

8417

Diag'd. on diag., ch. No. 1248-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. T-8417 Office No. T-8417

LOCALITY

State Florida

General locality Palm Beach County

Locality Riviera Beach

1946

CHIEF OF PARTY

Lieut. Comdr. G. E. Morris, Jr.

LIBRARY & ARCHIVES

DATE April 12, 1948

8-1870-1 (1)

8417

DATA RECORD

T- 8417

Quadrangle (II); RIVIERA BEACH *

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

Declination = 1°00' East

Field Office: Tampa, Fla.

Chief of Party: Lt. Comdr. G. E. Morris Jr

Compilation Office: Tampa, Fla.

Chief of Party: " " "

Instructions dated (II III): 5-25-45

Copy filed in Descriptive
Report No. T- (VI)
Division Photogrammetry
Office Files

Completed survey received in office;
26 November 1946

Reported to Nautical Chart Section;

Reviewed: 21 Apr 47

Applied to chart No.

Date:

Redrafting Completed;

Registered: 17 March 1948

Published;

Compilation Scale: 1:20,300

Published Scale: 1:24,000

Scale Factor (III): .98522.

Geographic Datum (III): N.A. 1927 ✓

Datum Plane (III): M.S.L.

Reference Station (III): Monet, 1934

Lat.: 26°51'20".849 (641.7 m) Long.: 80°05'46".866 (1293.8 m)
Adjusted
~~Adjusted~~

State Plane Coordinates (VI): Florida East Zone

X = 794 632.73 Ft.

Y = 917, 761.43 Ft

Military Grid Zone (VI)

"B"

* This is now the official name for this city.

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12112	11-25-42	10:37AM	1:20,000	+2.05
12113	"	10:42 "	"	+2.05
12114	"	"	"	+2.05
12114	"	11:11AM	"	+2.05
12115	"	"	"	+2.05
12116	"	11:21AM	"	+2.00
11859	11-14-42	11:44AM	"	+1.8

Tide from (III): Riviera(Lake Worth) Mayport, Florida

Mean Range: 1.8

Spring Range: 2.1

Camera: (Kind or source) U.S.C.&G.S. 9 lens 8 1/2 in. Focal Length

Field Inspection by: J.K.Wilson, B.Hoxie, G.Bowker date: May, 1946

Field Edit by:

J. K. Wilson

date: Aug-Oct, 1946

Date of Mean High-Water Line Location (III): May 1946

Projection and Grids ruled by (III) Washington Office date: June 1944

" " " checked by: " " date: " "

Control plotted by: R. Dossett date: July 1944

Control checked by: J. C. Collings date: " "

Radial Plot by: B. H. Lyon date: July 1944

Detailed by: Marie Elrod and R. Dossett date: Aug. 1944 & July 1946

Reviewed in compilation office by: J. Giles date: Sept. 1944, July 1946

Elevations on ^{Manuscript} ~~Field Edit Sheet~~ checked by: R. Dossett date: July 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 38

Shoreline (More than 200 meters to opposite shore): 13.4 Sta. Mi.

Shoreline (Less than 200 meters to opposite shore): 3.4 St. Mi.

Number of Recoverable Topographic Stations established: 11

Number of Temporary Hydrographic Stations located by radial plot: 9

Leveling (to control contours) - miles: 47

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

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

Remarks:

MAP T-8417

PROJECT NO. CS-312-A

SCALE OF MAP

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)	
✓ Haulover, 1983									
✓ Palm, 1929									
✓ Ridge, 1929									
✓ Inlet, 1929									
✓ Channel Beacon, 1929									
Jetty, 1929 (n.d.)									
Beach, 1929 (n.d.)		"	"	"	"	"	"	"	
Hotel A, 1929 (n.d.)		"	"	"	"	"	"	"	
Lake Park, Flagstaff ✓ 1929 (n.d.)									
✓ Golf Tank, 1930	1930 date from file date...								
✓ Muh, 1934									
✓ Palm 2, 1944									

Probably not marked either according to Geodetic Notes on manuscripts

1 FT. = 3048008 METERS
COMPUTED BY:

DATE

CHECKED BY:

DATE

M-2358-12

MAP T-8417 PROJECT NO. 312-A SCALE OF MAP 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)	
✓ Inlet 2, 1934									
✓ Kelsey, 1934									
✓ Monet, 1934									
✓ Golf, 1934									
Lake Park, black water pans, ball on top, 1934									
✓ GC-4 (Offset), 1945									
✓ AH 8, 1934 (F.G.S.)	← Florida Geodetic Survey								
✓ AH 9, 1934 (F.G.S.)									
✓ AH 9AA, 1934 (F.G.S.)									
✓ AH 11, 1934 (F.G.S.)									
✓ AH 13, 1934 (F.G.S.)									
✓ AH 15, 1934 (F.G.S.)									

DESCRIPTIVE REPORT
TO
ACCOMPANY QUADRANGLE T-8417

1. DESCRIPTION OF THE AREA:

This quadrangle is located between latitude $26^{\circ} 45' 00''$ and latitude $26^{\circ} 52' 30''$ and longitude $80^{\circ} 00' 00''$ and longitude $80^{\circ} 07' 30''$ on the East Coast of Florida in Palm Beach County. This quadrangle covers the towns of Lake Park, Riviera Beach and a small portion of the northern section of West Palm Beach. The land area of this quad consists of about 38 square statute miles. Elevations vary from sea level to 48 feet.

Principal cultural features are the Seaboard Railroad (single track). The Florida East Coast railroad (double track) Federal Highway #1, the old Dixie Highway (State Highway #176), the Military Trail, and the various drainage ditches.

Only a small part of this quadrangle is now being used as farm land. An area just west of the Florida East Coast railroad is being developed into farm land, ditches are being cut and clearing is in progress.

Vegetation is composed mostly of pine, palmetto, oak scrub, palm, and grass with a fringe of mangrove along both sides of the Intercoastal Waterway. Pine, oak, and some palm and palmetto are found in the higher areas. While grass and cypress are found in the lower areas which are flooded during rainy season.

2. COMPLETENESS OF FIELD INSPECTION:

This area was previously inspected for planimetric maps in 1944 by Mr. George E. Varnadoe and Mr. Ben O. Bryant. * Although this area had been previously inspected it was necessary to re-inspect this quadrangle because of the many changes. The shoreline was not shown on this later field inspection since this work had been done on the planimetric field prints, and from observation the shoreline, bridges and details near the shoreline seem to have been adequately identified.

Attention is called to a transmission line located in the western portion of this quadrangle which follows the section line. Mr. Hoxie failed to locate this transmission line properly. Sufficient notes have been shown on the photographs to follow the old planimetric recovery of this transmission line.

In cases where the inspection on the two projects conflict, it is recommended that the more recent field notes be used, since this area is subject to rapid changes (except for the above mentioned transmission line).

** The mapping on this project was started as planimetric mapping and later converted to topographic mapping.*

3. INTERPRETATION OF PHOTOGRAPHS:

Densely wooded areas of pine appear very dark, other densely wooded areas of brush show slightly lighter. Cypress and palmetto give a gray pebbled appearance. Scattered pine and palmetto show as speckled areas while grass appears as a very light gray

Numerous intermittent ponds have a dark gray or black appearance depending upon the amount of water standing at the time the photographs were taken. Although these photographs were very old when used they were easily interpreted.

4. HORIZONTAL CONTROL:

The recovery of Horizontal control was accomplished by the planimetric inspection party under the immediate supervision of Mr. George E. Varnadoe.

5. VERTICAL CONTROL:

The recovery of vertical control was accomplished by the planimetric field inspection party.

For the vertical control necessary for contouring fly level lines were run between U.S. Coast and Geodetic Survey bench marks and previously established temporary bench marks. While running these lines level points were established at identifiable positions on the photographs and where these were indistinct on the ground they were marked by stakes or bottle caps. These level lines were run along roads and railroads etc., some of which are above or below the general elevation of the surrounding territory.

Major level lines were closed with the degree of accuracy required by the instructions issued to War Mapping field parties and adjusted. Intermediate lines were adjusted only where the closing error exceeded (0.2) two tenths of a foot. Levels on this quadrangle were run by Mr. John C Lajoie (Principal Photogrammetric Aid).

6. CONTOURS AND DRAINAGE:

The contouring was done by a four man plane table party on 9-lens photographs numbered as follows:

11857, 11859, 12144, 12146-B. The contour interval was five feet. This work was done jointly under the supervision of Mr. Hoxie and Mr. Bowker. Mr Bowker resigned when this quadrangle was about one-half completed and Mr. Hoxie then took over the party.

See paragraph number 22.

The contours west of the Florida East Coast Railroad were not interrupted as much by drainage and irrigation ditches as on adjoining quadrangles although it was necessary in a few instances to break the contours or turn them back along the spoil banks.

There is no natural drainage in this quadrangle. It is believed that a small portion of the contouring work along the Atlantic ocean was done in 1945 under the immediate supervision of Mr. George E. Varnadoe.

7. MEAN HIGH WATER LINE:

Mean High Water Line was not checked throughout since this work was done by the planimetric field inspection party. However a careful watch was kept on the shoreline for apparent changes.

8. LOW WATER LINE:

Low water Line was not investigated since it was shown on the planimetric field prints.

9. WHARVES AND SHORELINE STRUCTURES:

Wharves and shoreline structures were investigated by the planimetric field inspection party. The shoreline was re-investigated by this party, but no changes were noted.

10. DETAILS OFF SHORE FROM THE HIGH WATER LINE:

All details off shore from the High Water Line were investigated by the planimetric party.

11. LANDMARKS AND AIDS TO NAVIGATION:

Landmarks and aids to navigation were investigated by the planimetric field party. A check was made by this party but no apparent changes were noted.

12. HYDROGRAPHIC CONTROL:

This work was done by the planimetric field party

13. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids in this quadrangle.

14. ROAD CLASSIFICATION:

All roads were re-classified according to the latest instructions dated 30 June 1945. This work was done by J. K. Wilson. *Filed in Div. Photogr. Office Files.*

15. BRIDGES:

All bridges over navigable streams were classified by Mr. George E. Varnadoe (Principal Photogrammetric Aid) and most of the fixed bridges were classified by Mr. J. K. Wilson, during the inspection of this quadrangle.

16. BUILDING AND STRUCTURES:

All buildings of sufficient size and topographic importance have been circled in red ink on the photographs used for the latest re-inspection work. This work was done by Mr. J. K. Wilson principal photogrammetric aid.

17. BOUNDARY MONUMENTS AND LINES:

The city limits of Riviera Beach, Lake Park and a portion of West Palm Beach have been shown on the planimetric field prints.

See paragraph number nineteen (19) for section corners.

18. GEOGRAPHIC NAMES: 14

This has been the subject of a special report by Mr. Lowell I Bass, Engineering Aid. *See approved list of names attached to this report.*

19. SECTION CORNERS:

Only twenty three (23) section corners were recovered in this quadrangle. Most of these corners were verified by local residents.

Pricking cards have been submitted and the corners marked doubtful should be used with caution.

Most of the section corners were pricked originally by Mr. Hoxie and Mr. Bowker on the photographs. Since they had picked all of these corners directly on the photographs and had not submitted pricking cards it was necessary to investigate and re-pick a great portion of them. Also it was necessary to submit a new pricking card for each corner. One corner was found in error about 400 meters.

Many section corners were searched for but not found due to the rotting out of the original cypress stakes. This re-inspection work of section corners was done by J. K. Wilson.

20. WOODLAND:

All woods were classified according to the latest instructions dated June 30, 1945. *Filed in Div. Photogrammetry Office Files.*

21. TRANSMISSION AND TELEGRAPH LINES:

There is one transmission line and one telegraph line running throughout the western portion of this quadrangle into the city of West Palm Beach.

22. ADEQUACY OF FIELD WORK:

The contours were not adequate and correct on photographs 12144 and 12146-B, and did not meet our standards of accuracy.

The entire area covered by these two photographs has been re-contoured. Many isolated high points were omitted in the original contour survey, and the contours drawn by the original plane-table party did not always show the true character of the terrain. In many places there were not sufficient elevations.

Numerous traverses were run, so as to show sufficient elevations.

In the original contour survey, many contours were shown along ditches that were along highways. Most of these contours have been omitted as these ditches were cut at the time of the road being constructed and are now filling up, and in many instances are very small.

One factor was noted in the re-contouring work, and that was that the original elevations marked by the topographer were in most instances correct. It seems as if he was not familiar with photographs and Florida terrain.

It is recommended that since this difficulty has arisen in connection with these two photographs that extreme care and caution be used in regard to all contours in this quadrangle.

Respectfully submitted,

Joseph K. Wilson
Joseph K. Wilson
Photogrammetric Aid

Forwarded thru

George E. Morris, Jr. Chief of Party

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8417

26 & 27 * CONTROL & RADIAL PLOT

See special report submitted by B. H. Lyon on 24 October, 1945.

Not available. 18 Apr 47

28 - DETAILING

*Now available Div J.R.
8 Photogrammetry Section Files.*

This quadrangle was originally compiled as a part of planimetric map T-5578 according to instructions for that project. It has been revised to conform to current instructions for project 312-A (*Topographic Maps*)

Single lens photographs 45C-1507-08-09-10-12, dated 3-9-45 were the latest dated photographs. The most recent field inspection along the shoreline and immediate inshore areas was done on these photographs. Such additions or changes occurring since the planimetric compilation have been delineated accordingly.

The Vegetation or Woodland outlines have been symbolized in green to conform to the latest instructions, however, the outlining itself has been left in black in order to eliminate considerable erasures that otherwise would have been necessary.

Questionable areas, shown by the latest field inspection to be undergoing changes, have been noted on the discrepancy overlay for the field edit.

Contours have been shown on the front in brown acetate ink, urban areas with green acetate ink, and recovered city limits in blue acetate ink on the back of the map manuscript.

Princt lines were not recovered during the current field inspection and have been referred to the field edit.

29 - SUPPLEMENTAL DATA

Inapplicable.

30 - MEAN HIGH WATER LINE

The mean high water line has been delineated according to the field inspection most recently submitted. Some changes were noted by the field inspector due primarily to the hurricane of 1945.

31 - LOW WATER AND SHOAL LINES

Low water lines have been shown approximately by black dotted lines and shoal areas by black dashed lines. These occur principally in Lake Worth. *Shoal areas removed from manuscript. J.R.*

32 - DETAILS OFFSHORE FROM THE HIGH WATER LINE

All obstructing offshore details noted by the field inspector

have been delineated and appropriately labeled.

33 - WHARVES AND SHORELINE STRUCTURES

All wharves, piers, outstanding buildings and marine railways noted by the field inspection have been delineated accordingly.

34 - LANDMARKS AND AIDS TO NAVIGATION

Landmarks and aids to navigation have been listed on form No. 567, ~~and made a part of this report.~~ *The original was sent to Nautical Charts. Refer to chart letter # 244-1946. The carbon copy was sent to the Coast Pilot. There was only one carbon copy.*

35 - HYDROGRAPHIC CONTROL

Nine unmarked Hydrographic stations, established by the field inspector, were located by the Radial Plot and descriptively labeled.

No Marked stations were established (see field inspection report for detailed explanation)

36 - LANDING FIELDS AND AERONAUTICAL AIDS

No landing fields appear within the limits of this quadrangle.

37 - BRIDGES

Final Vertical clearances have been left to be obtained by the field editor, as some bridges were undergoing repair and possible structural changes at the time of the current field inspection.

38 - SECTION CORNERS

Twenty-one (21) Section Corners, one $\frac{1}{4}$ section corner and one $\frac{1}{16}$ section corner were recovered in the field and have been shown by small black crosses on the map manuscript.

39 - GLADELAND

See compilation report accompanying map manuscript No. T-8416.

44 - COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

No Topographic quadrangle was available for a comparison.

45 - COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C.&G.S. Nautical charts No. 1248 published Aug. 1937 (6th edition), revised to 3-30-46 and U.S.C.&G.S. Nautical Chart No. 846 published Jan. 1943 (4th edition) revised to 12-1-45.

The following discrepancies were noted:-

Discrepancies in the numbering of the lights, along the Inland Waterway thru Lake Worth, as compared with the revised charts was

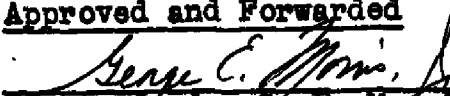
observed and this has been noted on the discrepancy overlay for check by the field editor.

Geographic Name "Kelsey City" changed to "Lake Park".
The railroad west of Lake Park, Lat. 26°48' & Long. 80°05'
is now abandoned.

Respectfully submitted


Rudolph Dossett
Prin. Photogrammetric Aid.

Approved and Forwarded


Lieut. Comdr. G. E. Morris, Jr.
Chief of Party.

FIELD EDIT REPORT
QUADRANGLE T^W6417
"RIVIERA BEACH"

NO. 46 METHODS:

In field editing the map manuscript all roads were traversed by truck. Walking was necessary in many places because of the lack of roads. All buildings, ditches, roads, and etc., that were added to the map manuscript were plotted from topographic features, except in numerous instances where plane-table methods were used.

The area along the Intracoastal Waterway and the northern portion of Lake Worth was inspected by skiff.

NO 47 ADEQUACY OF THE MAP MANUSCRIPT:

The map manuscript was adequate and correct except for the numerous changes made since the original field inspection, and numerous details omitted by the compiler. In many instances the draftsman or reviewer did not use the latest field inspection on the single lens photographs and it was stated very clearly in the descriptive report that this information on single lens photographs should supersede all other inspections on nine lens photographs. The information on single lens photographs C-1511, and C-1510 should be adequately checked during review.

*The single lens photos were thoroughly checked during review
J.R.*

Attention is called to a water tank located at approximate latitude $26^{\circ} 46' 00''$ and approximate longitude $80^{\circ} 03' 10''$. This tank was located by plane-table methods on a copy of the map manuscript. It is being submitted on Form No. 567. This tank is painted silver and is 122 feet above the ground elevation.

See Chart Lett # 244-1147

Attention is called to approximate latitude $26^{\circ} 45' 10''$ and approximate longitude $80^{\circ} 05' 00''$. The West Palm Beach Water Works have constructed at this point a fill which is shown on photographs as a road 3. This road 3 was constructed by the West Palm Beach Water Works for the purpose of a spillway for the northwestern portion of Lake Mangonia.

Rd. 3 shown

Attention is called to an area near Lake Worth and Peanut Island, Lake Worth Inlet Light No. 3 and Lake Worth Inlet Light No. 5 have been destroyed. These lights are being reported on Form No. 567 (Landmarks for Charts). Lake Worth North Light No. 38 was incorrectly numbered during the original field inspection by the planimetric party. This light's number should be, "Lake Worth North Light No. 40". This information has been reported on Form No. 567. All other lights were thoroughly checked in this area for numbers and etc., during the field edit.

*Refer to
Chart Lett # 244-1147*

A shoreline change along the western shore of Lake Worth near the southeastern portion of the incorporated town of Lake Park was made during the field edit.

Numerous steel groins have been added along the eastern portion of Palm Beach during the field edit.

Five U.S.E.D. traverse stations were pricked on single lens photographs along the shores of Lake Worth and the Intracoastal Waterway. A pricking card with Form 524 is being submitted for each of these stations as the U.S. Engineers do not have a computed position for these stations. *Filed in Div. Photogrammetry General Files*

Attention is called to some contours located at approximate latitude $26^{\circ} 48' 20''$ and approximate longitude $80^{\circ} 04' 40''$, where the original contouring was found to be incorrect. An elevation of 12.1 feet near the Lake Park railroad depot was found to be incorrect; this elevation should be 21.7 feet. The area was re-contoured during the field edit.

At approximate latitude $26^{\circ} 50' 50''$ and approximate longitude $80^{\circ} 04' 15''$ an elevation of 13.6 feet was found to be in error. This elevation should be 5.9 feet. These elevations found to be incorrect were transferred from adjoining photographs and were not properly checked by the topographer.

Attention is called to two borrow pits located just west of Riviera Beach, these borrow pits were active at the time of this field edit and no attempt was made to draw the contours through the pits.

It is to be noted that there is only one road 1 in this quadrangle and that is U.S. Highway No. 1.

The section corners located along the Atlantic Ocean at approximate latitude $26^{\circ} 50' 15''$ and approximate longitude $80^{\circ} 02' 30''$ no longer exist. The pipe pricked during original recovery of section corners was not the corner.

48 VERTICAL ACCURACY TEST:

The vertical accuracy test was done on a copy of the map manuscript. This work was done by a two man plane-table party during the field edit in the central portion of the quadrangle, in the northwestern portion of Riviera Beach just west of the Florida East Coast Railroad. One hundred and thirteen points were tested.

Ninety per cent of those tested fell within the standard of accuracy. A U.S.C. & G.S. bench mark was used to begin from and this line was tied into a fly level elevation. The horizontal closure was five meters. The vertical closure was 0.3 foot.

The vertical accuracy test on a copy of the manuscript is included with this report. J.R.

NO. 49 WOODLAND:

The woodland as classified on the map manuscript by the Tampa Photogrammetric Office was found to be very good except in a few marsh areas. Some areas had been changed since the date of the field inspection.

See Review Report.

NO. 50 BOUNDARY LINES:

The city limit boundaries and the political boundaries were obtained for this quadrangle during the field edit. These boundaries have been shown on the light weight paper copy of the map manuscript. A description of all city limit and political boundaries in this quadrangle are being submitted with this field edit. The description of the city limit boundary of Palm Beach is correct as stated in the description from Lake Worth Inlet south. This city limit boundary has been changed recently not to include the area north of Lake Worth Inlet but now follows along the south portion of the Lake Worth Inlet to the high water line of the Atlantic Ocean.

Some of the descriptions are included with this report. The others, including the description of Palm Beach are included with the Descriptive Report for T-8418. J.R.

NO. 18 GEOGRAPHIC NAMES: 814

The Geographic Names for the quadrangle will be submitted in a special report by Mr. Lowell I. Bass. *See attached list. Opposed names also shown on original copy of manuscript filed in Div. Photogrammetry.* Bridge names such as, "Riviera Beach Bridge", "Parker Bridge and Monet Bridge", have been added during field edit. "Riviera Beach", is the correct name, not, "Riviera". *General file. J.R.*

The hospital at approximate latitude 26° 45' 20" and approximate longitude 80° 03' 50" was incorrectly named. The name of the hospital should be, "St. Marys Hospital". The nursing home is located about 0.4 mile north of the hospital.

The map manuscript was examined for possible errors by Mr. George Brockway. Mr. Brockway is the City Engineer of West Palm Beach, Florida and has been a resident of Palm Beach County for a number of years. He has been very helpful in supplying us with information. Mr. Brockway's address is Guaranty Building, West Palm Beach, Florida.

The field edit of the quadrangle was completed between the months of August and October of 1946 with the majority of the work being done in September

Respectfully submitted
Joseph K. Wilson
Joseph K. Wilson
Photo. Aid

Approved and forwarded:

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

RIVIERA CITY LIMITS

Beginning at the northwest corner of section 29, Township 42 South, Range 43 East; thence east along the north line of said section 29, section 28 and section 27 to the centerline of the intra-coastal waterway; thence southerly along said centerline to a point five hundred ninety-four and fifty-five hundredths (594.55') feet as measured north of and at right angles to the center line of Singer Bridge; thence easterly and parallel to the centerline of Singer Bridge to the east end of said bridge; thence continuing east to an intersection with the center line of State Road No. 140 at a point 646.62' north of the extended centerline of Singer Bridge as measured along an extension southward of said centerline of State Road No. 140; thence continuing east to the waters of the Atlantic Ocean; thence southerly along the waters of the Atlantic Ocean to an intersection with a line 1000' as measured south of and at right angles to the last above described line intersecting with the waters of the Atlantic Ocean; then west to a point 405.45' as measured south of and at right angles to the centerline of Singer Bridge at the east end of said bridge; thence westerly parallel to the centerline of Singer Bridge to an intersection with the center line of the channel of the intracoastal waterway as now established; thence southwesterly and southerly along said channel centerline to the south line of Township 42 South; thence west along said township line to the southwest corner of section 32 Township 42 South, Range 43 East; thence north along the west line of said Section 32 and Section 29 to the northwest corner of section 29, the point of beginning as above described.

-LAKE PARK CITY LIMITS-

Beginning at the northwest corner of section 20 in Township 42 South, Range 43 East, thence east along the north line of sections 20 and 21 in said Townships and Range to the northwest corner of Government Lot 1 in Section 21, thence south along the west line of said Government Lot 1 to the southwest corner of said Government Lot 1, thence east along the south line of said Government Lot 1 extended to an intersection with the centerline of the channel of the Intra-coastal waterway, also known as the Florida East Coast Canal in section 22, said Township and Range; thence southeasterly along the centerline of said channel of the Intra coastal waterway to an intersection with the south line of said section 22; thence west along the south line of section 22, 21, and 20 to the southwest corner of said section 20, thence north along the west line of said section 20 to the point of beginning.

ELECTION PRECINCT No. 1

Commencing at a point where the north boundary of Palm Beach County intersects the shore of the Atlantic Ocean, run thence west along the north boundary of Palm Beach County to the northwest corner of Section 31, Township 40 South, Range 38 East running thence south along the west boundary of Section 31, Township 40 South, Range 38 East, continuing on the west boundaries of sections 6, 7, 18, 19, 30 and 31, to the southwest corner of Section 31, Township 41 South Range 38 East, running thence east along the township line between townships 41 and 42 to the shore of the Atlantic Ocean thence north along the shore of the Atlantic Ocean to the point of beginning.

ELECTION PRECINCT NO. 2

Commencing at a point where the township line between Townships 41 and 42 South, intersects the shore of the Atlantic Ocean, running thence west on said township line to the northwest corner of section 3, Township 42 South, Range 38 East, thence south along the west line of Sections 3, 10, 15 and 22, to the southwest corner of Section 22, same township and range, thence east along the south boundary of said section 22 and south boundaries of all intervening sections to the intersection with the Atlantic Ocean, thence north to the point of beginning.

ELECTION PRECINCT NO. 3

Commencing at a point where the north boundary of Section 28, Township 42 South, Range 42 East, intersects the Atlantic Ocean, thence west along the north boundary of said section 28 and the north boundaries of all intervening sections to the northwest corner of section 27, Township 42 South, Range 38 East, thence south along the west boundary of sections 27 and 34 to the southwest corner of section 34, Township 42 South, Range 38 East, running thence east on the township line between Townships 42 and 43 South, to the shore of the Atlantic Ocean, thence north along the shore of the Atlantic Ocean to the point of beginning.

Copied from County Records, at Palm Beach
County, Courthouse,

October 1946

Joseph K. Wilson
Photo. Aid.

Note: Precinct boundaries will not be shown on the published quadrangle.

GEOGRAPHIC NAMES

Survey No.

T-8417

RIVIERA BEACH, Fla.
Name on Survey

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

	A	B	C	D	E	F	G	H	K	
<u>Florida</u>										1
<u>Palm Beach County</u>										2
<u>Florida East Coast</u>										3
<u>Seaboard</u>										4
<u>U.S. No. 1</u>										5
<u>State 703</u>										6
<u>State A1A</u>										7
										8
<u>Palm Beach</u>										9
<u>West Palm Beach</u>								USGB		10
<u>St. Marys Hospital</u>										11
<u>Lake Worth</u>										12
<u>Lake Worth Inlet</u>										13
<u>Singers Island</u>										14
<u>Part of Palm Beach</u>										15
<u>Peanut Island</u>										16
<u>Riviera Beach</u>										17
										(Beach was officially added in 1942)
<u>Riviera Beach Bridge</u>										18
<u>Sherman Point</u>										19
<u>Lake Park</u>										20
										(formerly Kelsey City)
<u>Little Munyon Island</u>										21
<u>Munyon Island</u>										22
<u>West Palm Beach Winter Club</u>										23
<u>Manet Bridge</u>										24
<u>Parker Bridge</u>										25
										(U.S. No. 1 bridge)
<u>Little Lake Worth</u>										26
<u>Seminole Golf Course</u>										27

GEOGRAPHIC NAMES

Survey No.

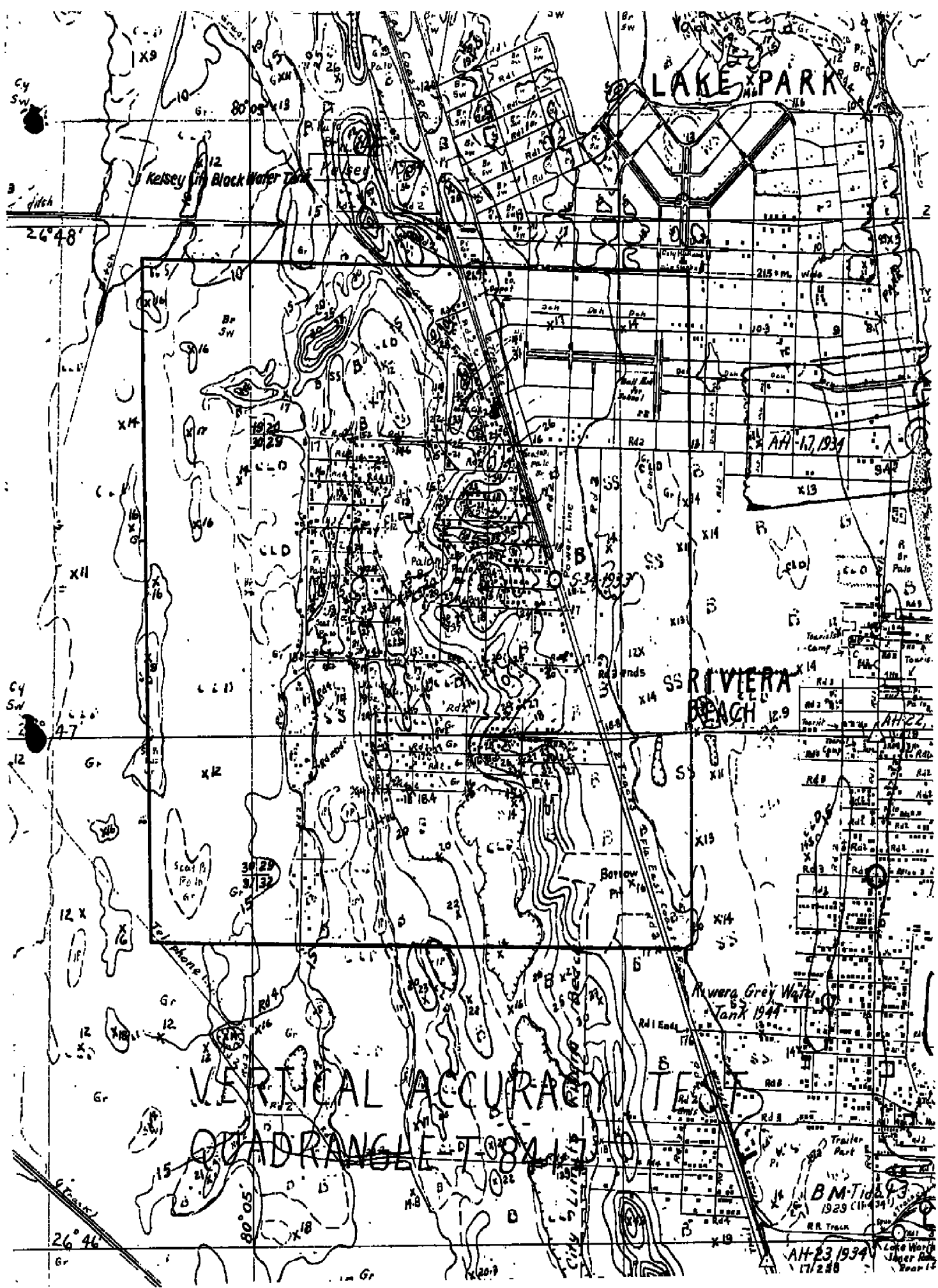
T-8417

Name on Survey

	A	B	C	D	E	F	G	H	K
	On Chart No.	On previous survey No.	On U. S. Quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
✓ <u>Monet</u>									1
<u>Prosperity</u>									3
									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27
									M 234

(Rand McNally lists this with pop. of 52, and shows it slightly SE of Monet, and almost due N. of Lake Park. The manuscript shows no indication of a settlement of this size.

Names underlined in red are approved. 3/17/48 L. Heck



LAKE PARK

Kelsey (in Black Water Tank)

26° 48'

AP-17, 1934

SS RIVIERA BEACH

AP-22

VERTICAL ACCURACY TEST

QUADRANGLE T-8841

Riviera Grey Water Tank 1944

BM-Tide 43 1929 (11-34)

AH-23 1934 17/248

26° 46'

Lake Worth Jager Bay Year 19

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8417

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

26. Control.-

Triangulation stations appearing on this map manuscript have been listed on Form M-2388-12, which has been made a part of this descriptive report.

28. Detailing.-

An overlay has been prepared to aid in the smooth drafting and editing of this quadrangle.

The paucity of vegetation classifications made the checking and correcting of this feature quite difficult in this quadrangle. Corrections were made on a basis of comparisons with similar areas in adjoining quadrangles. There is no vegetation overlay for this map manuscript.

Many areas on this map manuscript classified as "Flooded" or "Flooded during wet season" have been more properly designated as marsh or intermittent ponds.

A small discrepancy in horizontal clearances, of the Parker Bridge and Riviera Beach Bridge, exists between data supplied by the field party and that appearing in the List of Bridges over the navigable Waters of the United States. The information given in the latter source has been shown on the map manuscript.

43. Comparisons with Previous Topographic Surveys.-

T-1649	1:40,000	1883
T-4457a	1:20,000	1935

These surveys are superseded in common areas by T-8417.

45. Comparisons with Nautical Charts.-

No. 846	1:40,000	2/24/47
---------	----------	---------

1. The overhead cable at Monet Bridge should be changed to a submarine cable.
2. There is an overhead cable at Parker Bridge. (Ver. Cl. 100 ft.)
3. Two landmarks should be added (see chart letter #244-1947)

*appendix 846
4-20-48*

4. Two lights, Lake Worth Inlet #3 and #5, should be deleted. (See Chart Letter #244-1947). These lights were probably moved during the dredging operations in the vicinity. The new limits of the dredged area, shown on the map manuscript, should be indicated on the chart.
 5. The name "Kelsea City" has been changed to "Lake Park".
 6. The name "Riviera" has been changed to "Riviera Beach".
- This map manuscript has not been applied to nautical charts.

48. Accuracy Tests.-

The vertical accuracy test run for this quadrangle meets the specifications for the Project. (See last page of this Descriptive Report). ~~It is believed that~~ this map complies with the national standard map accuracy requirements.

Reviewed by:

Reviewed under direction of:

Jack L. Rihn
Jack L. Rihn
21 April 1947

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED BY:

B. J. Jones 3/48
Technical Assistant to the
Chief, Div. of Photogrammetry

Ken Williams
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys

T-84~~30~~¹⁷ will be smooth drafted in the Division of Photogrammetry, after which it will be forwarded to the Geological Survey for publication. The following data regarding T-8430 are filed and may be obtained as follows:

- (a) The 1:20,000 scale manuscript corrected after field edit is filed in the Div. of Photogrammetry and may be obtained on request.
- (b) The field edit sheet is filed in the Division of Photogrammetry.
- (c) The descriptive report, together with a 1:20,000 scale photographic copy of the manuscript, is being registered in the Coast and Geodetic Survey archives at this time. When T-84~~30~~¹⁷ is published, a cloth-backed color print will also be registered in the archives. The descriptive report may be obtained on request.

B. G. Jones

B. G. Jones
Technical Assistant to the
Chief, Div. of Photogrammetry
March 7, 1948

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

Smooth drafted in the Division of Photogrammetry,
U. S. Coast and Geodetic Survey. 4-20-48
Date

Drawings verified against the manuscript 5/6 48
by W. Steyer Date
Name

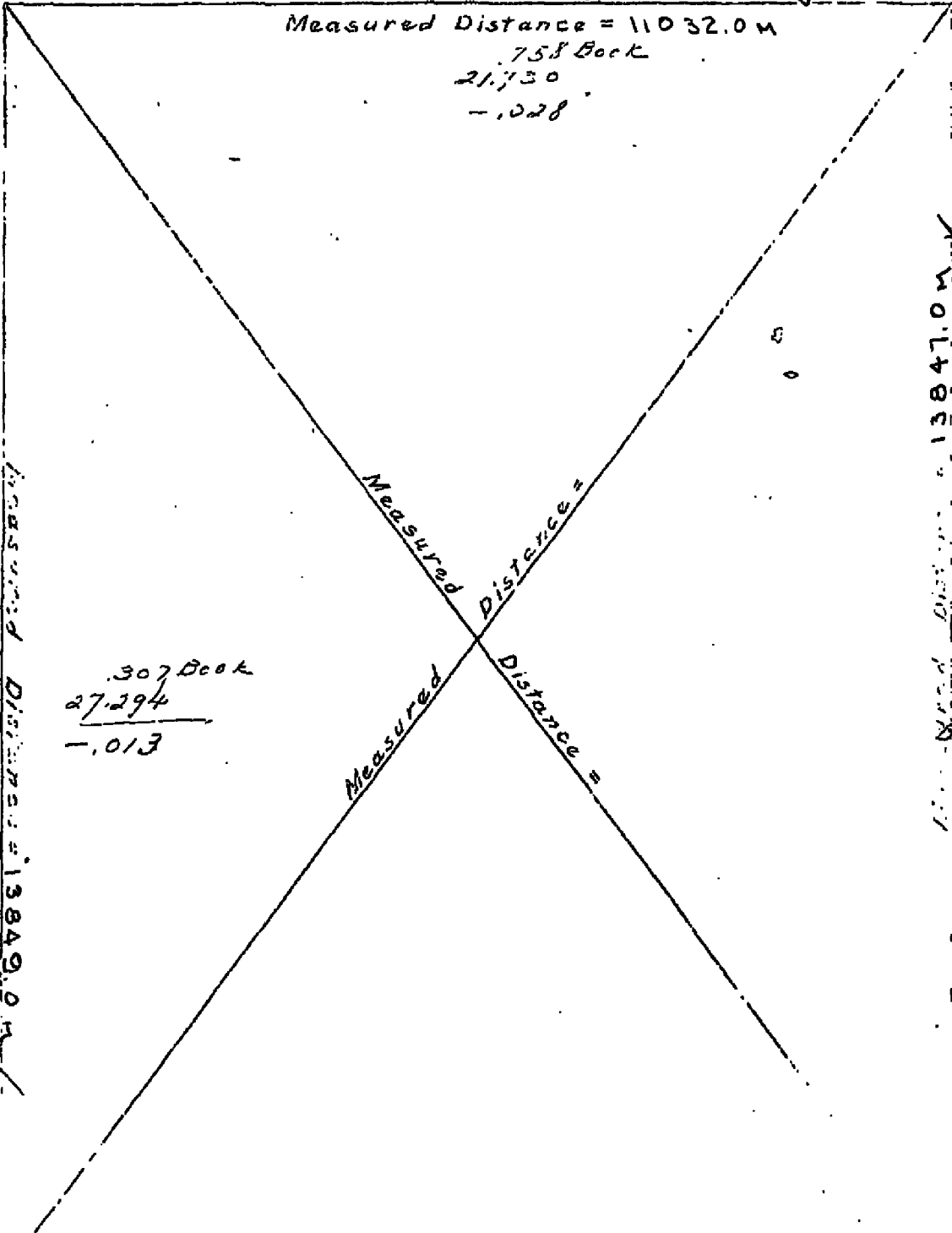
Drawings forwarded to the U. S. Geological Survey
for publication.

Proof copy furnished by the Geological Survey and
inspected by _____
Name Date

Name Date

Published by the Geological Survey.

Diff = 21.5 M
 True Distance = 11053.5 M
 Measured Distance = 11032.0 M
 758 Book
 21.730
 - .028



Measured Distance = 13847.0 M
 True Distance = 13872.9 M
 4952
 25.9 M
 307
 27.25
 - .020

307 Book
 27.294
 - .013

Measured Distance = 13849.0 M
 True Distance = 13872.9 M
 25.9 M

Measured Distance = 11051.0 M
 True Distance = 11071.9 M
 Diff = 20.9 M

Glass Negatives
 checked by [signature]

Wall Neck, Pa.

793 Book
 21.775
 - .018

Manuscript No. 7-8330

✓ XRL

37°30' 76°15'

measured Distance = 11053.5 m
measured Distance = 11031.0 m

758 Bark
21.734
- .024

13851.0 m
13872.9 m
- 21.9 m

measured Distance = 17708.0 m

27.007 Bark
27.290
- .012

Bark 307
27.267
- .010

21.9 m
13851.0 m
13872.9 m

measured Distance = 17708.0 m

793 bark
21.271
- .022

11051.0 m
11071.9 m
- 20.9 m

37°22' 76°15'

37°22' 76°15'

glass negatives checked by [unclear]

Matthew

0329

OX-1904 un. [unclear]