934 / AC-5 (FCS), 1934	G-3040 p. 174	"	29 28	25.680	Destroyed			790.7	(1056.6)	
BUNNELL BLACK WATER TANK, 1934	"	"	81 07	34.647				933.5	(683.1)	
AC-4, FCS, 1934	"	"	29 28	29.00				892.9	(954.5)	
AC-4, FCS, 1934	Flagler Co. p. 1	"	81 14	52.50				1414.5	(202.1)	
AC-7, FCS, 1934	"	"	1,869,225.67					2812.0	(236.0)	
Sub. Pt. AC-7, FCS, 1934			440,514.28					156.8	(2891.2)	
Sub. Pt. AC-7, FCS, 1934			1,868,383.56					2555.3	(492.7)	
Sub. Pt. AC-7, FCS, 1934			429,940.26					3029.8	(18.2)	
Sub. Pt. AC-7, FCS, 1934			1,860					2559.9	(488.1)	
Sub. Pt. AC-7, FCS, 1934			430					63.9	(2984.1)	
WELCOME 2, 1957	Field comp.	N.A. 1927	29° 26'	23.762"				731.6	(1115.7)	
WELCOME 2, 1957	ADJUSTED POSITION (Geodesy Div.)	"	81° 14'	11.360"				306.2	(1310.9)	
WELCOME 2, 1957			29° 26'	23.762"						
WELCOME 2, 1957			81° 14'	11.361"						

MAP T-9909

PROJECT NO. 24170

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		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)	
BS-30, FGS, 1935	FLAGLER COUNTY p. 4	N.A. 1927	1,874,165.95 415,410.49	4,165.95 (5,834.05)			1269.8 (1778.2)		
Sub. Pt. BS-30, FGS, 1935			1,870 410	5,410.49 <i>Outside Map limits</i>			1238.1 (1709.9)		
T-16, FGS, 1934	FLAGLER COUNTY p. 7	"	1,835,791.37 438,888.74	5,791.37 (4,208.63)			1623.9 (1424.1)		
Sub. Pt. T-16, FGS, 1935			1,830 430	9,888.74 (111.26)			1765.2 (1282.6)		
AC-3 FGS, 1934	Flagler Co. p. 1		1,869,556.79 449,187.87	9,556.79 (443.21)			2014.1 (133.9)		
Sub. Pt. AC-3, FGS, 1934			1,860,000.00 440,000.00	9,187.87 (812.13)			1868.2 (1179.8)		
Sub. Pt. AC-4 FGS, 1934			1,860,000.00 440,000.00				2982.0 (66.0)		
AC-27 FGS, 1934	Flagler Co. p. 2	"	1,853,810.19 459,842.93	3,810.19 (6,189.81)			2912.9 (135.1)		
Sub. Pt. AC-27		"	1,850 450	9,842.93 (157.07)			2800.5 (247.5)		
FLAGLER, 1934	G-3038 p. 122	"	29° 29' 29" 81 07 29 81 07				2914.7 (133.3)		
Sub. Pt. FLAGLER, 1934							2916.0 (132.0)		
							2822.8 (225.2)		
							488.9 (2559.1)		
							1161.4 (1886.8)		
							3000.1 (47.9)		
							1627.1 (1420.9)		
							2859.0 (189.0)		
							642.8 (1204.6)		
							1543.9 (72.4)		
							650.5 (1196.9)		
							1561.9 (54.4)		

1 FT. = 3048006 METER

COMPUTED BY: J. Steinberg

DATE 10 June 1953

CHECKED BY: A. Queen

DATE 3 July 1953

MAP T. 9909 PROJECT NO. 24170 SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
						FROM GRID OR PROJECTION LINE FORWARD (BACK)	FROM GRID OR PROJECTION LINE FORWARD (BACK)	
AC-16 FGS, 1934	Flegler Co. p. 2	N.A. 1927	1,860,570.06 421,557.92	570.06 (9,429.94) 1,557.92 (8,442.08)		173.8 (2874.2)	474.9 (2573.1)	
Sub Pt. AC-16 FGS, 1934	"	"	1,860 420			129.6 (2918.4)	522.0 (2526.0)	
AC-20 FGS, 1934	"	"	1,845,328.76 435,225.15	5,328.76 (4,671.24) 5,225.15 (4,774.85)		1624.2 (1423.8)	1592.6 (1455.4)	
Sub. Pt. AC-20 FGS, 1934	"	"	1,840 430			1484.0 (1564.0)	1854.4 (1193.6)	
AC-30 FGS, 1934	"	"	1,864,090.54 455,282.87	4,090.54 (5,909.46) 5,282.87 (4,717.13)		1246.8 (1801.2)	1610.2 (1437.8)	
Sub. Pt. AC-30 FGS, 1934	"	"	1,860 450			1344.8 (1703.2)	1577.5 (1470.5)	
AC-22 FGS, 1934	"	"	1,842,877.89 442,696.35	2,877.89 (7,122.11) 2,696.35 (7,303.65)		877.2 (2170.8)	821.8 (2226.2)	
Sub. Pt. AC-22 FGS, 1934	"	"	1,840 440			882.0 (2166.0)	804.0 (2244.0)	
BP-176 FGS, 1935	"	"	1,850,941.99 428,399.28	941.99 (9,058.01) 8,399.28 (1,600.72)		287.1 (2760.9)	2560.1 (487.9)	
Sub. Pt. BP-176 FGS, 1935	"	"	1,850 420			175.4 (2372.6)	2713.6 (334.4)	15
BP-180 FGS, 1935	"	"	1,837,895.54 416,756.43	7,895.54 (2,104.46) 6,756.43 (3,243.57)	outside map limits	2406.6 (641.4)	2059.4 (988.6)	
Sub. Pt. BP-180 FGS, 1935	"	"	1,830 410			2402.7 (645.3)	2043.3 (1004.7)	

1 FT. = 3048006 METER
COMPUTED BY: J. Steinberg

DATE 10 June 1953

CHECKED BY: A. Queen

DATE 2 July 1953

MAP T. 9909

PROJECT NO. 24170

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		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)	
BULOW, 1873	G-6209 P. 795	N.A. 1927	29	26	24.733			761.5	(1085.6)	
AC-2 FGS, 1934	Flagler Co. P. 1	"	81	07	46.714			1259.0	(358.1)	
AC-8 FGS, 1934	"	"	1,869,668.37			9,668.37	(331.63)	2946.9	(101.1)	
AC-9 FGS, 1934	"	"	453,442.74			3,442.74	(6557.26)	1049.3	(1998.7)	
AC-10 FGS, 1934	"	"	1,868,343.10			8,343.10	(1656.90)	2543.0	(505.0)	
AC-11 FGS, 1934	"	"	427,007.07			7,007.07	(2,992.93)	2135.8	(912.2)	
AC-15 FGS, 1934	"	"	1,868,992.36			8,992.36	(1,007.64)	2740.9	(307.1)	
AC-17 FGS, 1934	"	"	425,387.72			5,387.72	(4,612.28)	1642.2	(1405.8)	
AC-18 FGS, 1934	"	"	1,868,942.99			8,942.99	(1,057.01)	2725.8	(322.2)	
AC-19 FGS, 1934	"	"	422,908.87			2,908.87	(7,091.13)	886.6	(2161.4)	
AC-21 FGS, 1934	"	"	1,869,333.26			9,333.26	(666.74)	2844.8	(203.2)	
AC-23 FGS, 1934	"	"	421,122.40			1,122.40	(8,877.60)	342.1	(2705.9)	
AC-23 FGS, 1934	"	"	1,862,880.09			2,880.09	(7,119.91)	877.9	(2170.1)	
AC-23 FGS, 1934	Flagler Co. P. 2	"	419,966.83			9,966.83	(33.17)	3037.9	(10.1)	
AC-23 FGS, 1934	"	"	1,858,613.79			8,613.79	(1,386.21)	2625.5	(422.5)	
AC-23 FGS, 1934	"	"	423,171.95			3,171.95	(6,828.05)	966.8	(2081.2)	
AC-23 FGS, 1934	"	"	1,853,424.12			3,424.12	(6,575.88)	1043.7	(2004.3)	16
AC-23 FGS, 1934	"	"	426,209.39			6,209.39	(3,790.61)	1892.6	(1155.4)	
AC-23 FGS, 1934	"	"	1,848,741.55			8,741.55	(1,258.45)	2664.4	(383.6)	
AC-23 FGS, 1934	"	"	432,782.89			2,782.89	(7,217.11)	848.2	(2199.8)	
AC-23 FGS, 1934	"	"	1,844,174.97			4,174.97	(5,825.03)	1272.5	(1775.5)	
AC-23 FGS, 1934	"	"	437,248.69			7,248.69	(2,751.31)	2209.4	(838.6)	
AC-23 FGS, 1934	Volusia Co. P. 1	"	1,842,997.18			2,997.18	(7,002.82)	913.5	(2134.5)	
AC-23 FGS, 1934	"	"	454,294.47			4,294.47	(5,705.53)	1309.0	(1739.0)	

1 FT. = 3048006 METER

COMPUTED BY: J. C. Richter

DATE 7 July 1953

CHECKED BY: A. Queen

DATE 7 July 1953

MAP T-9909

PROJECT NO. 24170

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		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)	
AC-24 FGS, 1934	Volusia Co. p. 1	N.A. 1927	1,842,997.82	2,997.82	(7,002.18)		913.7	(2134.3)	
			456,835.87	6,835.87	(3,164.13)		2083.6	(964.4)	
AC-28 FGS, 1934	Flagler Co. p. 2	"	1,858,638.57	8,638.57	(1,361.43)		2633.0	(415.0)	
			458,390.68	8,390.68	(1,609.32)		2557.5	(490.5)	
AC-29 FGS, 1934	"	"	1,861,168.68	1,168.68	(8,831.32)		356.2	(2691.8)	
			456,240.47	6,240.47	(3,759.53)		1902.1	(1145.9)	
AC-31 FGS, 1934	"	"	1,871,054.16	1,054.16	(8,945.84)		321.3	(2726.7)	
			459,405.35	9,405.35	(594.65)		2866.8	(181.2)	
BP-175 FGS, 1935	"	"	1,852,109.86	2,109.86	(7,890.14)		643.1	(2404.9)	
			428,147.19	8,147.19	(1,852.81)		2483.3	(564.7)	
BP-177 FGS, 1935	Flagler Co. p. 3	"	1,849,484.76	9,484.76	(515.24)		2891.0	(157.0)	
			427,098.83	7,098.83	(2,901.17)		2163.7	(884.3)	
BP-178 FGS, 1935	"	"	1,845,460.28	5,460.28	(4,539.72)		1664.3	(1383.7)	
			423,505.60	3,505.60	(6,494.40)		1068.5	(1979.5)	
BP-179 FGS, 1946	"	"	1,841,703.24	1,703.24	(8,296.76)		519.1	(2528.9)	
			420,151.02	151.02	(9,848.98)		46.0	(3002.0)	
BP-181 FGS, 1935	"	"	1,834,911.95	4,911.95	(5,088.05)	outside slap units	1497.2	(1550.8)	
			414,093.64	4,093.64	(5,906.36)		1247.7	(1800.3)	
BS-31 FGS, 1935	Flagler Co. p. 5	"	1,871,727.44	1,727.44	(8,272.56)		526.5	(2521.5)	
			414,720.82	4,720.82	(5,279.18)		1438.9	(1609.1)	
BS-32 FGS, 1935	"	"	1,867,333.02	7,333.02	(2,666.98)		2235.1	(812.9)	
			415,138.03	5,138.03	(4,861.97)		1566.1	(1481.9)	

1 FT. = 3048008 METER

COMPUTED BY: J. C. Richter

DATE July 7, 1957

CHECKED BY: A. Queen

DATE July 7, 1953

COMPILATION REPORT
T-9909

The radial plot report for the area of this survey is included in the descriptive report for survey No. T-9943.

31. DELINEATION

This survey was compiled by graphic methods. The field inspection was adequate except for changes in topography which have occurred since the inspection was made in 1952. Changes have been office interpreted with 1956 photographs.

32. CONTROL

No comment.

33. SUPPLEMENTAL DATA

Nautical Chart No. 843.

A.M.S. Ormond, Florida quadrangle for geographic names.

Map No. 2, Subdivision of Lots 4 and 5 of The Bulow Plantation.

Bunnell Airport Plans.

Plat of James Ormond Tomb.

Plat, Town of Bunnell.

6 Bureau of Land Management plats as follows:

T11S - R30E, T11S - R31E, T12S - R30E, T12S - R31E,
T13S - R30E, and T13S - R31E.

34. CONTOURS AND DRAINAGE

Contours: Intermittent pond symbols have been used in the place of contours where the limit of the intermittent pond was coincident with the contour. *Both contours & pond symbols are shown.*

Drainage: The limits of swamp areas were outlined, stereoscopically, on the 1956 photographs and checked against the field inspection on the 1952 field inspection photographs. Where the limits as outlined on the 1956 photographs were in fair agreement with the field inspection, the field inspection was accepted otherwise the outline on the 1956 photographs was used.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline was delineated from the 1956 photographs supplemented by field inspection on the 1952 photographs.

36. OFFSHORE DETAILS:

No comment.

37. LANDMARKS AND AIDS

One aeronautical aid (AIRWAY BEACON NO. 26, 1934) was recommended on Form 567. This beacon was recovered in 1952 as control station FLAGLER BEACH AIRWAY BEACON, 1934. However, it has been deleted from Chart No. 843 corrected to 8 September 1956. Also the beacon does not appear on photograph 56-W-3966 scale 1:10,000. Beacon was destroyed. Form 567 submitted by field editor

One landmark TANK, 1952 was recommended on Form 567.

" " STACK, 1956 " " " " " (submitted by field editor)

Four Aids to Navigation have been shown on the manuscript. Namely: SILVERLAKE LT. 13, SMITH CREEK DAYBEACON 14, SMITHCREEK DAYBEACON 15, and SMITH CREEK DAYBEACON 19.

38. CONTROL FOR FUTURE SURVEYS

One Recoverable Topographic Station and one Azimuth Mark fall within the limits of the manuscript. Forms 524 are submitted.

There are no photo-hydro stations.

39. JUNCTIONS

Junctions with surveys Nos. T-9908, T-9910 and T-9943 to the north, east and south respectively have been made and are in agreement.

There is no contemporary survey to the west. Delineation has been carried beyond the western neat line.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. LAND LINES (Discussed in Field Edit & Review Reports)

All Land and Grant Lines have been applied to the manuscript from the Land Management Plats listed in paragraph 33 by the following method: Copies of the latest plats of the townships were made on vinylite at a scale of 1:20,000. The manuscript was then oriented over the plats holding to identified section and grant corners, and features delineated on the manuscript, such as roads, ditches, edges of clearings or breaks in tree areas that appeared to be old survey lines. Adjustments were necessary because several recorded distances between section corners were in disagreement with the distances between section corners which had been identified and graphically located on the manuscript.

42 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with the Army Map Service Ormond Florida Quadrangle, scale 1:50,000, edition of 1948.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Nautical Chart No. 843, scale 1:40,000, combined edition of 1952 corrected to 8 September 1956.

Items to be applied to nautical charts immediately:
Dredged inlet to Lehigh Cement Plant along the Intracoastal Waterway.

Items to be carried forward: *near entrance to cement plant*
A submerged pile in the Intracoastal Waterway near the north limit of the manuscript. *See Field Edit Report page 24, next to last P*

Respectfully submitted
29 March 1957

H. R. Rudolph

H. R. Rudolph
Carto. Aid (Photo.)

Approved and Forwarded

William F. Deane
William F. Deane
CDR, C&GS
Baltimore District Officer

T-9909.

Geographic Names.

Atlantic Ocean ✓

Black Branch Swamp ✓

Bulow Creek ✓

Bulow Ruins State Monument ✓

Bunnell ✓

Bunnell Airport ✓

Dupont ✓

Flagler Beach ✓

Flagler County ✓

Florida ✓

Florida East Coast ✓

Good Hope Cemetery ✓

Gore Lake ✓

Graham Swamp ✓

Intracoastal Waterway ✓

John Anderson Highway ✓

Korona ✓

Lehigh Railroad ✓

Mulligan Avenue See Field Edit Report

Old Dixie Highway ✓

Old Kings Road ✓

Ormond Tomb State Park ✓

Silver Lake ✓

Smith Creek ✓

Volusia County ✓

U.S. 1

Fla. A1A

Fla. 11

Names Approved
4-23-57.

PHOTOGRAMMETRIC OFFICE REVIEW

T. 9909

- 1. Projection and grids H.R.R. 2. Title H.R.R. 3. Manuscript numbers H.R.R. 4. Manuscript size H.R.R.

CONTROL STATIONS

1a. Classification label H.R.R.

- 5. Horizontal control stations of third-order or higher accuracy H.R.R. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) H.R.R. 7. Photo-hydro stations 8. Bench marks H.R.R.
- 9. Plotting of sextant fixes 10. Photogrammetric plot report H.R.R. 11. Detail points H.R.R.

ALONGSHORE AREAS

(Nautical Chart Data)

- 12. Shoreline H.R.R. 13. Low-water line H.R.R. 14. Rocks, shoals, etc. H.R.R. 15. Bridges H.R.R. 16. Aids to navigation H.R.R. 17. Landmarks H.R.R. 18. Other alongshore physical features H.R.R. 19. Other along-shore cultural features H.R.R.

PHYSICAL FEATURES

- 20. Water features H.R.R. 21. Natural ground cover H.R.R. 22. Planetable contours H.R.R. 23. Stereoscopic instrument contours 24. Contours in general H.R.R. 25. Spot elevations H.R.R. 26. Other physical features H.R.R.

CULTURAL FEATURES

- 27. Roads H.R.R. 28. Buildings H.R.R. 29. Railroads H.R.R. 30. Other cultural features H.R.R.

BOUNDARIES

- 31. Boundary lines H.R.R. 32. Public land lines H.R.R.

MISCELLANEOUS

- 33. Geographic names H.R.R. 34. Junctions H.R.R. 35. Legibility of the manuscript H.R.R. 36. Discrepancy overlay H.R.R. 37. Descriptive Report H.R.R. 38. Field inspection photographs H.R.R. 39. Forms H.R.R.

40. Harry R. Rudolph
 Reviewer

Joseph Steinberg
 Supervisor, Review Section or Unit

- 41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

- 42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

J. Honick
 Compiler

F. Tareza
 Supervisor

- 43. Remarks:

FIELD EDIT REPORT
Project 24170(6082)
Quadrangle T-9909

The field edit of this quadrangle was accomplished during the month of May 1957.

51. METHODS

The inspection of the quadrangle was accomplished by traversing all roads by truck, walking to other areas which required special attention, and by skiff along the waterways. Instructions were followed in accordance with letter to Baltimore District Office, dated 9 November 1956, 731-m#1. Standard surveying methods were used for other corrections and additions.

All additions, corrections and deletions have either been indicated on the field edit sheet, referenced to the field photographs or answered directly on the discrepancy print. A legend, describing the colored inks used, is shown on the field edit sheet. Purple ink was used for additional information on the photographs and on the discrepancy print.

One 1:20,000 scale print is submitted as a field edit sheet.

Twenty-six photographs, on which field edit information has been shown, are listed as follows:

56-W-3399	56-W-3657	56-W-3812	34982 A
3515	3661	3814	34983 A
3516	3662	3815	35002 A
3517	3663	3963	35003 A
3519	3733	3966	34947 A
3521	3734	3967	
	3735		
	3736		
	3737		

52. ADEQUACY OF COMPILATION

The compilation was adequate with the exceptions and additions indicated by the field edit data.

There have been numerous small changes in this quadrangle since the original field inspection in 1952. Many new roads have been constructed by the Rayonier Paper Company and construction has just been started for a four-lane highway along



U.S. Highway 1, using the present U.S. Highway 1 as the west lane for the future highway.

Five horizontal control stations and two bench marks are reported on form 525, 526 and 685. Station WELCOME, 1934 was in the way of new highway construction. A new station WELCOME 2, 1957 was established by this party. The station was also a bench mark, therefore an elevation was established for WELCOME 2, 1957. Stations FLAGLER BEACH AIRWAY BEACON NO. 26, 1934 and AC 18, 1934 have been destroyed. A new description was written for two other stations. All forms, necessary to the report of these marks, are submitted with the field edit data.

One new landmark is recommended on form 567 for charting. It is the easterly of two stacks at the Lehigh Portland Cement Plant. It is an excellent landmark.

All fixed aids to navigation were re-located during the field edit. These aids were identified on the 1:10,000 scale 1956 photographs by the direct method. Form 567 is submitted for all aids within the limits of this quadrangle.

All along the south side of the Lehigh Railroad, along the west side of the cross-country transmission line, and along newly constructed roads, there are areas which appear on the photographs as wet areas, which are the result of construction work. These are wet areas where a few shovels of dirt have been removed during the construction, and due to the flatness of the terrain, water stands in them after a heavy rain. These features should not be mapped and the field editor has made no attempt to classify them.

The submerged piling, located in the Intracoastal Waterway near the entrance to the cement plant, was not found. It is believed to have been removed, but since it was shown as submerged, there is a possibility of its existence.

The discrepancy print has questioned a number of areas in regard to the public land line net. The field editor has contacted local land surveyors, searched for numerous corners and has compared the discrepancies against the General Land Office Plats. Only two additional corners were recovered during the field edit. Corners, which were questioned on the discrepancy print, were verified for their existence and position. Several corners were searched for but nothing could be found, especially in the southwestern portion of the quadrangle. The discrepancies noted in Township 12 near ranges 30 and 31 is known by the local surveyor. According to him, there were two surveys made

along the range line by two different men during the original work and the old field notes do not agree. At section corner 34, 35, 3 and 2, Township 12 and 13 south, Range 31 east, the distance to the Old Kings Road does not check. This too is a case where two sets of old field notes do not agree.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No standard vertical accuracy test was requested and none was made.

The contours were visually checked and were found to adequately depict the terrain. Since the original contouring, many areas have been changed due to new construction. Attention is invited to the area of the Lehigh Portland Cement Plant. The portion from the main buildings of the cement plant north is in a most active status and no attempt was made by the field editor to contour this area as conditions are changing from day to day. Contouring was done, however, in the area around the cement plant and the following is recommended: The five foot contour on the east and the ten foot contour on the west be completely shown. The remainder of the contours be discontinued at the railroad. The active area be shown as a quarry.

Elevations were provided and areas re-contoured where new construction of spoil, ponds etc. had been made.

54. RECOMMENDATIONS

None

55. EXAMINATION OF PROOF COPY

Mr. D. Moody, registered land surveyor of the State of Florida and a resident of the area for fifty years, has agreed to examine a proof copy of this quadrangle for possible errors. Mr. Moody's address is: 401 North Anderson Street, Bunnell, Florida.

All geographic names were verified as shown on the advance print of the manuscript with the exception of the misplacement of a portion of OLD KINGS ROAD and the names MULLIGAN AVENUE and PLANTATION ROAD. It is recommended that the name OLD KINGS ROAD be ended at its junction with OLD DIXIE HIGHWAY. The names MULLIGAN AVENUE and PLANTATION ROAD are obsolete and are not recommended.



Ira R. Rubottom
CDR, USC&GS
Chief of Party

23 May 1957
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Cartographer

TOP

VIEW REPORT
HY SURVEY T-9909
July 1958

62. Comparison with Re

red Topographic Surveys -

T-1298 1:20
T-4066 1:20

1873
1924

T-9909 superseding purposes in co

these prior surveys for nautical chart-areas.

63. Comparison with Me

Other Agencies.

Ormond Beach, Florida. The map is outdate

ida, (Army Map Service) 1:50,000, 1944. to cultural changes.

64. Comparison with Co

porary Hydrographic Surveys -

None.

65. Comparison with Na

al Charts -

843 1:40

1952 - revised 11/25/57.

Some of the t the time of field to the chart. The Portland Cement P are not shown.

t cultural changes occurring between ection and field edit have been applied mark stack and buildings at the Lehigh and the canal south of DAY BEACON 19 Aug 1960

1244 1:80

1930 - revised 4/14/58.

The large slip at shown. *now on c*

Lehigh Portland Cement Plant is not

66. Adequacy of Result

d Future Surveys -

This map compl and Bureau requirem

with National Standards of Map Accuracy

67. County Line -

The Volusia-Flagler County line was partially delineated on field photographs during field inspection. South of accepted (field identified) section corner 34, 35, 3 and 2 townships 12 and 13, range 31 east, the county line follows section lines. This section of line was not identified in the field. Use of the recovered corner mentioned above, results in an erratic land line net and county line. Identification of the corner was verified by the field editor and is referred to in Item 52 of the Field Edit Report.

PAGE 2, REVIEW REPORT - T-9909

68. T-9909 junction with contemporary surveys to the north, east and south. AMD's map NH 17-8 (1:250,000 scale) published in 1955 is the only available coverage to the west.

Reviewed by:

S. G. Blakenbaker
S. G. Blakenbaker

Approved by:

L. C. Landy
Chief, Review & Drafting Section
Photogrammetry Division.

Max Blukatto
Chief, Nautical Charts Branch

L. W. Swanson
Chief, Photogrammetry Division

[Signature]
Chief, Coastal Surveys Div.

24 Sept. '59 MM

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

Baltimore, Maryland

27 March, 1957

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

The positions given have been checked after listing by H. R. Rudolph

William F. Deane

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM	D. P. METERS						
FLORIDA	LIGHT 13	Silver Lake Light		29 29	81 08	N.A. 1927	44.82 1380	33.26 896	1956	X			843
	DAYBEACON, 14	Smith Creek Daybeacon		29 28	81 08	"	20.98 646	07.35 198	"	X			"
	DAYBEACON, 15	" "		29 28	81 08	"	06.76 208	00.11 3	"	X			"
	DAYBEACON, 19	" "		29 27	81 07	"	36.86 1135	50.10 1350	"	X			"
							<i>Positions verified 5-6-60 JMA</i>						

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
76/38/150/150/

STRIKE OUT ONE

Baltimore, Maryland 29 March 19 57

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

The positions given have been checked after listing by H. R. Rudolph

William F. Deane Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE							
				D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS						
TANK	FLORIDA	(Elevated) Flagler Beach Municipal water Tank, Steel ht - 137 (150)		29 28	42 52	81 07	42 91	N.A. 1927 Rad. Plot	1952	X	X	X	843 1760 1244

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~HYDROGRAPHICAL~~
~~NON-FLOATING~~ AIDS OR LANDMARKS FOR CHARTS

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

St. Augustine, Florida November 19 52

I recommend that the following objects which have ~~(been examined)~~ 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 Henry R. Spies

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	CHARTS AFFECTED					
				LATITUDE		LONGITUDE				HARBOR CHART	INSHORE CHART	OFFSHORE CHART			
				°	'	°	'								
AERO	FLORIDA	(Airway Beacon No. 26, 1934) ht = 55 (65)		29	26	790.7	81	07	N.A.	1927	T-9909 Tri.	1934	ORLANDO (D-8)		

Paul Taylor Chief of Party

Destroyed - See Form 567 dated 10 May, 1957

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

~~TO BE/CHARTED~~
TO BE DELETED

STRIKE OUT ONE

August 19 52

St. Augustine, Florida

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

The positions given have been checked after listing by Henry R. Spies

Paul Taylor Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE		LONGITUDE								DATUM
				°	'	°	'							
DAYBEACON 33	FLORIDA	Silver Lake Daybeacon		29 29.9	81 08.6				X			843		
LIGHT 35		" " Light		29 29.7	81 08.4				X			"		
DAYBEACON 36		Smith Creek Daybeacon		29 28.2	81 08.1				X			"		
DAYBEACON 37		" "		29 28.1	81 07.9				X			"		
DAYBEACON 38		" "		29 27.7	81 07.8				X			"		

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE CHARTED~~

STRIKE OUT ONE

Baltimore, Maryland

9 October, 1957

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

The positions given have been checked after listing by H. R. Rudolph

William F. Deane Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*		LONGITUDE*							
				D. M. METERS	"	D. P. METERS	"						
FLORIDA				29	27	81	07	N.A.	1927				
DAYBEACON	17	Smith Creek Daybeacon		47.52		34.63		Radial					
								Plot	1957	X			843

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* TABULATE SECONDS AND METERS

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

~~NONFLUATING AID~~ OR LANDMARKS FOR CHARTS

TO BE CHARTED ~~FOR USE~~ STRIKE OUT ONE

Baltimore, Maryland 28 October 1957

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~Chart 11044~~ the charts indicated.

The positions given have been checked after listing by H. R. Rudolph

William F. Deans Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	CHARTS AFFECTED					
				LATITUDE*	LONGITUDE*	DATUM			HARBOR CHART	INLAND CHART	OFFSHORE CHART			
FLORIDA		<i>same as L. 855 (1957)</i> p. 5												
STACK	Portland Lehigh Cement Co. Stack (easterly of two) Masonry ht 150 (165)			29 29	01 09	N.A. 1927	Flot T-9909	1956	x	x	x	843	1244	

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
PHOTogrammetric Review Section

**AERONAUTICAL
FIXED AID LANDMARKS FOR CHARTS**

~~NO. BE EXCHANGED~~
TO BE DELETED } STRIKE OUT ONE

Runnell, Florida 10 May 1957

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

The positions given have been checked after listing by Matthew A. Stewart

IFE R. Kubottom Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED				
				LATITUDE*		LONGITUDE*				HARBOR CHART	INSHORE CHART	OFFSHORE CHART		
				D. M. METERS	"	D. M. METERS	"			D. P. METERS	"	D. P. METERS		
AERO	Florida	(Airway Beacon No. 26, 1934) ht 56(65)		29 284	"	81 076	"	N.A. 1927	1-9909 Trl.	1934				ORLANDO (D-6)
		<i>has been deleted</i>												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9909

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
4/28/60	843	E. Thomas	<div style="display: flex; justify-content: space-between;"> Considered completely applied until chart received. <i>gmm</i> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> Before After Verification and Review </div>
			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
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			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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