8422

Dig'd. on Dig. Ch. 1248-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

8422

Type of Survey Topographic

Field No. T-8422 Office No. T-8422

LOCALITY

State Florida

General locality Palm Beach County

Locality Delray Beach

194 5

CHIEF OF PARTY

Lt. Comdr. J. C. Rose

LIBRARY & ARCHIVES

DATE May 24, 1948

8-1870-1 (1)

Form T-1

DATA RECORD

T-8422

Quadrangle (II): 8422-Delray Beach **Project No. (II):** 312-A

Declination: 1°15' East

Field Office: Tampa, Fla. **Chief of Party:** J. C. Bose

Compilation Office: Tampa, Fla. **Chief of Party:** J. C. Bose

Instructions dated (II III): 25 May 1945 **Copy filed in** Div. of Photogrammetry Office Files

Completed survey received in office: 8-26-46

Reported to Nautical Chart Section:

Reviewed: 23 Sept. 1946 **Applied to chart No.** 847 (partially) **Date:** 1-10-46

Redrafting Completed:

Registered: ~~4-12-48~~ May 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): Delray, Silver Tank, Finial, 1934

Lat.: 26°27'09.337"(287.3m) **Long.:** 80°04'28.849"(799.2m) **Adjusted**

State Plane Coordinates (VI): Florida East Zone

X = 802,760.94 ft. Y = 771,249.10 feet

Military Grid Zone (VI) "B"

M-2467-12(3)

PHOTOGRAPHS (III)

Number		Date	Time	Scale	Stage of Tide
11849	9 Lens	11-14-42	11:34	1: 20,300	2.4 above MLW
11847		11-14-42	11:32	1: 20,300	2.4 " "
11848		11-14-42	11:33	"	2.4 " "
11923		11-14-42	1: 37	"	2.7 " "
11924		11-14-42	1: 37	"	2.7 " "
C-1525 to 1533	Single Lens	3-9-45	9:54	1:20000	0.1 above MLW

Tide from (III): Hillsboro Inlet (Ref. Sta.)

Mean Range: 23 **Spring Range:** 2.7

Camera: (Kind or source) U.S.C. & G.S. 9-lens

Field Inspection by: F.H. Elrod **date:** 10/11/44-4/28/45

Field Edit by: J.K. Wilson **date:** Spring 1946 (?)

Date of Mean High Water Line Location (III): June 1944

Projection and Grids ruled by (III) Washington Office **date:** N.A. Datum June 1944 1927 N.A. Dec 1947

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

Control plotted by: R. Dossett **date:** July 1944

Control checked by: J.C. Collins **date:** " 1944

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

Detailed by: R.J. Pate **date:** Sept. 1945

Reviewed in compilation office by: J.A. Giles **date:** Nov. 1945

Elevations ~~on Field Edit Sheet~~ on Manuscript **checked by:** J.L.R. **date:** Sept. 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 32.25

Shoreline (More than 200 meters to opposite shore): 8.6

Shoreline (Less than 200 meters to opposite shore): 9.8

Number of Recoverable Topographic Stations established: 12

Number of Temporary Hydrographic Stations located by radial plot: 0

Leveling (to control contours) - miles: 54.5

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:

FIELD INSPECTION REPORT

QUADRANGLE T- 8422

Project CS- 312 A.

1. DESCRIPTION OF AREA:

This quadrangle is located between Latitude 26°22'30" and Latitude 26°30'00", and Longitude 80°07'30" and Longitude 80°00'00"; on the East Coast of Florida, in Palm Beach County. The land area of this quadrangle consists of 32.25 square statute miles. Elevations range from mean sea level to about 36 feet on the two ridges which run North and South in this quadrangle.

The principal cultural features are the Seaboard Airline Railroad (single tracks). The Florida East Coast Railroad (double tracks), Federal Highway #1, the town of Delray Beach, and the various drainage canals. The two railroads are roughly parallel and are nearly parallel to the coast. The area between the Seaboard Railroad and the coast has been developed and the area is covered with abandoned subdivisions which have been grown up in second growth oak scrub of varying density.

Roughly parallel ridges run the entire length of the quadrangle. The most easterly ridge separates the coast from the Intracoastal Waterway, while the second ridge lies about a mile and a half in from the ocean. West of this ridge there is little relief except for the canal banks and Lake Ida. Natural drainage in this area is very indistinct had has been interrupted by the numerous canals and ditches.

Considerable truck farming is carried on in the area west of the Intracoastal Waterway and west of the canal known as Lake Ida Drainage Canal (Equalizing canal #4).

The vegetation is composed mostly of pine, palmetto, oak scrub, palm, and high grass, with a fringe of mangroves along both sides of the Intracoastal Waterway. The type of vegetation varies with the elevation and the moisture content of the sand. Pine, oak, and some palm and palmetto are found on the higher areas, while grass, cypress, and custard apple bush are found in the low areas which are normally flooded.

Most of the low areas are flooded in the summer or rainy season, but since this has been, in the opinion of local residents, the driest season in the past ten years, not much moisture was found in these intermittent ponds.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection has been done in accordance with the instructions issued to War Mapping Projects, and supplemental instructions issued for this project. This area has been previously inspected for planimetric maps and, while this inspection was complete, it was necessary to reclassify roads, vegetations, buildings, etc, to conform to War Mapping Standards, The shoreline was not shown on these photographs since it is shown on the planimetric field prints.

In cases where the inspection on the two projects conflicts, it is recommended that these notes be used, since this area is subject to ditching, and cultivation, and field conditions change rapidly. Note: this area was started as a planimetric mapping project and then converted to topographic mapping. BJJ

3. INTERPRETATION OF PHOTOGRAPHS

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

Numerous intermittent ponds show as gray or black areas, Depending on the amount of water at the time of the photographs, and the berm of the ponds are clearly defined.

4. HORIZONTAL CONTROL

The recovery of horizontal control was accomplished by the Planimetric Field Inspection Party, and should be taken from the planmetric field prints.

5. VERTICAL CONTROL

For the vertical control necessary for contouring, fly line levels were run between U. S. Coast and Geodetic Survey bench marks previously established and located. While running these lines, level points, (T.B.M.s) were established at identifiable points on the photographs, and where these points were in-distinct on the ground, they were marked by stakes or bottle caps. These level lines were run along roads, railroads, ditch banks and highways, some of which are above or below the general elevation of the surrounding territory.

Main level lines were closed with the degree of accuracy required by instructions issued to War Mapping Field Parties and adjusted. Intermediate lines were adjusted only where the closing error exceeded 0.2 feet.

Level elevations were inked in blue on photographs 11923 and 11925 A. Bench Marks established by the U. S. Coast and Geodetic Survey are shown in their approximate position. The true position of these B. M.s is shown on the planimetric field inspection print.

Elegations of B.M.s are shown to the hundredth, along with the identifying letter, number and year of the mark. T.B.M.s are shown to the nearest tenth of a foot and in some cases are shown with the letter and number of theline in which they are contained.

The levels on this quadrangle were run by John C. Lajoye, Prin. Photo. Aid and Ben O. Bryant, Sr. Photo. Aid.

6. CONTOURS AND DRAINAGE:

Contouring was done on Photographs 11923 and 11925 A, using Standard table and alidade methods according to War Mapping instructions, except that the contour interval was changed to 5 feet by supplemental instructions for this project.

The contours west of the Florida East Coast Railroad are interrupted by the numerous drainage and irrigation ditches and it was necessary to break the contours or turn them back along the spoil banks. These banks, along ditches used for drainage, generally reached a height of around 20 feet, and elevations are shown on the spoil in various places. In addition, water elevations were taken and the contours contained in the ditches are shown by notes. On irrigation canals, the banks are somewhat higher, but the same method is used to indicate the height of the banks or depth of the ditches.

It was necessary to run several fairly long plane table traverses but the error of closure on these lines was within the limits set for fly line levels.

There is no natural drainage in this quadrangle.

The contours have been shown running up to the banks of the canal and turning along the spoil. From the elevation shown on the spoil, it is intended that sufficient information can be gathered to continue the contours until the point of turn, which is marked.

The contouring in this quadrangle was done by John C. Lajoye, Prin. Photo. Aid and Ben O. Bryant, Sr. Photo. Aid.

7. MEAN HIGH WATER LINE:

The 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 shore line for apparent changes, and, where necessary, short stadia shots were taken. In addition, the distances from topographic stations established were measured and

checked against the planimetric ozalid or the planimetric field prints.

8. LOW WATER LINE

The 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 investigated by this party and 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 field inspection party. Two sunken hulksjust south of the Delray Beach City Limits were located by plane table by the above party.

11. LANDMARKS AND AIDS TO NAVIGATION

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

12. HYDROGRAPHIC CONTROL

Topographic station marks were set a mile apart along the Intracoastal Waterway and the coast of the Atlantic Ocean. Where triangulation stations were available, no topographic stations were set. All stations established were described on Form 524.

13. LANDING FIELDS AND AERONAUTICAL AIDS

The northern section of Boca Raton Army Air Base falls within the limits of this quad. A map of the base, showing the boundary and the radio mast in the field (with co-ordinated positions) is being submitted with this report and these should be taken from this map.

14. ROAD CLASSIFICATION

All roads were classified according to the instructions issued to War Mapping Field Parties. In the case of 4U roads, many

were deleted, since a large portion of the cultivated area to which these roads led has been abandoned due to the falling water-table. In addition, the distribution of vegetation and the character of the soil is such that a 4 U road can be established anywhere by merely driving a car over the sand. Roads in this area were classified by Ben O. Bryant, Sr. Photo. Aid. See paragraph #14 of Field Edit report.

15. BRIDGES

All bridges is this quad. were classified by George E. Varnadoe, Prin. Photo. Aid, according to instructions issued for War Mapping Field Parties.

16. BUILDINGS AND STRUCTURES

All habitable buildings were circled except in Urban Areas. Barns, when of sufficient size and topographic importance, have been labeled, railroad stations, schools, post offices and other public buildings in Urban areas have been shown, on both the planimetric and topographic field inspection. However, the topographic field print has been damaged by water and, therefore, it is suggested that the planimetric field inspection be used in the damaged area, since it is more legible and has been checked against the topographic field inspection for accuracy.

The field inspection in this area was done by Ben O. Bryant, Sr. Photo. Aid.

17. BOUNDARY MONUMENTS AND LINES

The boundary of Boca Raton Army Air Base along the west side of the reservation is marked by concrete monuments which are also section corners. These are all pricked as sections corners. The monument on the northeast corner is shown as a square and is labled. The City Limits of Delray Beach were taken from the map at the City Hall and checked against the city limits signs and the map of Palm Beach County. The city limits of Boca Raton is shown on the north field inspection print of Quadrangle T-8425 and, since this picture was submitted to the office prior to the completion of this sheet, it is requested that this boundary be transferred. The south city limits of Boynton Beach was secured from the City Hall at Boynton Beach.

The Rifle range of Boca Raton Army Air Base falls within the boundary of the reservation.

18. GEOGRAPHIC NAMES ✓

This is a subject of separate report, by Lowell I. Bass, Jr. Engr. Aid. Approved list attached to this report.

19. SECTION CORNERS

The section corners in this quad were searched for and these located were located according to instructions, by Ben O. Bryant, Sr. Photo. Aid. and John C. Lajoye, Prin Photo. Aid.

Along the west edge of the Boca Raton Army Air Base, the section corners were reset by engineers from the base. In other sections it was necessary to rely on local information. Some of the corners found were marked by stakes or pipe, and in several cases, the intersection of ditches or of ditches and roads, when accepted by local residents, have been shown as section corners.

Some of the section corners shown are classed as doubtful or poor due to the lack of identifiable points on the photographs near the marks, or the lack of proper information.

Picking cards have been submitted and it is recommended that the corners marked doubtful, fair or poor, be used with caution.

20. POWER LINES: See also special report field book of T 84 20 48

There is one power line of sufficient importance to be shown on this quadrangle. This line from Delray Beach west to the Military Trail, then south along the trail until the road degenerates into a 4 U. The line has been shown along side the 4 U road since it constitutes a better topographic feature than the road itself.

Approved and Forwarded by:

J. C. Bose

J. C. Bose,
Chief of Party.

Respectfully submitted,

John C. Lajoye

John C. Lajoye,
Prin. Photo. Aid.

6. SUPPLEMENT

The area contoured by each topographer could not be shown by a sketch, according to instructions, as Mr. Bryant contoured at different intervals over the entire quadrangle in order to gain experience in contouring.

COMPILATION REPORT

To Accompany Quadrangle T-8422

26 & 27 CONTROL AND RADIAL PLOT: See Review Report for list of control stations.

For a discussion on Control and Radial Plot, Reference is hereby made to a report on "Main Radial Plot," Project 308-A and project 312 already submitted to the Washington Office by B.H. Lyon, Assistant Photogrammetric Engineer. Filed with special reports in File Section under project 312. JR.

28 DETAILING

Photographs used in detailing this sheet were clear and of reasonably good scale.

Field inspection was thorough with the exception of that area of the Boca Raton U.S. Army Airfield that lies between the Seaboard Railroad and the Florida East Coast Railroad and Latitude 26° 22' to Latitude 26° 23' 40".

This area was classified by comparing similar areas on the photograph with inspected areas. The stereoscope being used to assist in the classification.

Contours of five feet intervals along the coast line between latitude 26° 25' and latitude 26° 22' 30" run very close together due to a sand ridge that rises sharply from the waters edge. In many places along the shore the five foot contour is the high water line.

A large canal running north and south through the Boca Raton U.S. Army Airfield east of the runways has been diverted approximately 140 meters to the east. The former stream bed has been filled and a number of new buildings, some still under construction, are now in this area.

The position of the curve in the canal as shown by the field party on contour photograph No. 11925-A does not agree with the single lens photographs numbers 45C-1534 and 45C-1535 taken September 3, 1945.

The drafting of the canal and buildings is in accordance with photograph 45C-1534 being accomplished by use of the projector. It was felt that the buildings appearing under construction would be completed so they are shown on the sheet as buildings. The centerlines of streets in this area, that appear to be graded, are shown by dashed lines.

28 DETAILING

An area along the east bank of the intracoastal Waterway at latitude 26° 26' 50" longitude 80° 03' 50" has been subject to considerable dredging since the 9-lens photographs were taken. These changes in shoreline were indicated by the field party on June 20, 1944 by changed distances shown on F.P. 11923.

The single lens photographs of the area, Nos. 45C - 1529 and 45C - 1530 taken March 9, 1945, show the corners of the dredged area to be somewhat rounding. The shoreline was changed to conform with these later photographs.

A parking apron at the south eastern corner of the airfield appears on the new photographs. A. road that formerly crossed this area has been directed around the apron. Other minor changes have been noted along the canal in this area necessitating some slight contour changes.

In a few instances, where it was found necessary to displace either a "road 3" on a spoil bank or a canal, to prevent crowding of contours, the "road3" was displaced. The canal being an integral part of the drainage system was the more important topographic feature.

29 SUPPLEMENTAL DATA:

Positions for section corners shown on the U.S.E.D. plans for Boca Raton Army Air Field, Boca Raton, Florida. Sheet number one was plotted on the survey sheet as a check with those recovered by the field party and cut-in by radial plot. The following differences have been noted.

35|36 / 2|1	Longitude plots	26	meters	west	of	radial	plot	position	
2|1	Latitude	"	18	"	south	"	"	"	"
11|12	Longitude		35	"	west	"	"	"	"
11|12	Latitude	"	32	"	north	"	"	"	"
14|13	Longitude	"	25	"	west	"	"	"	"

The Field Edit Party investigated these corners; see page 2 of their report.

The U.S.E.D. positions plotted on the sheet are indicated by ½ cm. long cross lines in red acid ink.

The northeast corner of the reservation was located from coordinates given on these plans.

29 SUPPLEMENTAL DATA:

The U.S.E.D. plans for Boca Raton Army Airfield was checked against the photographs for any difference in detail. They were found to be in good agreement and detailing was accomplished directly from the photographs.

Plane Coordinates given on the U.S.E.D. plans for intersections of runways of the airport were converted to the proper scale and applied as a check. All intersections were found to be well within the required limits of accuracy.

30 MEAN H.W.L.

The M.H.W.L. was indicated by the field party on F.P. Nos. 11923 and 11924 and has been shown in accordance with the recovery notes

31 LOW WATER LINE

The low water line was indicated on F.P. Nos. 11923 and 11924 and shown on the survey sheet accordingly.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE

A rocky ledge that bares at low water appears along the shoreline between latitude 26° 21' and latitude 26° 25'.

34 LAND MARKS AND AIDS TO NAVIGATION

The one landmark recovered during the original field inspection has been shown on Form No. 567 and is being forwarded with this report. Chart Letter #26-1946 Filed in Div. Charts

36 LANDING FIELDS AND AERONAUTICAL AIDS

The Boca Raton U.S. Army Airfield is within the limits of this sheet.

Yamato Light appears at latitude 26° 24½' longitude 80° 04'. Light discontinued in 1945. Will not be shown. J.R.

44 COMPARISON WITH EXISTING TOPO. QUAD.

There are no Topographic Quadrangles available in this office.

45 COMPARISON WITH NAUTICAL CHARTS

A Comparison was made with the U.S.C.& G.S. Nautical Charts No. 846 scale 1: 40,000 bearing a print date of January 12, 1942. No. 847 scale 1: 40,000 bearing a print date of December 12, 1943 and No. 1248 bearing a print date of May 29, 1940.

A canal at Boca Ration Army Airfield was diverted to a new position approximately 170 meters to the east.

Several small lakes were noted on Chart No. 847 at approximately latitude 26° 24' 30" longitude 80° 05' 30" that do not appear on the new compilation.

Considerable dredging has been done along the banks of the intracoastal waterway at Delray Beach resulting in shoreline changes (latitude 26° 27' longitude 80° 03') since the time of the print dates of charts No. 846, 847 and 1248.

Due to the large scale difference between the charts and map manuscript a more accurate comparison than the above could not be made.

Respectfully submitted
Russell J. Pate

R. J. Pate
Photogrammetric Aid

Approved and forwarded:
J.C. Bose

Lieut. Comdr. J.C. Bose
Chief of Party.

FIELD EDIT REPORT
QUADRANGLE T-8422
PROJECT CS-312-A

No. 46. METHODS:

In checking the map compilation all roads were traversed by truck. A skiff was used to inspect the area along the intra-coastal waterway. All buildings, ditches, roads, etc., added to the map compilation were plotted by measurements from topographic features, with the exception of numerous places where planetable methods had to be used. Walking was necessary in many places in the western portion of this quadrangle because of the lack of roads.

NO. 47. ADEQUACY OF THE COMPILATION:

The compilation was adequate and correct except for a few small changes that have taken place since the time of the field inspection.

Attention is called to Lake Ida. The shoreline at this lake is more or less similar to the southern portion of Lake Osborne. (See report of quadrangle T-8421). A thorough field inspection was made around the edge of this lake showing marsh, shore line, water vegetation, etc., during the field edit for the purpose of showing more clearly where shoreline would be at higher and lower water levels.

Two submarine cables have been added on this sheet that were not shown on the original field inspection.

Attention is called to the eastern shore of the intra-coastal waterway just south of the Delray Beach bridge. This area is being filled in and the shore line is being changed. Some of these changes have been noted on the photograph.

Many buildings have been added in the vicinity of Delray Beach. Most of these are new buildings. This section of Florida near the coast line is developing very fast.

Attention is called to a five foot contour in a canal located in the northern portion of Boca Raton Air Field. This five foot contour was shown originally following this canal several miles north of Boca Raton. A thorough investigation was made and sufficient notes were shown concerning this contour.

In numerous instances elevations shown along the spoil banks were not sufficient thereby making it necessary to obtain additional elevations along spoil banks.

It is recommended that the recent single lense photographs be used as much as possible by the draftsman and the reviewer.

It is evident that the Boca Raton Air Field was drafted from single lense photographs. Very few changes have taken place since the photographs were made.

The city limits of Boca Raton still follow the old canal channel, although the city engineer of Boca Raton seemed to think that this city limits might be changed in the near future.

At the request of the Tampa office a very thorough investigation was made of three section corners along the western boundary of the Boca Raton Air Field. The corner at approximate latitude 26° 23' 30" and longitude 80° 07' 20". was found to be originally pricked in error . There were three markers at approximately latitude 26° 22' 40" and longitude 80° 07' 20"; therefore, it could not be determined which one of these was the section corner. The section corner at approximate latitude 26° 21' 55" and longitude 80° 07' 20" was pricked correct by the original field inspection party.

These corners have been corrected on the manuscript. J.R.

48 VERTICAL ACCURACY TESTS:

The vertical accuracy test was run on a copy of the map compilation. This work was done during field edit by a three man plane-table party in the north central portion of this quadrangle near Delray Beach. Approximately eighty-five points were tested in this accuracy test and all of the points tested fell within our standards of accuracy. However, it was noted during the test that some contour lines did not prove too satisfactory because of the topographer using too much freedom in his sketching, especially around intermittent ponds.

This has been cut out and inserted in the Descriptive Report at the end of the Field Edit Report. J.R.

A fly level elevation was used to begin from. This line was tied back into the same fly level elevation. The vertical closure was .03 feet. The horizontal closure was 10 meters.

0.3

14 ROAD CLASSIFICATIONS:

All roads were re-classified according to the new instructions dated 30th of June 1945. Filed in Div. Photogrammetry Office Files.

49 WOODLAND:

Some few woodland changes have been made in most instances where draftsman was in doubt.

50 HORIZONTAL CONTROL:

Eight U.S.E.D. traverse stations were recovered and pricked on nine-lens and single lens photographs along the intracoastal waterway and shown by a red circle on the photographs. A pricking card and a recovery card are being submitted for each of these stations.

18 GEOGRAPHIC NAMES:

Attention is called to state highway 198 leading west out of Delray Beach. This road was shown on the map compilation as the Delray Road. This is not correct. This road is known locally as Atlantic Avenue from the Atlantic Ocean to the Range Line Road (State Highway 199). This was confirmed by several local citizens.

Attention is called to a church near the intersection of the military trail and Atlantic Avenue. After a thorough investigation no name could be found for this church. The name that appears on the side of the church is "Christs Church Christian Missionary Alliance," The region is sparsely settled and has no name.

The bridge at Delray Beach should be named Delray Beach Bridge.

The geographic names for this quadrangle were originally submitted by Mr. Lowell I. Bass. List of approved names attached to this report

This map manuscript was examined for possible errors by Mr. E. Harvel. Mr. Harvel has been a resident of this county for over forty years. He found no errors. Mr. Harvel's address is Delray Beach, Florida.

This field edit work was done between March and May of 1946.

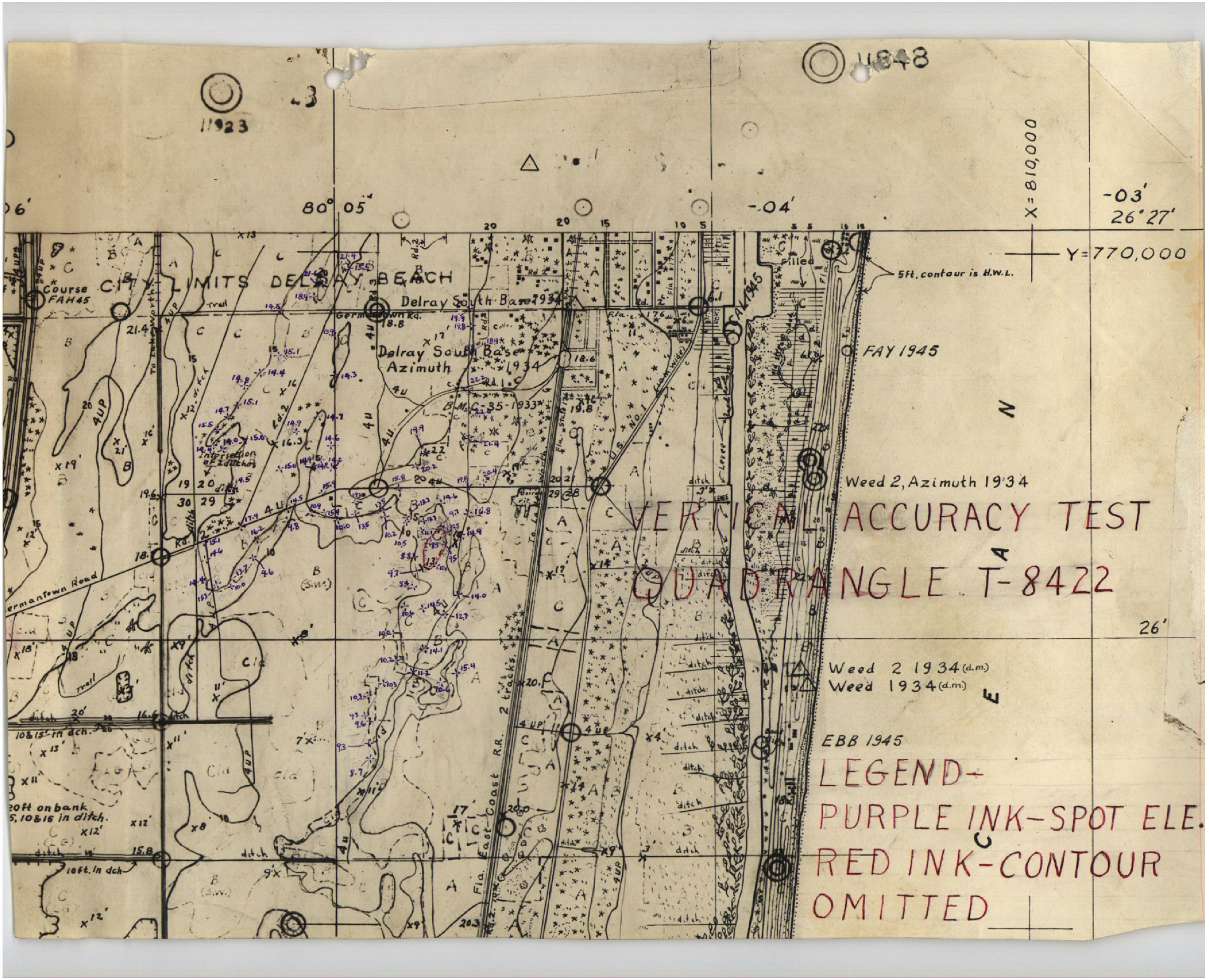
Respectfully submitted,

Joseph K. Wilson
Joseph K. Wilson
Photogrammetric Aid

Forwarded thru:

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

Field Edit corrections were applied to the manuscript by the Tampa Compilation Office.
J.R.


1848
1923
80° 05'
-04'
-03'
26°27'
X = 810,000
Y = 770,000
CITY LIMITS DELRAY BEACH
Delray South Base 1934
Delray South Base Azimuth 1934
BMC-35-1933
Germantown Rd.
Course FAH45
FAY 1945
5ft. contour is H.W.L.
Filled
Weed 2, Azimuth 1934
VERTICAL ACCURACY TEST
QUADRANGLE T-8422
26'
Weed 2 1934 (d.m)
Weed 1934 (d.m)
EBB 1945
LEGEND-
PURPLE INK-SPOT ELE.
RED INK-CONTOUR
OMITTED
Fla. East Coast R.R. 2 tracks
U.S. No. 1
Trail
ditch
4UP
4u

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8422

The map manuscript for this quadrangle has been compiled in two parts.

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

26. Control.-

The triangulation stations shown on this map manuscript have not been listed in either the compilation report or the special report on control and radial plot. They are:

Rock, 1929	Elkhart, 1934
Weed, 1929	Delray, South Base, 1934
Gulf, 1929	*Delray, Water Tank, 1934
Rock 2, 1934	Delray, Silver Tank, Finial, 1934
Weed 2, 1934	Gulf Stream, Silver Tank, 1934
Dam, 1934	BB-1, 1945
Prop, 1934	

All these stations are USC&GS stations.

* This station is "Delray, Flat Top Tank, outlet pipe at bottom, 1934" in the G. P. list. Recent construction added a conical top to it. The Division of Geodesy has approved the name used in the list of descriptions "Delray, Water Tank, 1934".

28. Detailing.-

The "grass in water" symbol was added in Lake Ida, during review. Contours were altered to agree with the results of a vertical accuracy test and were changed slightly around some swamp and marsh areas.

See attached copy of letter on "Redrafting"

Section lines were completed.

U. S. Army Reservation boundary was changed to be consistent with corrections to section corners.

Corrections to vegetation, marsh and swamp areas were made on the vegetation overlay.

A drafting overlay has been prepared as an aid to the smooth draftsman. It shows horizontal and vertical control, spot elevations, grid ticks, numbers, etc., and also a large scale sketch of the dam at latitude 26°25.5', longitude 80°07.3'. Streets in urban areas, indicated as class 2 by the Field Edit Party, will be drafted as class 3.

43. Comparisons with Previous Topographic Surveys.

T-1657	1:40,000	1884
T-4463a	1:20,000	1927

These surveys are superseded by T-8422 in all common areas.

45. Comparisons with Nautical Charts.-

Chart No. 846 1:40,000 8/17/46
This chart does not show the cable crossing at latitude 26°27.7', longitude 26°29.5'.

Chart No. 847 1:40,000 7/20/46
Neither this chart nor chart 846 show the landmark "Cupola" described in Chart Letter 26-1946.

This map manuscript has been partially applied to Chart 847 prior to review. A memo has been sent to the Nautical Chart Division notifying them that the review has been completed and that some of the corrections affect the charts.

48. Accuracy tests.-

The vertical accuracy test included with this report indicates that all test points fell within our standards of accuracy. ~~It is believed that~~ This map complies with the National Standard Map Accuracy Requirements.

Reviewed by:

Jack L Rihn
Jack L. Rihn
Photogrammetrist
23 Sept. 1946

Reviewed under direction of:

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

APPROVED BY:

B.G. Jones 5/48
Technical Assistant to the
Chief, Div. of Photogrammetry

K.T. Adams
Chief, Div. of Photogrammetry

K G Rutenburg
Chief, Nautical Chart Br.
Division of Charts

G K Green
Chief, Div. of Coastal Surveys

*39. Datum.-

The compilation has been made on the North American datum. ~~Recommendations for transferring the compilation to the North American 1927 datum have been indicated in the Review Report of T-8121.~~

This map manuscript was forwarded to the Tampa Office, subsequent to Review for redrafting on a new projection showing both datums. (See copy of letter to Lt.Comdr. Morris immediately following this Review Report).

A note in red ink, designating the datums, has been placed on the registered copy of the map manuscfipt. The published map will show only the North American 1927 datum.

711-aar C O P Y 22 December 1947

To: Lt. Comdr. George E. Morris, Jr.
U. S. Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Subject: Redrafting of Map Manuscripts T-8422 to T-8425 inclusive, Project CS-312

The original manuscripts T-8422 to T-8425 inclusive, are being forwarded to you today for the drafting of new manuscripts by copying the originals.

Drafting of new manuscripts is necessary because the originals have become so illegible that it is impracticable to prepare adequate blue line copies for final reproduction drafting.

New projection bases showing both the North American and the North American 1927 polyconic projections and state grid lines, together with field edit sheets and descriptive reports of these manuscripts are also being forwarded. The new manuscripts shall be prepared by copying or tracing directly from originals onto the new projection bases.

No compilation work is contemplated and, therefore, photographs are not being forwarded. The field edit sheets are being forwarded because in some cases they may show the details somewhat more clearly than the original manuscripts.

These new manuscripts shall be drawn in the same style as were the originals, and shall not conform to Photogrammetry Instructions No. 17, with the exception of Woodland. In copying the Woodland outlines, the classification shall be combined to conform with Photogrammetry Instructions No. 15 and 17.

The assignment of this work to the Tampa Office is in no way intended as a criticism of your compilation of the original manuscripts. The poor condition of the manuscripts is due largely to the fact that in accordance with instructions from the Washington Office they were converted from planimetric manuscripts, which has been started and were unfinished at the time Project CS-312 was undertaken. The work is being assigned to the field office to relieve the Drafting Section of the Washington Office, which has a large back log of final drafting on hand.

/s/ J. H. HAWLEY
Acting Director.

New manuscript compiled in Tampa and completed 2/48

New manuscript verified by Jesse A. Giles

Inspected in the Washington Office by Lina T. Stevens March 1948

The new manuscript now supersedes the old manuscript for all future work.

GEOGRAPHIC NAMES

Survey No.

T-8422

DELRAY BEACH, Fla.

Name on Survey

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Florida									USGB	1
Palm Beach County										2
Seaboard ✓										3
Florida East Coast ✓										4
Intracoastal Waterway ✓									USGB	5
State No. A1A, 806, 811 ✓										6
U.S. No. 1 ✓										7
Atlantic Ocean ✓										8
Mud Lake ✓	✓	(name used for several lights in Intrac. L.L.)								9
Boca Raton ✓	✓								USGB	10
Boca Raton U.S. Army Airfield ✓		✓								11
Yamato ✓										12
Germantown Road ✓										13
Delray County Club Golf Course ✓										14
Delray Beach ✓	✓									15
Atlantic Avenue ✓	✓	State No. 806								16
Christs Church ✓	✓									17
Military Trail ✓	✓									18
Lake Ida ✓	✓									19
Gulf Stream ✓	✓									20
Gulfstream Golf Course ✓	✓									21
Boynton Beach ✓	✓	Boynton?								22
										23
										24
					Names underlined in red are approved. 4/9/48 L. Heck					25
										26
										27

M 234

NAUTICAL CHARTS BRANCH

SURVEY NO. T-942

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1/10/46	847	D. H. Benson	Before ~~After~~ Verification and Review Partially applied
16 Oct 48	847	Nichols	~~Before~~ After Verification and Review
			Partial application
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.