

9943

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-9943

LOCALITY

State Florida

General locality Halifax River

Locality National Gardens

1949-57

CHIEF OF PARTY

P. Taylor, Chief of Field Party
E.H.Kirsch, Baltimore Photo. Office.

LIBRARY & ARCHIVES

DATE July 31, 1959

9943

DATA RECORD

T-9943

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

Field Office (II): **Brunswick, Georgia**Chief of Party: **Paul Taylor**Photogrammetric Office (III): **Baltimore, Md.**Officer-in-Charge: **E. H. Kirsch**

Instructions dated (II) (III):
 29 December 1951
 15 February 1952 (Supplement 1)
 28 February 1952 (Supplement 1)
 14 March 1952 (Supplement II)
 28 April 1952 (Supplement III)

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): **10-3-56** Date reported to Nautical Chart Branch (IV): **10 -**

Applied to Chart No.

Date:

Date registered (IV): **2/10/59**

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 (6) refer to sounding datum
 i.e., mean low water or mean lower low water

Reference Station (III): **FAVORETTA, 1934**Lat.: **29° 22' 04.404" (135.6 m)** Long.: **81° 11' 06.809" (183.6 m)**

Adjusted
~~Unadjusted~~

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.

DATA RECORD

Field Inspection by (II): John R. Smith, Carto. Survey Aid

Date: March to September 1952

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

Date: July to October 1952

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

Date: JAN. 1957

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

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

Date: 10/21/52

Projection and Grids checked by (IV): H. R. Cravat

Date: 10/22/52

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

Date: 7/10/53

Control checked by (III): J. Steinberg

Date: 7/23/53

Radial Plot or ~~Stereoscopic~~ ~~Endo-Exo-sterax~~ by (III): L. A. Senasack

Date: 1/15/54

Stereoscopic Instrument compilation (III):
Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): J. J. Schlepner
J. Y. Councill

Date: 8/31/56

Photogrammetric Office Review by (III): R. Glaser

Date: 9/24/56

Elevations on Manuscript checked by (II) (III):

Date:

Camera (kind or source) (III): **USC&GS nine-lens and single lens camera "0"** and single-lens "W" camera

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
49-0-158 thru 162	4/14/49	1014	1:20,000	All land area
34945 & 34946	2/13/52	1215	"	" " "
34948 & 34949	2/13/52	1223	"	" " "
35000	2/14/52	1031	"	" " "
35022 & 35023	2/18/52	0936	"	" " "
35027 & 35028	"	0952	"	" " "
56W 3390 thru 3398	10/18/56	0947	"	" " "
56W 3442 " 3446	"	1010	"	" " "
56W 3453	"	1017	"	" " "
56W 3453 " 3460	"	1048	"	" " "
56W 3522 " 3530	"	1048	"	" " "
56W 3653 " 3656	10/19/56	091	"	" " "

Tide (III)

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

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

Date: **Sept. 1958**

Final Drafting by (IV): **Anna P. Berry**

Date: **Jan 29, 1959**

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **64**

Shoreline (More than 200 meters to opposite shore) (III): **None**

Shoreline (Less than 200 meters to opposite shore) (III): **None**

Control Leveling - Miles (II): **33.0**

Number of Triangulation Stations searched for (II): **14** Recovered: **11** Identified: **5**

Number of BMs searched for (II): **15** Recovered: **12** Identified: **6**

Number of Recoverable Photo Stations established (III): **None**

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

Remarks:

Number of Traverse Stations Established: **11** Identified: **11**

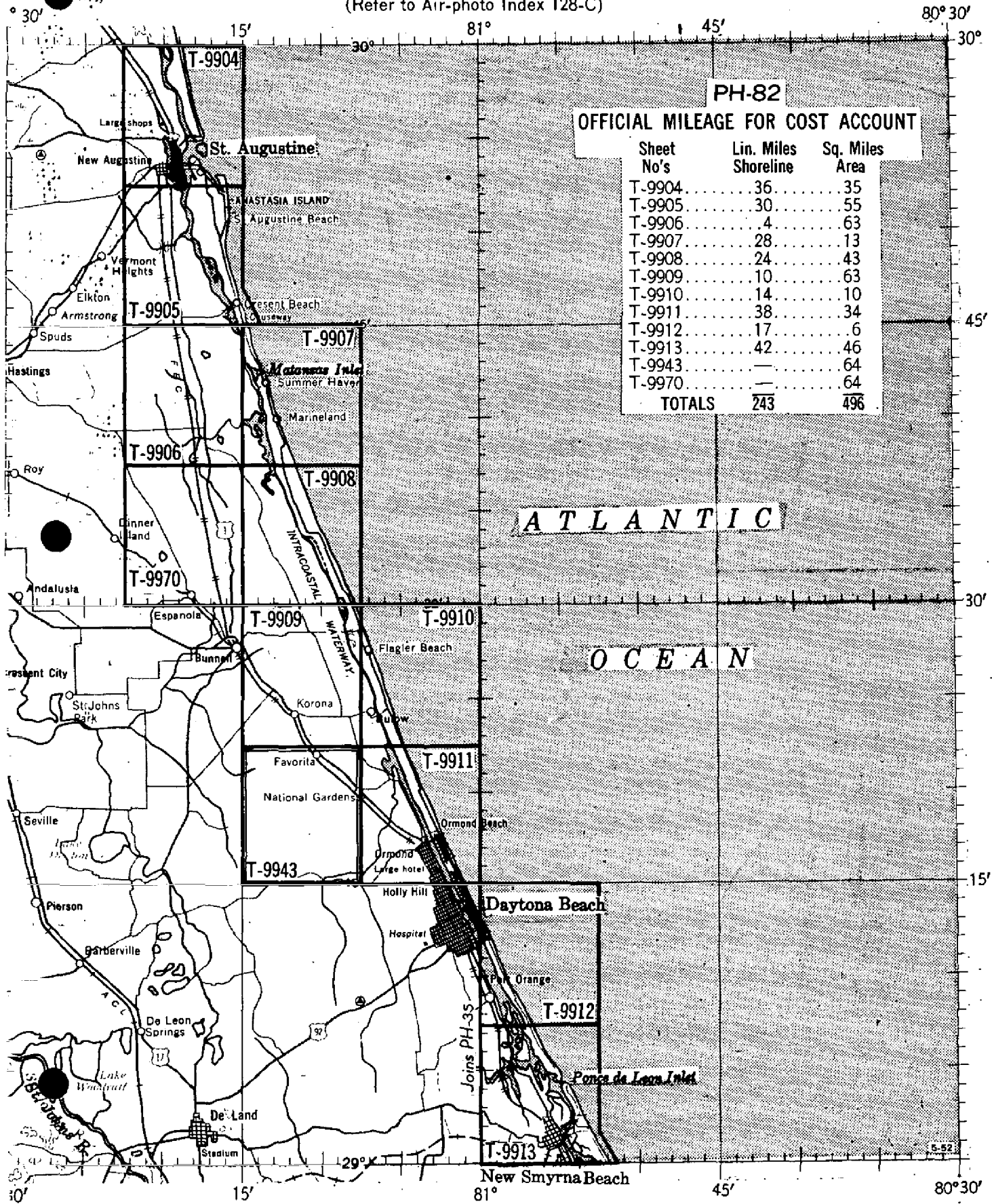
Number of Bench Marks Established: **11** Identified: **8**

Number of Station Corners Recovered and Identified: **10**
" " " " " " " " **4 (field edit)**

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)



PH-82		
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

ATLANTIC

OCEAN

New Smyrna Beach

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT T-9943

Topographic map T-9943 is one of twelve similar maps in project PH-82. This is an interior map west of Ormond Beach in the south half of the project.

PH-82 is a graphic compilation project. Field work in advance of compilation included complete field inspection, the establishment of some additional horizontal control and complete planetable contouring.

Map T-9943 was compiled at 1:20,000 scale. Single-lens photographs taken in 1949 and nine-lens photographs taken in 1952 were used in field work. Unmounted nine-lens photographs were used in the radial plot. The map was field edited in January 1957 and corrected to the date of the new "W" camera photography taken in October 1956.

The map will be published by the Geological Survey at 1:24,000 scale. Items registered under T-9943 will be a Descriptive Report, a positive impression on cronar of the scribed copy of the manuscript and a lithographic print in colors of the Geological Survey quadrangle.

FIELD INSPECTION REPORT
 Quadrangle T-9943
 Project Fh-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, Cartographic Survey Aid	Vertical Control and Horizontal Control	March, 1952
Henry R. Spies, Cartographic Survey Aid	Section Corner Identification	April, 1952

2. AERIAL FIELD INSPECTION

The quadrangle lies south of Bunnell and west of Ormond, Florida. It is a sparsely settled section, of which the greater part is owned by the Hudson Paper and Pulp Corporation, and the Tomoka Peat and Rock Company. Hull Cypress Swamp covers most of the southwest quarter.

There are no towns within the quadrangle, however, along U. S. Highway No. 1 there is a post office at National Gardens and a turpentine camp at Favorita.

With the exception of U. S. Highway No. 1, in the northwest portion, and Tomoka Road, in the southerly part of the quadrangle, the entire area is serviced by natural dirt roads that are impassable to all except four-wheel drive vehicles during wet weather.

Cattle raising, pulp wood cutting, and turpentine are the principal industries.

There is an abundance of fire trails within the area. These are not to be mapped and for the most part have been deleted in green by the field inspector.

The quality of the nine-lens photographs was fair. The photographs along the western portion were very dark. The field inspection is believed to be adequate.

3. HORIZONTAL CONTROL

(a) A third-order monumented traverse was measured from BP-187 (Fla. Geod. S.), 1934 to T-8 (Fla. Geod. S.), 1935, to establish control in the westerly and southerly portion of the quadrangle. Five monumented stations and six temporary points along the traverse line were identified for control of the radial plot. In addition to these points, the Relay Fire Tower was located by traverse and identified.

Refer to "Report of Monumented Traverse, Florida Geodetic Survey Station BP-187 to T-8, Project Ph-82(51)", dated March, 1952 by Lieut. Allen L. Powell.

The following monumented stations were established:

CENTER, 1952	JUNCTION, 1952
CONE, 1952	PAPER, 1952
DRAIN, 1952	PINE, 1952
HIGHWAY, 1952	RELAY, 1952
HUDSON, 1952	SANDY, 1952

The following stations were identified along the traverse:

BP-T-2	CONE, 1952
BP-T-6	DRAIN, 1952
BP-T-9	HIGHWAY, 1952
BP-T-22	JUNCTION, 1952
BP-T-37	PAPER, 1952
BP-T-50	RELAY FIRE TOWER

In addition to control established by this party, all other existing control was searched for and a sufficient amount identified.

(b) No datum adjustments were made.

(c) All Florida Geodetic Survey stations were searched for. These stations were established under the direct supervision of the Coast and Geodetic Survey and are of third-order or higher accuracy. Only four of these stations fall within the quadrangle limits: T-12, T-13, T-14 and T-15.

(e) No stations in the quadrangle area were lost, but Florida Geodetic Survey Stations BP-187 and BP-188, which were the initial stations of the traverse, had been moved. The details of their movement are described in the traverse report.

(f) The information given on Form M-2226-12 is adequate for all identified stations.

4. VERTICAL CONTROL

(a) A fourth-order level line was run during the measurement of the traverse. Elevations were established on all monumented stations.

A search was made for all known vertical control. Bench marks of third-order or higher accuracy within the quadrangle are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>
T-12	Florida Geodetic Survey	Third
T-13	"	"
T-14	"	"
T-15	"	"
R-31	Coast and Geodetic Survey	First
S-31	"	"

(b) Thirty-three 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 0.24 foot. None of the lines were adjusted.

(c) The first and last fly-level points are 43-01 and 43-37.

(d) Inapplicable.

5. CONTOURS AND DRAINAGE

The contouring was accomplished by standard planetable methods on 1:20,000 scale nine-lens photographs. An extra set of photographs was furnished this party for the contouring. The outer edges of these photographs were cut into strips and folded especially to facilitate the use of the pocket stereoscope.

The compiler's attention is invited to a thirty foot contour shown by the U. S. Geological Survey in the north-western portion and a forty foot contour shown on their sheet in the southwestern part. These two areas were fully investigated by this party and in each case our elevations proved to be several feet lower.

Special attention is also called to an area of Hull Cypress Swamp on photograph No. 34948. The topographer has very few elevations in this section, however the area is very flat and was checked thoroughly on all sides. This particular section was covered by several feet of water during the contouring and it was practically inaccessible.

The natural drainage in the quadrangle is by the Tomoka River in the southern portion and by canal ditches in the western and northern part.

The central section of the quadrangle is very flat. The swamps in this area are about one to two feet lower than the average ground and have no definite drainage.

Elevations in this area range from sea-level to 45 feet, the highest of which is found in the southwestern part.

6. WOODLAND COVER

The coverage was classified in accordance with current instructions. The several different tones have been sufficiently labeled on the photographs. Where the swamp limits were indefinite (along contours) the areas have been completely delineated by the field inspector in red.

Throughout the quadrangle the large timber has been cut. The high ground areas usually have a growth of low palmetto with scattered pine. In some cases, re-forestation is underway and has been noted on the photographs. The swampy sections are composed of a mixture of deciduous trees.

7. SHORELINE AND ALONGSHORE FEATURES

Inapplicable.

8. OFFSHORE FEATURES

Inapplicable.

9. LANDMARKS AND AIDS

There are no landmarks or aids within the quadrangle.

10. BOUNDARIES, MONUMENTS AND LINES

Ten section corners were recovered and identified on the photographs. Form M-2226-12 is submitted for nine of these corners. The other was located by planetable methods.

The boundaries will be the subject of a special report which will be submitted at a later date.

11. OTHER CONTROL

No topographic or photo-hydro stations were established.

12. OTHER INTERIOR FEATURES

All roads and buildings have been classified in accordance with the Topographic Manual. The field inspection has been accomplished on both sets of the nine-lens photographs.

There are no bridges, cables or airfields within the quadrangle.

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

There are no other reports or special data applicable to this quadrangle except as noted in Paragraphs 3, 10 and 13.

November, 1952

Submitted by:

John R. Smith
John R. Smith,
Cartographic Survey Aid
24 P.T.

5 December 1952

Approved by:

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

REPORT OF MONUMENTED TRAVERSE
FLORIDA GEODETIC SURVEY STATIONS BP-187 TO T-8
PROJECT PH-82(51)A

March, 1952

Paul Taylor, Chief of Party

1. AUTHORITY

The traverse was measured in accordance with instructions for Project Ph-82(51)A dated 29 December 1951.

2. LIMITS

The traverse was run from BP-187 (Fla. Geod. Survey, 1935), along State Highway 11 and connecting county roads and trails to T-8 (Fla. Geod. Survey, 1934).

3. METHODS

Traverse angles were measured by taking 4 direct and 4 reverse pointings of a Wild T-2 Theodolite. The closure between the observed angles and the computed azimuth was about 4 seconds. An azimuth was computed from BP-187 (Fla. Geod. Survey, 1935) to BP-188 (Fla. Geod. Survey, 1935). This azimuth was carried through the traverse and closed on a computed azimuth between T-8 (Fla. Geod. Survey, 1934) and T-9 (Fla. Geod. Survey, 1934). After completing the traverse, it was learned that BP-187 and BP-188 had been moved by Mr. D. D. Moody, Tax Assessor for Flagler County, Bunnell, Florida. The information necessary to compute the new positions of BP-187 and BP-188 was obtained from Mr. Moody and is included on Page 1, Volume 1, of observations of horizontal directions.

Two tapes were used for the forward measurement. Where it was possible, a 300-foot steel tape (No. 2680) was used at 15 Kg. tension and supported throughout. Temperature readings were taken at each tape length. The tape was compared with a standardized invar tape (No. 364) before and after use on the traverse. The results of the comparison are recorded in the traverse measurement records on page one, volume one, and page 28, volume 2. That part of the traverse that could not be measured along the ground was staked and measured with invar tape No. 364. Two-by-fours were used for stakes, and a plumb bench was used over the monuments and hubs where necessary. On all full tape lengths the invar tape was supported at zero, twenty-five and fifty meters.

A Wye level line was run in conjunction with the traverse to obtain the inclination corrections. Form 638 "Description of Bench Mark" is submitted for each monumented station. The elevations are classed as fourth order. The level lines closed 0.29 foot.

The Wye level line had been completed before the information about the stations (BP-187 and BP-188) being moved had been obtained. The elevation of the mark (BP-187) is now 0.18 foot lower. This change has not been applied to the level record book.

The backward rough measurement was made with 300-foot steel tape No. P4378. An abstract of the forward and back measurement with the difference is submitted.

The measurement between Hub BP-T-74 and station T-8 was made from offsets. The offsets were equal-distance and 90 degrees from the line BP-T-74 to T-8. The distances and a sketch are recorded in the traverse measurement record book on page 27, volume 2. The distances recorded are the horizontal distances as the tape was plumbed when the measurements were made. The direction of measurement on this section was from T-8 to BP-T-74. Notes have been made on the abstracts indicating the direction of measurement.

A number of photographs were taken along the traverse line. A few of these are included with this report. The backs of most of the photographs show the section of the traverse in which they were taken.

Submitted by:

Allen L. Powell,
Lieut., USC&GS

Approved by:

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

PHOTOGRAMMETRIC PLOT REPORT
Project Ph-82
Surveys T-9908 through T-9911, T-9943 and T-9970

21. AREA COVERED

This radial plot covers the area of surveys T-9908 through T-9911, T-9943 and T-9970. They are topographic surveys along the Atlantic coast of Florida, from Daytona northward to Marineland.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Florida East Grids in red, at a scale of 1:20,000 were furnished by the Washington office.

All control points and most of the substitute points were plotted using the beam compass and meter bar method. A few substitute points were plotted graphically.

A sketch showing the layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

Photographs:

Unmounted photographs taken with the nine-lens camera at a scale of approximately 1:20,000 were used in this radial plot. Thirty-four (34) photographs were used, numbered as follows:

34927 through 34931
34944 through 34947
34949
34978 through 34984
35002 through 35007
35016 through 35023
35026 through 35028

Templets:

Vinylite templets were made from all photographs using a master templet to correct errors due to paper distortion and chamber displacements.

Closure and adjustment to control:

Vinylite sheets with 10,000 foot grids were used as base sheets. All identified control was transferred to the base sheets by matching common grid lines.

The radial plot was started with the center main flight, followed by the flight to the east, then the remaining flights to the west. While laying the first flight it was noted that the substitute points for stations AC-3(FGS) 1934 and AC-4(FGS), 1934 would not hold. It was found that the position of AC-3(FGS), 1934 was in error. The control point and substitute points were replotted and held. One control station AC-20(FGS), 1934 could not be held in this radial plot.

22. METHOD - RADIAL PLOT (Cont'd)

Transfer of points:

The position of all pass points, photo points and photo centers were pricked directly on the map manuscript by superimposing the manuscript on the completed plot and matching common grid lines.

23. ADEQUACY OF CONTROL

The density and distribution of control was adequate.

It was noted at the beginning of the radial plot that the substitute point for station AC-3(FGS), 1934 would not hold. Photograph 35003 was orientated under Survey T-9909 in its approximate position. Control point AC-3(FGS), 1934 as plotted on the map manuscript fell on the photograph in a swamp area approximately 2,000 feet south of state highway 72. The position of this control shown on the project layout was south of a triangular bench mark on the state highway. The published position and discription was checked and it was assumed that a typographical error of 2,000 feet had been made. This control point and substitute point was replotted using the assumed position and held in the plot. A letter was written on 24 November 1953 to the Chief, Division of Photogrammetry about the possibility of a typographical error. A letter dated 7 December 1953, from the New York computing Office verified the error. ~~Copies of both letters are attached to this report.~~

At the time that the substitute point mentioned in the above paragraph did not hold it was also noted that the substitute point for AC-4(FGS), 1934 would not hold. Since control station AC-3(FGS), 1934 was used as an azimuth station, the position for substitute point AC-4(FGS), 1934 also changed. This substitute point was recomputed, replotted and held in the plot.

The following control could not be held in the radial plot.

Sub. Ft. AC-20(FGS), 1934 - The radially plotted position falls 0.7mm ESE of the plotted position. No apparent reason could be found for this discrepancy. Since there was sufficient other control in the area, no further investigation was made.

24. SUPPLEMENTAL DATA

No graphic control surveys were used in this radial plot.

25. PHOTOGRAPHY

The photographic coverage and definition of the photographs were adequate.

Respectfully submitted
15 January 1954

Leroy A. Senasack
Leroy A. Senasack
Carto. Photo. Aid

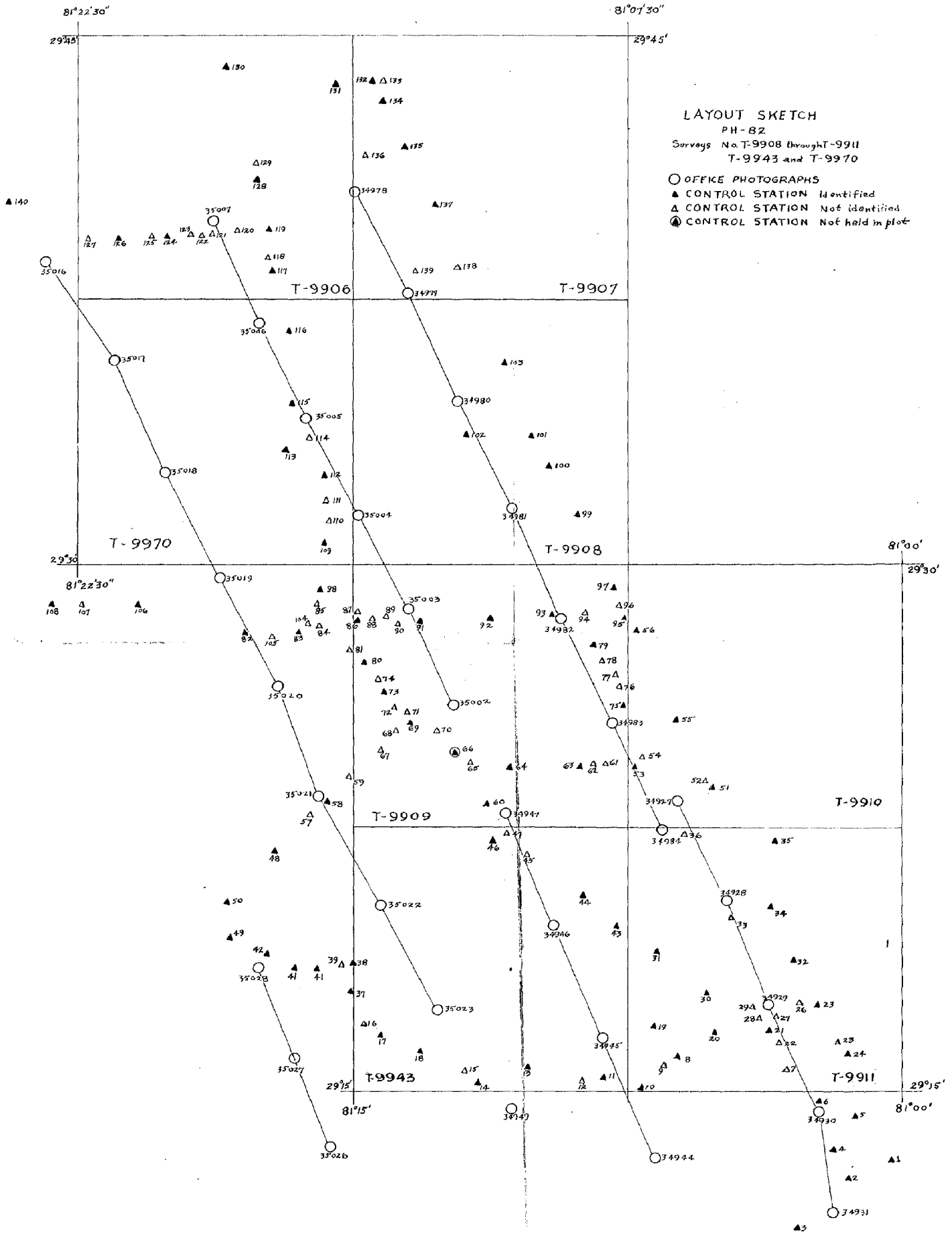
No.	STATION	IDENTIFICATION
1.	RIVOLO, 1934	Sub. Point
2.	DAYTONA TANK, 1934	Direct
3.	K-9(FGS), 1934	Sub. Point
4.	T-4(FGS), 1934	Sub. Point
5.	SEABREEZE WATERWORKS TANK CENTER, 1934	Direct
6.	HOLLY HILL TANK, 1934	Direct
6.	T-5(FGS), 1934	None
7.	T-6(FGS), 1934	None
8.	KIRTON, 1952	Sub. Point
9.	BOWERS, 1952	None
10.	BP-T-63, 1952	Sub. Point
11.	DRAIN, 1952	Sub. Point
12.	PINE, 1952	None
13.	BP-T-50, 1952	Sub. Point
14.	JUNCTION, 1952	Sub. Point
15.	SANDY, 1952	None
16.	CENTER, 1952	None
17.	CONE, 1952	Sub. Point
18.	BP-T-37, 1952	Sub. Point
19.	TOMOKO, 1934	Sub. Point
20.	BP-T-70, 1952	Sub. Point
21.	ORMOND MUNICIPAL WATER TANK CENTER, 1934	Direct
21.	ORMOND, 1934	None
22.	T-7(FGS), 1934	None
23.	T-116(FGS), 1934	None
24.	HOMER, 1874	Sub. Point
25.	COQUINA (BASE OF ROD ON HOTEL TOWER), 1934	Direct
26.	ORMOND HOTEL CHIMNEY, 1906	None
27.	T-113(FGS), 1934	None
28.	T-8(FGS), 1934	None
29.	T-9 (FGS), 1934	None
30.	T-10(FGS), 1934	Sub. Point
31.	T-11(FGS), 1934	Sub. Point
32.	FRONA, 1934	Sub. Point
33.	G-8 USE, 1931	None
34.	ARENA, 1873	None
34.	ARENA 2, 1934	Sub. Point
35.	PHOTO CONTROL POINT NO. 1	Direct
36.	TOMOKA, 1873	None
37.	BP-T-22, 1952	Sub. Point
38.	PAPER, 1952	Sub. Point
39.	RELAY, 1952	None
40.	CENTER OF RELAY FIRE TOWER, 1952	Direct
41.	BP-T-9, 1952	Sub. Point
42.	BP-T-6, 1952	Sub. Point

STATION NOT MONUMENTED

No.	STATION	IDENTIFICATION
43.	T-12(FGS), 1934	Sub. Point
44.	T-13(FGS), 1934	Sub. Point
45.	T-14(FGS), 1934	None
46.	FAVORETTA, 1934	Sub. Point
47.	T-15(FGS), 1934	None
48.	BP-183(FGS), 1935	Sub. Point
49.	HIGHWAY, 1952	Sub. Point
50.	BP-T-2, 1952	Sub. Point
51.	OTOS, 1934	Sub. Point
52.	OSO, 1873	None
53.	AC-25(FGS), 1934	Sub. Point
54.	AC-26(FGS), 1934	None
55.	SMITH, 1934	Sub. Point
56.	BARD 2, 1934	Sub. Point
57.	BP-181(FGS), 1935	None
58.	BP-180(FGS), 1935	Sub. Point
59.	BP-179(FGS), 1935	None
60.	T-16(FGS), 1935	Sub. Point
61.	AC-24(FGS), 1934	None
62.	AC-23(FGS), 1934	None
63.	IVES, 1934	Sub. Point
64.	AC-22(FGS), 1934	Sub. Point
65.	AC-21(FGS), 1934	None
66.	AC-20(FGS), 1934	Sub. Point
67.	BP-178(FGS), 1935	None
68.	BP-177(FGS), 1935	None
69.	BP-176(FGS), 1935	Sub. Point
70.	AC-19(FGS), 1934	None
71.	BP-175(FGS), 1935	None
72.	AC-18(FGS), 1934	None
73.	WELCOME, 1934	Sub. Point
74.	AC-17(FGS), 1934	None
75.	AC-27(FGS), 1934	Sub. Point
76.	BULOW, 1873	None
77.	AC-28(FGS), 1934	None
78.	AC-29(FGS), 1934	None
79.	AC-30(FGS), 1934	Sub. Point
80.	AC-16(FGS), 1934	Sub. Point
81.	AC-15(FGS), 1934	None
82.	DA-30(FGS), 1934	Sub. Point
83.	DA-31(FGS), 1934	Sub. Point
84.	BS-32(FGS), 1935	None
85.	BS-31(FGS), 1935	None
86.	DUNWELL BLACK WATER TANK, 1934	Direct
87.	AC-11(FGS), 1934	None

No.	STATION	IDENTIFICATION
88.	AC-10(FGS), 1934	None
89.	AC-9(FGS), 1934	None
90.	AC-8(FGS), 1934	None
91.	AC-7(FGS), 1934	Sub. Point
92.	AC-4(FGS), 1934	Sub. Point
93.	AC-3(FGS), 1934	Sub. Point
94.	AC-2(FGS), 1934	None
95.	FLAGLER BEACH AIRWAY BEACON NO. 26, 1934.	Direct
96.	AC-31(FGS), 1934	None
97.	FLAGLER, 1934	Sub. Point
98.	BS-30(FGS), 1935	Sub. Point
99.	WEAVER, 1934	Sub. Point
100.	REBAUT 2, 1906	Sub. Point
101.	CANAL, 1934	Sub. Point
102.	St. JOE, 1934	Sub. Point
103.	HOPPER, 1934	Sub. Point
104.	DA-32(FGS), 1934	None
105.	DA-30A(FGS), 1934	None
106.	DA-27(FGS), 1934	Sub. Point
107.	DA-26(FGS), 1934	None
108.	DA-25(FGS), 1934	Sub. Point
109.	DS-29A(FGS), 1935	Sub. Point
110.	BS-29(FGS), 1935	None
111.	BS-28(FGS), 1935	None
112.	BS-26(FGS), 1935	Sub. Point
113.	HENDERSON, 1934	Sub. Point
114.	BS-24(FGS), 1935	None
115.	BS-23(FGS), 1935	Sub. Point
116.	BS-20(FGS), 1935	Sub. Point
117.	BS-19(FGS), 1935	Sub. Point
118.	BS-18(FGS), 1935	None
119.	BS-17(FGS), 1935	Sub. Point
120.	BS-35(FGS), 1935	None
121.	PELLICER AZ MK - RM 2, 1934 (FGS), 1935	None
122.	PELLICER, 1934	None
123.	BS-36(FGS), 1935	None
124.	BS-37(FGS), 1935	Sub. Point
125.	BS-38(FGS), 1935	None
126.	BS-39(FGS), 1935	Sub. Point
127.	BS-40(FGS), 1935	None
128.	BS-15(FGS), 1935	Sub. Point
129.	BS-14(FGS), 1935	None
130.	BS-11(FGS), 1935	Sub. Point
131.	DUNHAM, 1872 - 1952	Sub. Point
132.	NICK, 1933	Sub. Point

No.	STATION	IDENTIFICATION
133.	LAST, 1872	None
134.	AIRWAY BEACON NO. 28, 1934	Direct
135.	COVE, 1934.	Sub. Point
136.	SWAMP, 1872 - 1952	None
137.	SHELL, 1934.	Sub. Point
138.	ROCK, 1934	Sub. Point
139.	VIRGIL, 1872 - 1952	None
140.	BS-44(FCS), 1935	Sub. Point



LAYOUT SKETCH

PH-82

Surveys No. T-9908 through T-9911
T-9943 and T-9970

- OFFICE PHOTOGRAPHS
- ▲ CONTROL STATION Identified
- △ CONTROL STATION Not identified
- ⊙ CONTROL STATION Not held in plot

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9943

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)	
FAVORETTA, 1934	G-3038 pg. 122	N.A. 1927	29	22	04.404			135.6	(1711.7)	
Sub. Pt. FAVORETTA, 1934		"	81	11	06.809			183.6	(1434.6)	
T-15 (Fla. Geod. S.) 1934	Flagler Co. p. 7	"	29	22				122.4	(1724.9)	
T-13 (Fla. Geod. S.) 1934	Volusia Co. p. 11	"	81	11				41.4	(1576.8)	
Sub. Pt. T-13 (Fla. Geod. S.) 1934		"	1,831,744.54					531.7	(2516.3)	
T-12 (Fla. Geod. S.) 1934	"	"	442,492.55					759.7	(2288.3)	
Sub. Pt. T-12 (Fla. Geod. S.) 1934		"	1,821,393.70					424.8	(2623.2)	
B. P. 182 (Fla. Geod. S.) 1935	Flagler Co. p. 3	"	453,280.09					999.8	(2048.2)	
B. P. 183 (Fla. Geod. S.) 1935	"	"	1,820					455.4	(2592.6)	
Sub. Pt. BP 183 (Fla. Geod. S.) 1935		"	450					1010.8	(2037.2)	
BP 184, (Fla. Geod. S.) 1935	Flagler Co. p. 3	"	1,816,468.14					1971.5	(1076.5)	
T-14 (Fla. Geod. S.) 1934	"	"	459,104.18					2775.0	(273.0)	
Sub. Pt. BP 183 (Fla. Geod. S.) 1935		"	1,810					1970.9	(1077.1)	
BP 184, (Fla. Geod. S.) 1935	"	"	450					2768.5	(279.5)	
T-14 (Fla. Geod. S.) 1934	"	"	1,831,205.29					367.4	(2680.6)	
Sub. Pt. BP 183 (Fla. Geod. S.) 1935		"	410,781.49					238.2	(2809.8)	
BP 184, (Fla. Geod. S.) 1935	"	"	1,828,202.75					2500.2	(547.8)	
T-14 (Fla. Geod. S.) 1934	"	"	408,092.77					2466.7	(581.3)	
Sub. Pt. BP 183 (Fla. Geod. S.) 1935		"	1,820					2610.1	(437.9)	
BP 184, (Fla. Geod. S.) 1935	"	"	400					2565.1	(482.9)	
T-14 (Fla. Geod. S.) 1934	"	"	1,824,481.65					1366.0	(1682.0)	
Sub. Pt. BP 183 (Fla. Geod. S.) 1935		"	404,759.22					1450.6	(1597.4)	
BP 184, (Fla. Geod. S.) 1935	"	"	1,827,748.02					2361.6	(686.4)	
T-14 (Fla. Geod. S.) 1934	"	"	445,788.55					1764.4	(1283.6)	

U.S. DEPARTMENT OF COMMERCE
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CONTROL RECORD

COAST AND GEODETIC SURVEY
CONTROL RECORD

MAP T-9943 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)		FORWARD	(BACK)	
BP 185 (Fla. Geod. S.) 1935	Flagler Co. D. 3	N.A. 1927 WEST OF T-9943	1,821,128.29		1,128.29	(8,871.71)		343.9	(2704.1)	
			401,757.54		1,757.54	(8,242.46)		535.7	(2512.3)	
BP 187 (Fla. Geod. S.) 1935; Reset 1952	Plane Coordin. Pad 206	WEST OF T-9943	1,821,061.14		1,061.14	(8,938.86)		323.4	(2724.6)	
			396,540.97		6,540.97	(3,459.03)		1993.7	(1054.3)	
BP 188 (Fla. Geod. S.) 1935; Reset 1952	"	WEST OF T-9943	1,821,117.34		1,117.34	(8,882.66)		340.6	(2707.4)	
			392,784.99		2,784.99	(7,215.01)		848.9	(2199.1)	
Sub Pt BP 188 (Fla. Geod. S.) 1935; Reset 1952	"	"	1,820					328.6	(2719.4)	
			390					873.8	(2174.2)	
BPT-2, 1952	Plane Coordin. Pad 202	WEST OF T-9943	1,821,069.95		1,069.95	(8,930.05)		326.1	(2721.9)	
			400,868.81		868.81	(9,131.19)		264.8	(2783.2)	
Sub. Pt BP-T-2 1952	"	"	1,820					134.0	(2914.0)	
			400					254.2	(2793.8)	
HIGHWAY, 1952	"	WEST OF T-9943	1,813,053.87		3,053.87	(6,946.13)		930.8	(2117.2)	
			401,020.07		1,020.07	(8,979.93)		310.9	(2737.1)	
Sub Pt HIGHWAY, 1952	"	"	1,810					919.5	(2128.5)	
			400					307.8	(2740.2)	
HUDSON, 1952	"	WEST OF T-9943	1,813,075.20		3,075.20	(6,924.80)		937.3	(2110.7)	
			404,929.94		4,929.94	(5,070.06)		1502.6	(1545.4)	
BPT-6 1952	"	WEST OF T-9943	1,811,924.33		1,924.33	(8,075.67)		586.5	(2461.5)	
			406,481.81		6,481.81	(3,518.19)		1975.7	(1072.3)	
Sub. Pt. BP T-6, 1952	"	"	1,810					288.1	(2759.9)	
			400					2178.2	(869.8)	

22
22

COMPUTED BY: J. C. Cregan

DATE: March 26, 1953

CHECKED BY: A. Queen

DATE: 6 July 1953

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9943

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		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
				FORWARD	(BACK)		FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	
BP-T-9, 1952	Plane Coordin. Pad 202	N.A. 1927 WEST OF T-9943	1,807, 396.87 411, 915.10	7,396.87 (2,603.13) 1,915.10 (8,084.90)			2254.6 (793.4) 583.7 (2464.3)		
Sub. Pt. BP-T-9, 1952		WEST OF T-9943 "	1,800 410				2350.2 (697.8) 374.7 (2673.3)		
RELAY, 1952	"	WEST OF T-9943	1,808, 979.57 418, 514.18	8,979.57 (1,020.43) 8,514.18 (1,485.82)			2737.0 (311.0) 2595.1 (452.9)		
CENTER OF RELAY FIRE TOWER, 1952		WEST OF T-9943 "	1,807, 570.87 414, 571.25	7,570.87 (2,429.13) 4,571.25 (5,428.75)			2307.6 (740.4) 1393.3 (1654.7)		
PAPER, 1952	"	"	1,809, 035.30 420, 290.45	9,035.30 (964.70) 290.45 (9,709.55)			2754.0 (294.0) 88.5 (2959.5)		
Sub. Pt. PAPER, 1952		"	1,800 420				2748.2 (299.8) 78.1 (2969.9)		
BP-T-22, 1952	Plane Coordin. Pad 203	WEST OF T-9943	1,804, 093.61 419, 980.49	4,093.61 (5,906.39) 9,980.49 (19.51)			1247.7 (1800.3) 3042.1 (5.9)	Non-Monumented Station	
Sub. Pt. BP-T-22, 1952		"	1,800 420				1421.7 (1626.3) 33.8 (3014.2)		
CENTER, 1952	"	"	1,798, 982.37 421, 762.38	8,982.37 (1,017.63) 1,762.38 (8,237.62)			2737.8 (310.2) 537.2 (2510.8)		
CONE, 1952	"	"	1,797, 150.34 423, 814.57	7,150.34 (2,849.66) 3,814.57 (6,185.43)			2179.4 (868.6) 1162.7 (1885.3)	23 3	
Sub. Pt. CONE, 1952		"	1,790 420				2181.8 (866.2) 1135.0 (1913.0)		

1 FT. = 3048006 METER

COMPUTED BY: J. C. Gregan

DATE: March 26, 1953

CHECKED BY: A. Queen

DATE: 7 July 1953

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9943

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 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)	IN METERS (BACK)	
BP-T-37, 1952	Plane Coord. Pad 204	N.A. 1927	1,793,409.88 430,530.44	3,409.88 (6,590.12) 530.44 (9,469.56)		1039.3 (2008.7)	161.7 (2886.3)	STATION NOT MONUMENTED, SUB. STA. SHOWN ON MANUSCRIPT
Sub. Pt. BP-T-37, 1952		"	1,790			1042.3 (2004.7)		
SANDY, 1952	"	"	1,790,379.55 436,295.00	2,379.55 (9,620.45) 6,295.00 (3,705.00)		115.7 (2932.3)	1918.7 (1129.3)	
JUNCTION, 1952	"	"	1,788,932.91 437,573.98	8,932.91 (1,067.08) 7,573.98 (2,426.02)		2722.8 (325.2)	2308.5 (739.5)	
Sub. Pt. JUNCTION, 1952		"	PLOTTED GRAPHICALLY					
BP-T-50, 1952	"	"	1,791,314.32 445,505.29	1,314.32 (8,685.68) 5,505.29 (4,494.71)		400.6 (2647.4)	1678.0 (1370.0)	
Sub. Pt. BP-T-50, 1952		"	1,790 440			436.3 (2611.7)	1720.6 (1327.4)	
PINE, 1952	Plane Coord. Pad 205	"	1,788,452.32 453,692.29	8,452.32 (1,547.68) 3,692.29 (6,307.71)		2576.3 (471.7)	1125.4 (1922.6)	
DRAIN, 1952	"	"	1,788,875.35 456,050.79	8,875.35 (1,124.65) 6,050.79 (3,949.21)		2705.2 (342.8)	1844.3 (1203.7)	26
Sub. Pt. DRAIN, 1952		"	1,780 450			2663.9 (384.1)	1549.8 (1498.2)	24

1 FT. = 3048006 METER
COMPUTED BY: J. C. Cregan

DATE March 26, 1953

CHECKED BY: A. Queen

DATE 6 July 1953

COMPILATION REPORT
T-9943

31. DELINEATION

This manuscript was delineated by graphic methods.

32. CONTROL

The identification, density and placement of control is adequate.

33. SUPPLEMENTAL DATA

The final name standard dated 8/9/54, on the Ormond quadrangle was used for geographic names.

Copies of the following plats were used for the delineation of the public land lines:

- T-13 S R 30 E (page 2, 3, 4)
- T-13 S R 31 E (pages 10, 11, 15)
- T-14 S R 30 E (page 5)
- T-14 S R 31 E (pages 12, 13, 14)

The General Highway Map, Flagler County, Exhibit "A", was used for the county boundary and as a guide for the public land lines.

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

None.

36. OFFSHORE DETAILS

None.

37. LANDMARKS AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junctions were made to the north with survey T-9909 and to the east with T-9911. There are no contemporary surveys to the south and west.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. PUBLIC LAND LINES

Refer to page 3 of the Boundary Report for the project.

Most of the land lines as presently delineated are considered unreliable. The corners have been adjusted as well as possible between identified corners and inked to aid the field editor in the recovery of additional corners. The lines are pencilled until after field edit.

42 - 45. - Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with Bureau survey T-4552 (1928) scale 1:20,000 and with the A.M.S. Ormond quadrangle, scale 1:50,000, edition of 1948.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 1244, scale 1:80,000 published February 1930 corrected to 4/14/52 shows little information in the area of this survey.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
31 August 1956

Judson Y. Council

Judson Y. Council,
Carto. Photo. Aid

Approved and forwarded

E. H. Kirsch
E. H. Kirsch,
Capt. C&GS
Baltimore District Officer

T-9943

48. GEOGRAPHIC NAMES LIST

Favoretta
 Flagler County
 Florida East Coast R. R.

Groover Branch ✓
 Halifax River (used in title, not on sheet)

Hull Cypress Swamp ✓

Lake Swamp ✓
 Little Tomoko River ✓

National Gardens ✓

Old Dixie Highway ✓
 Old Kings Road ✓

Relay Road ✓
 Tomoko Airport ✓
 Tomoko Road ✓
 U. S. 1 (Highway) ✓

Volusia County ✓

Names approved:
 10-23-56 & 9-15-58
 L. Heck

PHOTOGRAMMETRIC OFFICE REVIEW

T. 9943

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

Classification label

CONTROL STATIONS

- 5. ~~9~~ Control stations of third-order or higher accuracy
- 6. Recoverable horizontal stations of less ~~than~~
- 7. Photo-hydro stations
- 8. Bench marks
- 9. ~~10~~ ~~11~~ ~~12~~ ~~13~~ ~~14~~ ~~15~~ ~~16~~ ~~17~~ ~~18~~ ~~19~~ ~~20~~ ~~21~~ ~~22~~ ~~23~~ ~~24~~ ~~25~~ ~~26~~ ~~27~~ ~~28~~ ~~29~~ ~~30~~ ~~31~~ ~~32~~ ~~33~~ ~~34~~ ~~35~~ ~~36~~ ~~37~~ ~~38~~ ~~39~~ ~~40~~ ~~41~~ ~~42~~ ~~43~~ ~~44~~ ~~45~~ ~~46~~ ~~47~~ ~~48~~ ~~49~~ ~~50~~ ~~51~~ ~~52~~ ~~53~~ ~~54~~ ~~55~~ ~~56~~ ~~57~~ ~~58~~ ~~59~~ ~~60~~ ~~61~~ ~~62~~ ~~63~~ ~~64~~ ~~65~~ ~~66~~ ~~67~~ ~~68~~ ~~69~~ ~~70~~ ~~71~~ ~~72~~ ~~73~~ ~~74~~ ~~75~~ ~~76~~ ~~77~~ ~~78~~ ~~79~~ ~~80~~ ~~81~~ ~~82~~ ~~83~~ ~~84~~ ~~85~~ ~~86~~ ~~87~~ ~~88~~ ~~89~~ ~~90~~ ~~91~~ ~~92~~ ~~93~~ ~~94~~ ~~95~~ ~~96~~ ~~97~~ ~~98~~ ~~99~~ ~~100~~ ~~101~~ ~~102~~ ~~103~~ ~~104~~ ~~105~~ ~~106~~ ~~107~~ ~~108~~ ~~109~~ ~~110~~ ~~111~~ ~~112~~ ~~113~~ ~~114~~ ~~115~~ ~~116~~ ~~117~~ ~~118~~ ~~119~~ ~~120~~ ~~121~~ ~~122~~ ~~123~~ ~~124~~ ~~125~~ ~~126~~ ~~127~~ ~~128~~ ~~129~~ ~~130~~ ~~131~~ ~~132~~ ~~133~~ ~~134~~ ~~135~~ ~~136~~ ~~137~~ ~~138~~ ~~139~~ ~~140~~ ~~141~~ ~~142~~ ~~143~~ ~~144~~ 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FIELD EDIT REPORT
Project 24170(6082)
Quadrangle T-9943

The field edit of this quadrangle was accomplished during the months of December 1956 and January 1957.

51. METHODS

The inspection of the quadrangle was accomplished by traversing all roads by truck and walking to other areas which required special attention. Instructions were followed in accordance with letter to Baltimore District Office, dated 9 November 1956, 731-mkl. 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.

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

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

56-W-3392	56-W-3454	56-W-3651	34948
3394	3455	3652	
3397	3460	3654	
3442	3522	3655	
3444	3527	3656	
3445	3528		
3446	3529		
3447	3530		

52. ADEQUACY OF COMPILATION

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

This quadrangle, as a whole, is in its natural state. Most of the land area is owned by the Hudson Pulp and Paper Corporation, therefore, there are few roads and houses within this section. The paper company is gradually establishing a system of secondary roads through their property.

Four section corners were recovered and identified during the field edit; two of which are on the Flagler-Volusia County boundary line. The County Engineer of Flagler County is gradually re-establishing the old corners and setting General Land Office disks in four inch square concrete monuments. The old original corners consisted of pine and cypress stakes; most of which have been destroyed by fire.

Many small swamps were not delineated on the manuscript. Many of these areas have been shown by the field editor. It is recommended that the compiler utilize the 1956 photography to the fullest advantage in adding these features. The swamps are easily identified by the dark and grey tones and can be accurately delineated with the stereoscope. The areas are composed of a mixture of cypress and gum trees.

A portion of U.S. Highway 1 (that part in Volusia County) was under construction during the field edit. Two new lanes, 46 feet in width, 63 feet east of centerline of present highway to centerline of new highway and parallel to present highway are under construction. This road will become a four-lane highway. The portion in Flagler County has not been started but is anticipated in the future.

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. The field editor has not made the contour corrections along the new roads. When field edit corrections are applied, fill symbols should be shown where applicable.

54. RECOMMENDATIONS

None

55. EXAMINATION OF PROOF COPY

Mr. J.M. Beach Sr., Tract Manager of Hudson Pulp and Paper Corporation and a resident of the area for 35 years, has agreed to examine a proof copy of this quadrangle for possible errors. Mr. Beach's address is: R.F.D. 1, Box 594A, Deland, Florida.

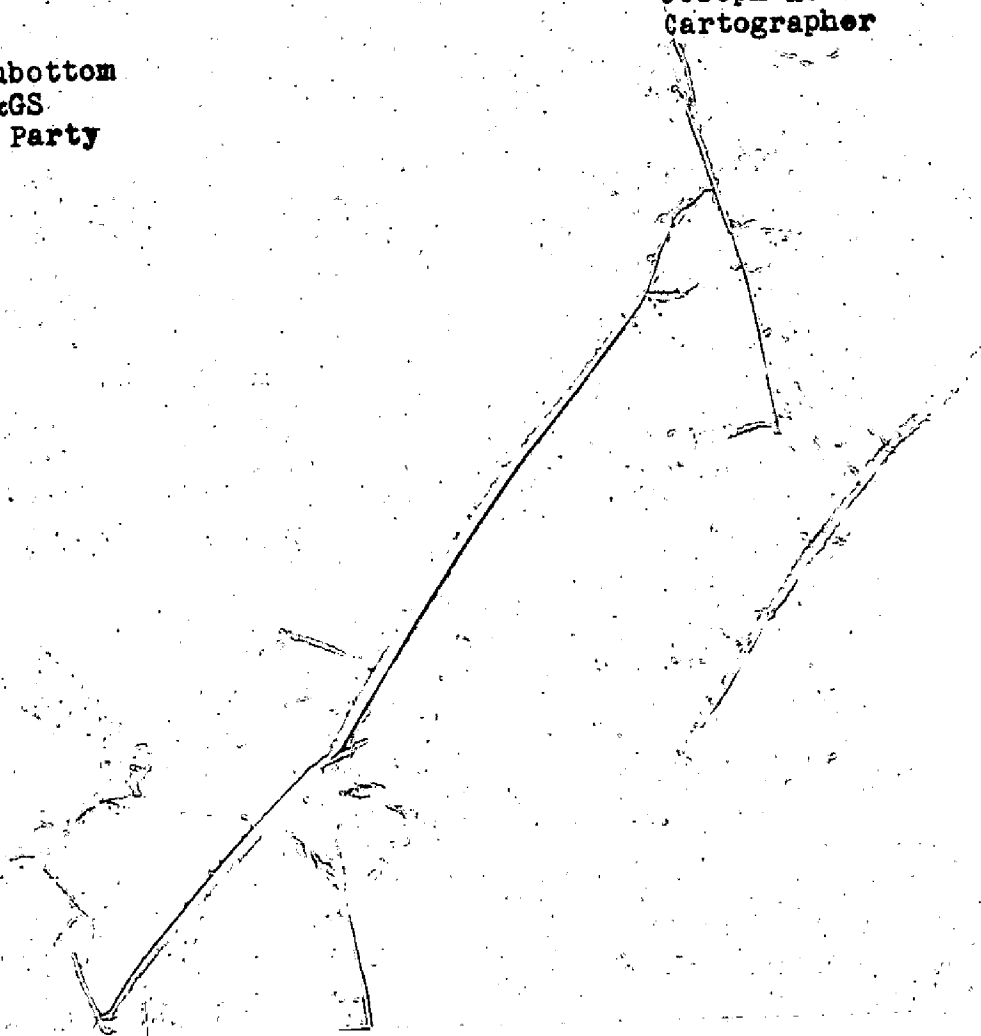
Two new geographic names are recommended: 1. The road along the southern portion of the sheet is known locally by two names: TOMOKA ROAD and BARBERVILLE ROAD. The name TOMOKA ROAD is more widely known and is recommended. 2. The upper portion of TOMOKA RIVER (approx. longitude 81-07-30 to 81-10-00) is known by all people contacted as LITTLE TOMOKA RIVER. The name is recommended.

All other geographic names were verified as shown on the advance manuscript.

11 January 1957
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Cartographer

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



REVIEW REPORT T-9943

TOPOGRAPHIC

September 1958

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

T-4552 1:20,000 1930

T-9943 supersedes survey T-4552 for nautical charting purposes in the common area.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Ormond, Florida (AMS) 1:50,000 1944

Map was compiled from older sources and is outdated.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

Inapplicable

65. COMPARISON WITH NAUTICAL CHARTS

1244 1:80,000 1930 revised 4/14/58

The greater part of T-9943 covers the interior beyond the limits of nautical chart planimetry. Few features are shown on the nautical chart in the areas of common planimetry.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with the National Standards of Map Accuracy and Bureau requirements.

67. JUNCTIONS

T-9943 junctions with contemporary survey to the north and east. No maps are indicated on the Geological Survey index to the south and west.

Reviewed by

S. K. Blankenbaker
S. K. Blankenbaker

Approved by

R. C. Lande
Chief, Review and Drafting Section
Photogrammetry Division

W. B. Roberts
Chief, Nautical Charts Branch
Charts Division

P. W. Swanson
Chief, Photogrammetry Division

20 July '59

PSW

J. H. Hull
Chief, Coastal Surveys Division

