

8425

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

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo Compilation

Field No. _____ Office No. T-8425

LOCALITY

State Florida

General locality Florida East Coast

Locality Palm Beach and Broward Counties

Boca Raton Quadrangle

1945

CHIEF OF PARTY

Lt. Comdr. J. C. Bose

LIBRARY & ARCHIVES

DATE June 21, 1948

8-1870-1 (1)

8425

DATA RECORD

T- 8425

Quadrangle (II): Boca Raton
Declination: 1°15' East

Project No. (II): 312

Field Office: Tampa, Florida 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 ~~Descriptive~~
~~Report Book~~ (VII)
Div. of Photogrammetry
Office Files

Completed survey received in office:
22 April 1946

Reported to Nautical Chart Section:

Reviewed: 18 Sept. 1946 Applied to chart No. Date:

Redrafting Completed:

Registered: ~~26 March~~ ^{May} 1948

Published:

Compilation Scale: 1:20,300

Published Scale: 1:24,000

Scale Factor (III): .98522

Geographic Datum (III): N.A. 1927 Datum Datum Plane (III): M.S.L.

Reference Station (III): Deerfield, Silver Tank, final, 1934

Lat.: 26°19'02". 392(73.6m) Long.: 80°05'30" 382(842.7m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): Florida, East Zone

X = 797,514.44 feet

Y = 722,042.98 feet

Military Grid Zone (VI) "B"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
11925	11/14/42	1:37 PM	1:20,000	+5.4
11927	"	1:30 PM	"	+5.4
11928	"	1:31 PM	"	+5.4
11844	"	11:30 AM	"	+5.4
12155	11/25/42	11:21 AM	"	+4.6
12156	"	11:21 AM	"	+4.6

45C 1533 - 40 incl. 3/9/45

1:20,000

Tide from (III), Hillsboro Inlet Ref. Sta.: Mayport Fla.

Mean Range: 2.3

Spring Range: 2.7

Camera: (Kind or source) U.S.C.&G.S. 9 lens (8 1/2" focal length)

Field Inspection by: F.H. Elrod, L.I. Bass,
B.O. Bryant, H.A. Duffy,
C.A.J. Pauw, W.H. Shearouse

date: June, 1944
March, 1945

Field Edit by: J.K. Wilson

date: Jan./May, 1946

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

Projection and Grids ruled by (III) Wash. Office

date: Mar., 1944

" " " checked by: Wash. Office

date: Mar., 1944

Control plotted by: R. Dossett

date: June, 1944

Control checked by: J. C. Collins

date: June, 1944

Radial Plot by: B. H. Lyon

date: June, 1944

Detailed by: R. Dossett

date: June, 1944, June '45

Reviewed in compilation office by: J. A. Giles

date: Sept. 1945

Elevations on ^{Manuscript} ~~Field Edit Sheet~~
checked by: *A. P. Mendenhall*

date: *Sept. 1946*

STATISTICS (III)

Land Area (Sq. Statute Miles): 25.9

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

Shoreline (Less than 200 meters to opposite shore): 11.0 St. Mi.

Number of Recoverable Topographic Stations established: 12

Number of Temporary Hydrographic Stations located by radial plot:

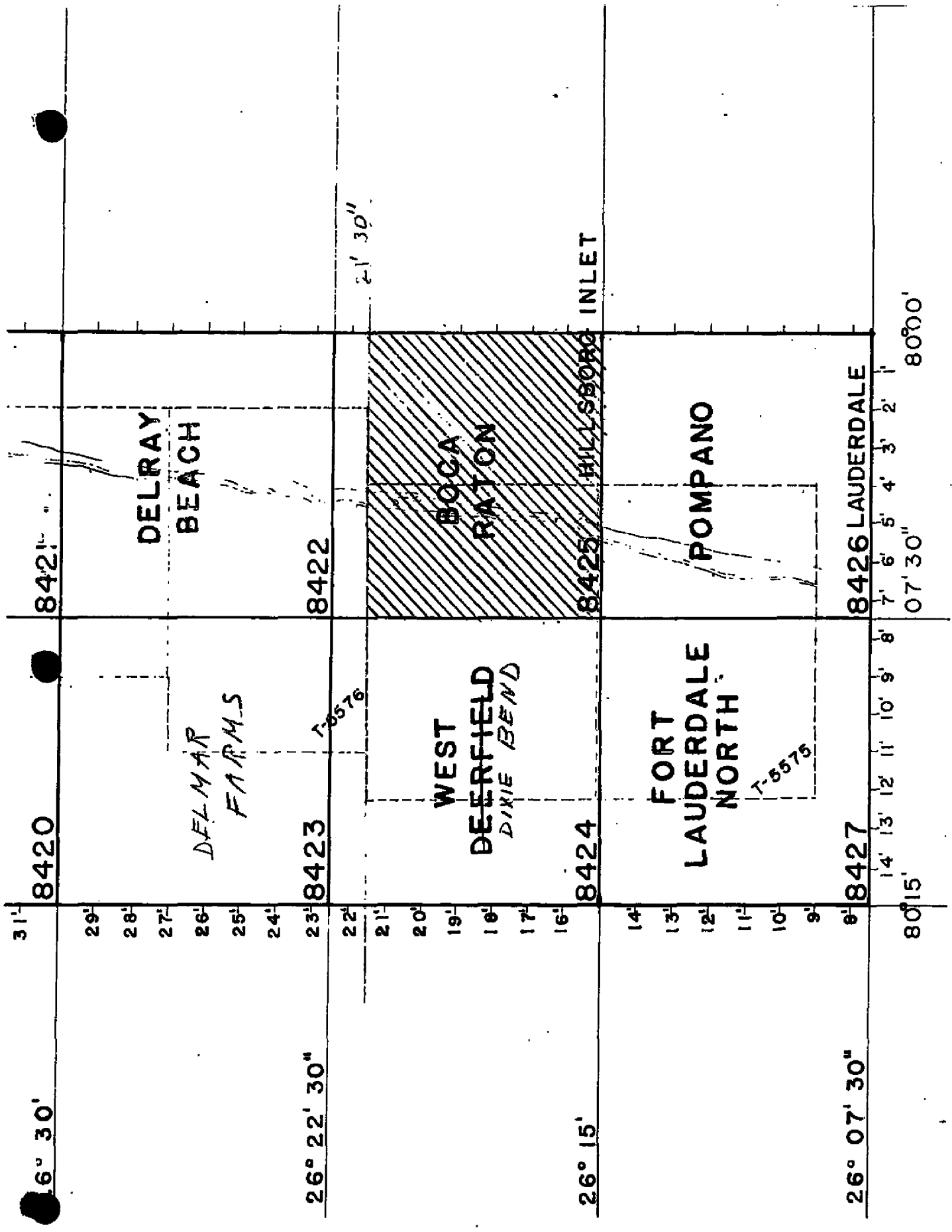
Leveling (to control contours) - miles: 41

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:



DESCRIPTIVE REPORT

QUADRANGLE T-8425

PROJECT CS-312-A

1. DESCRIPTION OF AREA:

Quadrangle T-8425 is located on the east coast of Florida, in Palm Beach and Broward Counties. It extends north from Latitude $26^{\circ} 15' 00''$ to Latitude $26^{\circ} 22' 30''$ and west from Longitude $80^{\circ} 00' 00''$ to Longitude $80^{\circ} 07' 30''$. Land comprises about 26 square miles of this quadrangle.

Elevations range from mean sea level on the ocean shore to an elevation of 41 feet on the ridge, about 2 miles inshore.

The principal cultural features are the towns of Boca Raton and Deerfield Beach, Boca Raton Army Airfield, Seaboard Airline Railroad, Florida East Coast Railroad, which is double-tracked, and U. S. Highway No. 1. The two towns have a junction on the Palm Beach-Broward county lines. The railroads have almost parallel courses and are about two miles apart. Real estate is being developed along the beach; therefore, clearing of land and construction of houses are in progress.

A narrow beach ridge extends along the entire length of the quadrangle. This ridge separates the ocean from the Intracoastal Waterway. The terrain along west side of the Intracoastal Canal is low and flat, except for numerous spoil banks. The inshore ridge parallels the ocean ridge and also extends the full length of the quadrangle. West of this ridge is an area of slight relief, except for the spoil banks on the Hillsboro Canal. There is very little natural drainage.

The Hillsboro and Intracoastal Canals with their system of connecting ditches are the principal means of drainage in this area.

Considerable truck farming is carried on in this vicinity; consequently, there are numerous truck patches. These truck patches have many connecting sand roads which may be traveled most of the year.

The vegetation is composed chiefly of sand-pine, saw-palmetto, scrub, palm, and grass, with small areas of mangrove along the Intracoastal Waterway. The relief of the land usually determines the type of vegetation. Sand-pine, scrub and saw-palmetto are generally found on the ridges and higher spots; while grass and palm appear at lower elevations. Much of the quadrangle is densely wooded with sand-pine and scrub.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection has been completed in accordance with current instructions relating to this project. This area had previously been field inspected for planimetric maps; therefore, it was the purpose of the present inspection to provide supplemental data so that the previous inspection would meet the requirements for Project CS-312-A. *This previous field inspection was completed in July, 1944.

This project was started as a planimetric mapping project and later converted to topographic mapping.

*

In case of conflicting Field Data the information furnished by latest field inspection is to be used.

3. INTERPRETATION OF PHOTOGRAPHS:

Densely wooded areas of sand-pine appear very dark on the photographs. Generally, dark wooded areas with a profusion of white specks, indicates higher ground. Palmetto appears on the photographs as a solid grey color.

4. HORIZONTAL CONTROL:

Recovery of Horizontal Control was completed by the party on recovery and field inspection for planimetric maps.

5. VERTICAL CONTROL:

For vertical control, a system of level lines was run between U. S. Coast and Geodetic Survey Bench Marks in this Quadrangle. While running these lines, identifiable points, with elevations on them were marked on the photographs for future use by the contour party. Most of the points were marked on the ground, and, they were marked, in every case, where identification was doubtful. The level lines were run along roads, highways and railroads, and were marked by bottle caps, chiseled crosses, and by stakes driven flush with the ground. Level points for use by the contour party, were set approximately $\frac{1}{2}$ mile apart, in most cases. Main level loops were closed within an accuracy of less than 0.3 of a foot and, if greater, were rerun, to locate the error. Fly lines between the main level loops were closed with an accuracy of less than 0.4 of a foot. All necessary adjustments were made.

Level elevations are inked in blue on photographs 11926 and 11928. These elevations are shown on the photographs by the intersection of two short lines at right angles. Bench marks are shown in their approximate positions on level and contour photographs. These bench marks were recovered by planimetric field inspection and are shown in their exact position on recovery photographs.

6. CONTOURS AND DRAINAGE:

Contouring for this quadrangle was accomplished by standard plane table methods; and the contours are shown on the photographs 11844 and 11845. All closures are with the prescribed limits of accuracy.

The scale of the photographs was checked frequently, while the contouring was in progress. This was done by taking stadia distance between two easily identifiable points on the photographs. The contour interval for this quadrangle is 5 feet.

Elevations are shown along the top of the large spoil banks. In most cases, the smaller spoil banks are shown without elevations. It is intended that the size of the spoil symbol shall be an indication as to the size of the spoil banks.

Contours are shown crossing the smaller ditches and turning into the larger ones.

Because of the flat terrain, there is very little natural drainage. The course of all natural drainage, which was evident, was checked by inspection and stadia distances.

7. MEAN HIGH WATER LINE:

Location of mean highwater line was completed during field inspection for planimetric maps. The high water line, which is shown on the ozalid prints of north half of T-5575 and the south half of T-5576, was checked by stadia distances, inspection, and distances measured from H. & T. Stations, established along the shoreline.

8. LOW WATER LINE:

Wherever the M.L.W. line was observed it was outlined by alternate dashes and dots in red.

Where the M.L.W. line was not represented by a definite line on the field photographs, but closely paralleled the M.H.W. line, it was shown by a red dotted line.

These designations were noted on field prints, 11925, 11926, 11927, 11844 and other prints along the shoreline that were used in the field inspection for planimetric mapping, (instructions dated January 27, 1944).

9. WHARVES & SHORELINE STRUCTURES:

All dwellings along the shore were circled. New dwellings were tied in by measurements. No new shoreline structures since date of latest photographs were found.

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE:

The rocks noted in this area awash or submerged have been noted on field prints 11926 and 11844. Rock ledges encountered have been noted on the same field prints. These notations are on the field prints used for the planimetric inspection made in June, 1944.

11. LANDMARKS AND AIDS TO NAVIGATION:

Only those landmarks which appear on the chart were encountered. It is recommended that they be continued in their present position. *No*

form 567 is submitted for the landmarks within the area of the survey since they are also triangulation intersection stations whose geographic positions are known. M.S.M.

12. HYDROGRAPHIC CONTROL:

~~Twelve~~ ^{Fourteen (14)} H. & T. stations were established along the shoreline of the Atlantic ocean and Intracoastal Canal, so that there would be a station that could be used for hydrographic control, at approximately every mile on the shore.

^{Ten}
~~Nine~~ of these stations are standard U. S. Coast ⁴ Geodetic Survey markers for topographic stations. These are listed as follows; *Cloister Azimuth*, Fel, Ton, Der, Hil, Lin, Rat, Man, Mit, and Boa. ^{FOUR} Three of the stations are natural objects. These are Con, Pom, ~~and~~ Raw. Form 524 was submitted for the above stations. *and End.*

Filed in Div. Photogr. General Files.

13. LANDING FIELDS AND AERONAUTICAL AIDS:

Boca Raton Army Airfield lies on the northern boundary of the quadrangle. All aeronautical aids within the field have been coordinated. These coordinates are shown on Reservation and Boundary map of Boca Raton Army Airfield, (drawings No. 5-36.2-1072). Boca Raton ^{SILVER} ~~Water~~ Tank, ^{FINAL 1934} 1929, ^{This} 1932 has been equipped with a revolving light for aid to air navigation. *This station is a triangulation intersection station.*

14. ROAD CLASSIFICATION:

All roads have been classified according to instructions. Points of transition are indicated by small tick marks normal to the centerlines of the roads.

30 June 1945.
 Filed in Div. Photogr. Office Files.

15. BRIDGES:

Bridges have been classified according to instructions, by G. E. Varnadoe, Principal Photogrammetric Aid. These are shown on photographs 11925, 11927, and 11928-A.

16. BUILDINGS & STRUCTURES:

All buildings that are shown circled in red are for purpose of completing previous inspection to comply with present instructions. Newly constructed buildings have been added to the photographs and are also shown in red. Deletions are inked in green.

17. BOUNDARY MONUMENTS & LINES:

Two boundary monuments and a section corner, all having coordinates, have been located on the reservation boundary of Boca Raton Army Airfield. City limits of Boca Raton were marked on photograph 11925, under the direction of E. L. Pritchard. Boca Raton City Engineer.

City limits of Deerfield Beach were taken from the city layout map in the office of Deerfield Beach city hall. These limits are on photographs 11927. The county line was marked on the photograph under the supervision of Boca Raton City Engineer. This line was checked against other maps which show the same county line. It is shown on photographs 11925.

Precinct Boundaries were obtained from Palm Beach and Broward county court house and are shown on Photographs 11925 and 11928-A.

18. GEOGRAPHIC NAMES: *814*

A separate report covers this subject. See approved list attached to this report.

19. GENERAL NOTES:

Names of farm roads in Broward County appear on the Broward County Map. The field inspection was completed during the driest season in the past ten years.

General Files, Div. of Photogrammetry

Twenty one section corners or references for section corners were recovered in this quadrangle. The section corners were recovered on contour, level and field inspection photographs. A notation has been made on the picking cards, which will show the type of photograph used.

L. I. Bass, Jr. Engineering Aid, completed a portion of the field inspection on photograph 11927.

B. O. Bryant, Sr. Photogrammetric Aid, completed the field inspection on photograph 11928-A.

Different vegetation notes were used on photograph 11928-A because the inspection was made before latest instructions, on vegetation classification, were received. See item #28

Field inspection notes appear on Photographs 11925, 11927, and 11928-A.

Respectfully submitted,

Frank H. Elrod
Prin. Photo Aid

Approved and forwarded



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

DESCRIPTIVE REPORT
T-8425

26 & 27 CONTROL & RADIAL PLOT

A special report has been submitted by B. H. Lyon, Chief Engineering Draftsman. Filed in Div. of Photogrammetry General Files.

28. DETAILING

The entire area of this quadrangle was originally detailed according to planimetric instructions dated January 27, 1944. The area from Lat. $26^{\circ}15'$ to $26^{\circ}21'30''$ was detailed originally as planimetric map T-5575. The remaining area was detailed as planimetric map T-5576. From $26^{\circ}21'30''$ to $26^{\circ}22'30''$.

Vegetation areas formerly outlined with black acid ink and carrying planimetric labeling were erased and redrafted in green acid ink according to instructions dated Aug. 3, 1944 (War Mapping Spec.); An overlay showing the vegetation according to latest instructions, dated June 30, 1945, has been made and is being submitted with this sheet.

New ditches, roads, borrow pits and buildings have been added from field inspection notes and drafted as located by the field inspector. Single lens photo 45 C 1536 was used for building delineation at Boca Raton. It supersedes field print 11925.

The photographs were clear and of good scale.

The field inspection was adequate.

29. SUPPLEMENTAL DATA

The use of the U. S. Navy Dept's. plans for Ft. Lauderdale No. 2 Satellite Airfield, a part of which appears on this quadrangle, was covered in the compilation report for Quad. T-8426.

30. MEAN HIGH WATER LINE

This paragraph has been covered in the Field Inspection Report.

31. LOW-WATER & SHOAL LINES

Approximate limits of low-water have been shown on the sheet by dotted lines. Shoal areas have been shown by a dashed line. All limits are approximate.

32. DETAILS OFFSHORE FROM THE HIGH WATER LINE

At the southern limits of this sheet near the entrance to Hillsborough Inlet two rocks have been delineated and labeled "Rocks awash at M.H.W." in conformance with the field inspection notes. Along the shoreline at Lat. $26^{\circ}21'$ "Rocks covered at M.L.W." have been shown with the proper symbol. Rock ledges have been shown by symbol.

33. WHARVES & SHORELINE STRUCTURES

No wharves appear along the shoreline of this quadrangle. A few small boat docks along the Inland Waterway have been delineated according to identification by the field inspection.

34. LANDMARKS & AID TO NAVIGATION

Landmarks & Aids to Navigation have been listed on form 567 & made a part of this report.

35. HYDROGRAPHIC CONTROL

~~Twelve~~ ^{FOURTEEN (14)} Hydrographic stations for the use of the Hydrographer appear within the limits of this quadrangle. These have been listed on form 524. Filed in Div. Photogrammetry General Files.

36. LANDING FIELDS & AERONAUTICAL AIDS

A part of Ft. Lauderdale No. 2 Satellite Airfield (U.S. Naval Air Station) appears at the southern boundary of this quadrangle. It extends southward into Quad. T-8426. One Aeronautical Aid atop of Boca Raton ~~W.T.~~ ^{SILVER TANK, FINAL 1942} is listed on form 567 as a nautical landmark. Elevation of tank approx. 135'. *L Div. of Charts Files*

37. BRIDGES AND OVERHEAD WIRES

All bridges have been labeled according to War Mapping Specifications, where so identified by the field inspector. Classifications, for Nautical Charts, of bridges over navigable waters have been made according to instructions.

38. SECTION CORNERS

Eighteen (18) section corners were recovered within this quadrangle and have been located on the sheet by radial line intersection. They are shown by small black crosses, one half ($\frac{1}{2}$) centimeter long, with the numbers of the sections in their respective corners. Picking cards are being submitted with the Sheet. *— Filed in Div. Photogrammetry General Files.*

44. COMPARISON WITH EXISTING TOPO. QUAD.

No topographic quadrangle was available for a comparison of this area.

45. COMPARISON WITH NAUTICAL CHARTS

This quadrangle was compared with USC&GS Nautical Chart No. 1248, scale 1:80,000, revised March 22, 1944 and USC&GS Chart 847, scale 1:40,000, revised Dec. 10, 1943. The following discrepancies were noted:

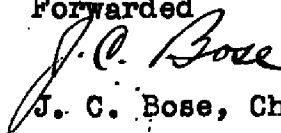
The eastern shore of the intracoastal canal just north of Boca Raton has filled in. The rocks mentioned under paragraph 32 of this report are not shown on either chart. The street

layout south of Boca Raton Inlet does not appear on the charts. The Geographic names, Hillsborough Beach, Lake Placid and Lake Boca Raton are not shown. The two geographic names Deerfield and Deerfield Beach appearing on 1248 have been changed so that the name Deerfield Beach covers the entire area. Most of the creeks and marsh area following the Intracoastal Waterway have changed or disappeared entirely due to an improved drainage system.

Respectfully submitted


Rudolph Possett
Prin. Photo. Aid

Forwarded


J. C. Bose, Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Aids to Navigation
(Non-Floating)

LANDMARKS FOR CHARTS
Tampa Photogrammetric
Office, Tampa, Fla.

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

JULY, 1944, ~~1944~~

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

The positions given have been checked after listing.

Lt. Comdr. J. C. Bone

Chief of Party.

NAME AND DESCRIPTION	LATITUDE		LONGITUDE		DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	°	'	°	'							
	D. M. METERS		D. P. METERS								
Hillsborough River vicinity LOCALITY Boca Raton to Hillsborough Inlet											
Light # 1	26	15	80	05	N. A.	Radial Plot		X			1248 847
Light 76	26	22	80	04	"	"		X			"
Bn. 79	26	22	80	04	"	"		X			"
Light 81	26	21	80	04	"	"		X			"
Bn. 80	26	21	80	04	"	"		X			"
Lake Boca Raton Bn. 82	26	20	80	04	"	Sextant Fix		X			"
" " Light 83	26	20	80	04	"	Radial Plot		X			"
" " Bn. 84	26	20	80	04	"	Sextant Fix		X			"
" " Light 85	26	20	80	04	"	Radial Plot		X			"
Hillsborough River Light 87	26	16	80	04	"	"		X			"
" " Bn. 89	26	15	80	04	"	Sextant Fix		X			"
" " Bn. 91	26	15	80	04	"	"		X			"
Boca Raton Inlet Light	26	20	80	04	"	Radial Plot		X			"

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

For Copying

Note:

The enclosed Compilation Report has been completed for the entire Quadrangle T-8425. However, the manuscript which is now being submitted has been completed only as far north as Latitude $26^{\circ}21'30''$, as indicated by the attached ozalid print. It is necessary to submit this manuscript in parts, due to the fact that the detailing has been completed on the acetate sheets originally furnished for sheets T-5575, and T-5576, in Project CS-308.

The radial line plot and the detailing for this manuscript have been completed, as explained in the Special Radial Plot Report, Proj. CS 312 A (Partial), on the North American Datum. This was accomplished without changing the relation of the polyconic projection and the state grid, therefore, the same correction must be applied to both grid systems in order to convert to the N.A. 1927 Datum.

Bennie H. Lyon
Bennie H. Lyon,
Photo. Engr.

FIELD EDIT REPORT
QUADRANGLE T-8425
PROJECT CS-312A

46. METHODS.

In checking the map compilation all roads were traversed by truck. Because of the presence of many roads walking was only necessary in a few places. All buildings, ditches, roads and etc. that were added to the compilation were plotted from topographic features, except in areas where new developments had been made and these were added by planetable methods.

The area along the Intracoastal Waterway was inspected by truck as State Highway 140 runs parallel and very close to the Waterway.

47. ADEQUACY OF THE COMPILATION.

The compilation was adequate and complete except for a few details omitted during drafting and field inspection. Many 4th class roads that were marked by the field inspection party were omitted from the compilation. Many of these roads should be added and sufficient notes to add them will be found on the field edit sheet or cross references to photographs.

Three submarine cable crossings have been added on this sheet.

Two new sub-divisions have been added by planetable methods. All roads in the sub-divisions are Rd. 3. A plot of each sub-division is being submitted with this report. Attention is called to the sub-division near Hillsborough Inlet. This sub-division has just been started. Dredging work is now in progress near the old Hillsborough Inlet and some of the area will probably be filled in. The shoreline near the present bridge has been extended about 150 feet. This work was done by planetable distances every 100 feet.

Attention is called to the area around Boca Raton where the old field inspection differed with the more recent single lens photographs. The work done from the single lens photographs was very good.

This area near the ocean front is developing rapidly and there will be many more changes in the near future.

There is a rumor among the local people that there will be a new four lane drive along what now is Federal Highway No. 1.

48. VERTICAL ACCURACY TESTS.

The vertical accuracy test was run by a five man planetable party on contour photograph 11845. This work was done just south of the Boca Raton Army Base.

Sixty-five points were tested. Of the sixty-five points, sixty-four were within the required accuracy. The one point that was not within the accuracy was corrected on the photograph. *applied
MGM*

A fifteen foot contour near the Florida East Coast Railroad was changed considerably. There was a two foot error in the original contouring. This was checked thoroughly.

Green ink was used to show elevations and to make corrections on photograph.

A fly level elevation was used to begin from and this line was tied into another fly level elevation. The vertical closure was 0.1 of a foot. The horizontal closure was 5 meters.

Since the same man contoured both T-8425 and T-8424, this accuracy test will suffice for both quadrangles.

14. ROAD CLASSIFICATION.

All roads were reclassified according to the new instructions dated June 30, 1945. Filed in Div. Photogrammetry Office Files.

49. WOODLAND.

The woodland area was investigated during the field edit. The overlay made by the Tampa office was very good.

50. HORIZONTAL CONTROL.

Five U.S.E.D. Traverse stations were recovered and pricked on nine lens photograph along the Intracoastal Waterway and shown by a red circle. A pricking card and a recovery card are being submitted for each of these stations.

One U.S.E.D. station EDH-2A was pricked. This station is believed to be the permanent reference mark shown on the U.S.E.D. blue prints. The station was marked by an Intracoastal Waterway bench mark disk. No description was available.

18. GEOGRAPHIC NAMES.

The geographic names for this quadrangle were submitted in a special report by Mr. Lowell I. Bass in July 1944.

This map manuscript was examined for possible errors by Mr. R. H. Newell, Pompano, Florida. Mr. Newell could find no errors. Mr. Newell has been a farmer and a storekeeper in Broward and Palm Beach counties for twenty-four years.

- 1. U.S.E.D. Tra. Sta. EDH-2A
- 2. " " " 910+58.53
- 3. " " " 749+35.49
- 4. " " " 799+70.85

5. U.S.E. Tra. Sta. } Form 524
 Submitted for
 each of these 5
 stations. In
 General
 Files.
 Div. Photog.

Respectfully submitted,

JOSEPH K. WILSON,
Photogrammetric Aid.

Forwarded:

J. C. Bose, Chief of Party.

DIVISION OF PHOTOGRAMMETRY
Review Report of
Topographic Survey Manuscript No. T-8425

An office inspection of T-8425 was made prior to field edit. Planimetric and topographic features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of T-8425, accompanied by pertinent notes in red ink. The materials necessary for field edit were then forwarded to the field. Upon receipt of the field edit data, the reviewer applied all of the field edit information to the manuscript and the descriptive report.

All topics omitted are not applicable or are fully covered in the Descriptive Report of T-8425.

26. CONTROL

This map manuscript is on North American datum and the conversion to North American 1927 will be accomplished during the final drafting phase by the Review Section. *← see note at end of this report.*

A vertical accuracy test was run by the field edit party in the vicinity of Boca Raton Army Base, and the accuracy was found to comply with the national map accuracy requirements.

28. DETAILING

All public land lines have been shown on the manuscript in brown acid ink, and each section numbered. A report "Public Land Lines, Project 312-A" is attached to the descriptive report for T-8426, which states the method of locating the section corners and compiling the system onto the map manuscripts in this project.

The greater part of T-8425 has been compiled on the map manuscript showing parts of T-8424 and T-8425. The remaining part of T-8425 has been compiled on the map manuscript showing parts of T-8422 to T-8425, inclusive.

A drafting overlay has been prepared to facilitate the smooth drafting of T-8425. A woodland overlay had been previously prepared by the Tampa Photogrammetric Office. *See attached letter on "Redrafting"*

38. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

Survey T-8425 has been compared with the following topographic surveys, and supersedes them in all features of their common areas:

T-1656	1:40,000	1884
T-1657	1:40,000	1884
T-4463B	1:20,000	1929

45. COMPARISON WITH NAUTICAL CHARTS

The following nautical charts have been compared with Survey T-8425:

847	1:40,000	March 1943
1248	1:80,000	August 1937

This survey has not been applied to these charts at the date of this review.

The following discrepancy exists between Chart 847 and the Manuscript:

(Single Leaf Bascule)

Boca Raton Inlet Bridge (Fixed)		Chart 847 & List of Bridges Over Nav. Waters, /	
<u>Survey T-8425</u>		<u>1941</u>	
Hor. Cl.....	24 ft.	Hor. Cl.....	15 ft.
Vert. Cl.....	8 ft.	Vert. Cl.....	6 ft.

Disregarded. See L 17 (1948)
 These meas. accepted for charting 6-26-53
 Reviewed by: *MA* Reviewed under the direction of:

Michael G. Misulia
 Michael G. Misulia
 Photogrammetrist
 18 September, 1946

S. V. Gifford
 Chief, Review Section

Approved by:

B. G. Jones 5/48
 B. G. Jones, Technical Assistant
 Division of Photogrammetry

W. H. Lattin
 Chief, Nautical Chart Branch,
 Division of Charts

K. T. Adams
 Chief, Division of Photogrammetry

C. H. Green
 Chief, Division of Coastal Surveys

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 manuscript. The published map will show only the North American 1927 datum. *HB*

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 Anna J. Stevens, March, 1948

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

GEOGRAPHIC NAMES

Survey No.

T-8425

BOCA RATON, 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>									USGB	1
<u>Palm Beach County</u> ✓										2
<u>Broward County</u> ✓										3
<u>Atlantic Ocean</u> ✓										4
<u>Intracoastal Waterway</u> ✓									USGB	5
<u>Florida East Coast</u> ✓										6
<u>Seaboard</u> ✓										7
<u>U.S. No. 1</u> ✓										8
<u>State AIA, 810, 811</u> ✓										9
										10
										11
<u>Hillsboro Inlet</u> ✓										12
<u>Hillsboro River</u> ✓										13
<u>Hillsborough Beach</u> ✓										14
<u>U.S. Naval Air Station</u> ✓										15
<u>Lake Placid</u> ✓										16
<u>Deerfield Beach</u> ✓										17
<u>Hillsboro Canal</u> ✓										18
<u>Boca Raton Inlet</u> ✓										19
<u>Lake Boca Raton</u> ✓										20
<u>Boca Raton</u> ✓									USGB	21
<u>Lake Wyman</u> ✓										22
<u>Boca Raton U.S. Army Airfield</u> ✓										23
										24
										25
										26
										27

Names underlined in red are approved. 4/9/48

L. Heck.