

8426

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-8426 Office No. _____

9 LENS PHOTOS

11-14-42

LOCALITY

State FLORIDA

General locality FLORIDA EAST COAST

Locality FORT LAUDERDALE

BROWARD COUNTY

194 5

CHIEF OF PARTY

Lieut. Comdr. J. C. Bose

LIBRARY & ARCHIVES

DATE March 10, 1943

B-1870-1 (1)++

8426

DATA RECORD

T8426 and T8427 were compiled, field edited and reviewed as one unit though separate descriptive reports have been prepared.

T-8426

Quadrangle (II); ~~T-8426~~ POMPANO

Project No. (II); CS-312

Declination 1° 15' East

Field Office: Tampa, Florida

Chief of Party: J. C. Bose

Compilation Office: Tampa, Florida

Chief of Party: J. C. Bose

Instructions dated (II III) August 4, 1944

Copy filed in Descriptive
Report No. T- (VI)

Div. of Photogr. Office Files

Completed survey received in office: 4-24-46

Reported to Nautical Chart Section: ✓

Reviewed: 5-1-46

Applied to chart No.

Date:

Redrafting Completed;

Registered: 3-3-48

Published:

Compilation Scale: L:20,300

Published Scale: 1:24,000

Scale Factor (III): .98522

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

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

Reference Station (III): Pompano 2, 1934

Lat. 26° 13' 52" ^{51" 631} ~~365~~Long.: 80° 05' 23" ^{.614} ~~.603~~~~1611.49~~ M ^{1588.89} M.

655.13 M

Adjusted
~~Unadjusted~~

.48

State Plane Coordinates (VI): East Zone

X = 798,350.95 feet

Y = 690,670.62 feet

Military Grid Zone (VI) "B" Zone

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
11929	11/14/42	1:37PM	1:20,300	+5.3
11930	11/14/42	1:37PM	1:20,300	+5.3
11931	11/14/42	1:37PM	1:20,300	+5.3
11841	11/14/42	11:26AM	1:20,300	+4.5
11842	11/14/42	11:26AM	1:20,300	+4.5
11843	11/14/42	11:26AM	1:20,300	+4.5
45C 1541-43	3/9/45	10:05AM	1:20 000	-

Tide from (III): Hillsboro Inlet

Mean Range: 2.3

Spring Range: 2.7

Camera: (Kind or source) U.S.C & G.S. 9 lens (8 1/4" focal length)

Field Inspection by: G. E. Varnadoe

date: April, 1945

Field Edit by: Joseph K. Wilson

date: 10-45

Date of Mean High Water Line Location (III): April, 1945

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

" " " checked by: Washington Office date: May, 1944

Control plotted by: R. D., D. S., & B. H. L. date: June, 1944

Control checked by: D. S., J. C., & B. H. L. date: June, 1944

Radial Plot by: B. H. Lyon

date: June 1944 April 1945

Detailed by: R. J. P., R. D., J. C. W.

date: June, July, 1944 & May, 1945

Reviewed in compilation office by: J. A. Giles

date: Aug, 1944, May 1945

Map Manuscript
Elevations on ~~Field Edit Sheet~~
checked by: H. R. Brooks

date: May 1946

FIELD INSPECTION REPORT

QUADRANGLE T-8426

Project CS - 312

1. DESCRIPTION OF THE AREA

The area is a 7½-minute quadrangle as follows: bounded on the north by latitude 26° 15' N., on the west by longitude 80° 07' 30" W., on the south by latitude 26° 07' 30" N., and on the east by the Atlantic Ocean beach. Elevations vary from a maximum of 17 feet above sea level to tidewater in the Intracoastal Waterway and Atlantic Ocean.

The topography of the land is characterized by high sand ridges paralleling the beach to gently rolling ground along the western portion of the area.

The Intracoastal Waterway bisects the area from north to south parallel to the beach. All fresh water drainage enters into this waterway. The main fresh water natural drainage being Cypress Creek, south of Pompano, and Middle River, south of Oakland Park.

There are portions of Pompano, Oakland Park, and Ft. Lauderdale along the western edge of the area. Except for these and several small beach settlements, the area is sparsely populated.

U. S. Highway No. 1 bisects the area from north to south. Florida State Highway No. 140 parallels and is close to the shore line from north to south. With a few connecting crossroads and numerous farm and wood trails, most of the area is accessible to automobile travel. The Florida East Coast Railroad crosses the NW corner of the area.

The vegetation varies from dense mangrove swamp along tidewater to thinly wooded pine, palm, and palmetto on the higher ground.

There are numerous small cultivated areas throughout the area located on low flat ground where the water table is fairly stable or can be controlled by ditches and pumps.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection for this quadrangle was done by George E. Varnadoe, Principal Photogrammetric Aid, and was done according to instructions. In a few cases, where the field inspection recently done for planimetric

maps is complete and adequate, a cross reference was made on the photographs for the topographic features to be used as shown on the ozalid. In all other cases the field inspection is complete on the photographs.

3. INTERPRETATION OF THE PHOTOGRAPHS

The smooth light gray tones indicate grassland. The darker gray splotches are palmetto. The wooded area that appears almost black is covered by pine. Mangrove appears along the water line and is easily distinguished, because it is generally very dense and has a dark velvety tone. Cypress also casts a velvety tone, but it is much lighter than mangrove and appears away from salt water. The tones of the low ground or intermittent ponds depend entirely upon the bottom--that is, whether covered by grass or sand. The different shades of gray in the spots indicate grass, while the sand bottoms appear almost white. The small (generally round) very dark spots inside these intermittent ponds indicate heavily wooded deciduous trees and should be shown as swamps.

4. HORIZONTAL CONTROL

Recovery of all horizontal control has been completed and picked on field prints with pertinent recovery information and picking cards forwarded to the compilation office.

Horizontal control established by U. S. Engineers was not recovered due to lack of any recovery notes and the uncertainty of the horizontal accuracy of their stations in this area as confirmed by the Miami Office.

5. VERTICAL CONTROL

The bench marks located within the area covered by this quadrangle were established by the U. S. Coast and Geodetic Survey. Using these stations as a base, a supplemental network of levels was run, establishing temporary bench marks at suitable intervals where they could be readily and accurately picked on the photographs. When these points fell on suitable surfaces, such as hard surface roads, bottle caps were used to mark the points. Stakes were used when suitable surfaces were not available. These stakes were driven flush with the ground and a guard stake driven alongside with the station designation.

These supplementary levels were run with a wye level with a closure in accordance with instructions. All lines were closed, adjusted progressively, and records checked before the elevations were used by the contour party.

6. CONTOURS AND DRAINAGE

The contouring of this quadrangle was done by a four man party using standard planetable methods directly on photographs Nos. 11841 and 11843. All planetable traverses of three setups or more were tied back to established level points to determine accuracy of the line. The usual closure being 0.2 to 0.3 foot. In cases of wide closure the line was rerun to eliminate errors.

Most of the natural drainage was easily discernible on the photographs, but where it was doubtful or obscured by heavy tree growth it was determined by stadia and paced distances.

7. MEAN HIGH-WATER LINE

The mean high-water line was inspected during the recent inspection according to the instructions for planimetric mapping. This was done by walking along the shoreline, driving along the shoreline and stopping at strategic points, or by the use of a boat kept close to the shoreline. Measurements were taken from topographic features to this line at intervals of approximately one mile and whenever there was any evidence that this line had undergone changes. During the process of contouring along the shoreline, additional measurements were taken to this line by short stadia shots with the alidade or by pacing from known points. In addition, measurements were taken to this line from all topographic stations established (at intervals of approximately one mile), and this information can be obtained from form 524 (description of recoverable topographic stations established).

8. LOW-WATER LINE

The same as for mean high-water line, except no measurements were taken from topographic stations.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures appearing on this quadrangle are plainly discernable on the photographs, and sufficient notes have been made.

10. DETAILS OFFSHORE FROM THE HIGH-WATER LINE

No offshore detail appears on this quadrangle.

11. LANDMARKS AND AIDS TO NAVIGATION

No uncharted landmarks appear on this quadrangle, and all aids to navigation were located during the recent field inspection.

12. HYDROGRAPHIC CONTROL

When natural objects were available, they were picked direct at approximately one mile intervals along the Intracoastal Waterway and the ocean shoreline. When none were available, topographic stations were established. In both cases form 524 is being submitted.

13. LANDING FIELDS AND AERONAUTICAL AIDS

The southern part of one landing field appears on the quadrangle--namely, a satellite field of the U. S. Naval Air Station (AOTC) Fort Lauderdale No. 2. This landing field is located directly north adjoining the town of Pompano.

14. ROAD CLASSIFICATION

All roads have been classified according to instructions.

15. BRIDGES

All bridges have been classified according to instructions.

16. BUILDINGS AND STRUCTURES

All buildings and structures of importance which have been built since the photographs were made were located on the photographs during field inspection or contouring.

17. BOUNDARY MONUMENTS AND LINES

The boundary monuments and lines for that part of the air field falling in this quadrangle were located by the planimetric field inspection party prior to the field inspection by this party. The lines appear to be correct and were accepted. The city limit's line of that part of Ft. Lauderdale falling in this quadrangle was determined by the use of a city map at the City Hall. This line is not monumented, and only one sign board was found. The precinct boundary lines were transferred from a map at the registrar's office. The section corner monuments were located in the field on the photographs according to instructions.

18. GEOGRAPHIC NAMES

The geographic names are covered by a separate report submitted by Lowell I. Bass.

Approved and Forwarded:

Respectfully submitted,

J. C. Bose
J. C. Bose
Chief of Party

Harold A. Duffy
Harold A. Duffy
Prin. Photo. Aid

814 ✓
(S.R. No. 62-1945)

Copy of note from Dece Report for T-8427:

* Mapping of this area was started as a planimetric mapping project and then converted to a topographic mapping project with a different sheet layout and different specifications for detailing the manuscripts.

B.G. Jones 6/46

COMPILATION REPORT
QUADRANGLE T-8426

26. & 27. CONTROL & RADIAL PLOT:-

A special report has been submitted, under separate cover, by B. H. Lyon, Engineering Draftsman. Div. Photogr. General Files

28. DETAILING:-

The area of this quadrangle within the following limits was originally detailed according to planimetric instructions dated Jan. 27, 1944: Lat. $26^{\circ} 09' 00''$ to Lat. $26^{\circ} 15' 00''$ and Long.: $80^{\circ} 04' 00''$ to $80^{\circ} 07' 30''$, which is a part of planimetric map T-5575. The remaining area was detailed according to instructions dated August 4, 1944 (War Mapping Specifications).

The following procedure was used in converting from planimetric mapping to War Mapping specifications: A new projection was made for the quadrangle and detailing not covered by planimetric map T-5575, was done on the new projection. The remainder of the projection was used as an overlay for planimetric map T-5575. In order to expedite the compilation of this quadrangle, as requested by the Director's letter of 7 April 1945, the planimetric vegetation classification was not changed on T-5575. Instead, the new classification was shown on the front of the new projection in green acid ink. Contours have been shown in red acid ink on the backs of both T-5575 and the new projection, in accordance with the location of planimetric detail on each sheet. Roads on T-5575 have been reclassified according to War Mapping instructions. *

Attention is called to a new spur railroad track near the junction of this quadrangle with quadrangle T-8427 (Lat. $26^{\circ} 14'$). This spur was located as a new spur on field print #11929 by the field party and has been transferred to the sheet in the position there shown.

The photographs were clear and of reasonably good scale.

All new detail or changes of detail noted on the field prints have been delineated.

The circles appearing on planimetric map T-5575 at approximate Lat. $26^{\circ} 13'$, Long $80^{\circ} 05'$ are points picked by the field inspector to use in the sextant fix establishment of non-floating aids to navigation. These points were located on the map drawing by radial line intersections in order to insure accurate plotted positions of the sextant fix positions.

The field inspection for this quadrangle is complete and very good.

29. SUPPLEMENTAL DATA:-

Plans for the "Ft. Lauderdale No. 2 Satellite Airfield" received from U. S. Navy Department were used for the detailing. The plans were pantographed to scale and transferred to the sheet by matching the grid lines.

30. MEAN HIGH WATERLINE:-

The Mean High Water line has been shown on the map drawing with a heavy black line.

31. LOW-WATER & SHOAL LINES:-

No Low Water or Shoal lines have been shown on this sheet.

32. DETAILS OFFSHORE FROM THE HIGH-WATER-LINE:-

No offshore obstructions have been shown. None were indicated by Field party.

33. WHARVES AND SHORELINE STRUCTURES:-

All wharves, docks or shoreline structures visible on the photographs or indicated by the Field Inspector have been delineated.

34. LANDMARKS & AIDS TO NAVIGATION:-

All Landmarks and aids to Navigation have been listed on form 567. *Chart letter 371 (1945)*

35. HYDROGRAPHIC CONTROL:-

Fifteen H. & T. stations appear within the limits of this quadrangle. These stations have been listed on form 524.

36. LANDING FIELDS & AERONAUTICAL AIDS:-

"Ft. Lauderdale No.2 Satellite Airfield" appears on this quadrangle. A small part of the landing strip of this field extends into quadrangle -8425 to the north.

A small part of the "Ft. Lauderdale West Prospect Road Satellite Airfield" also appears at the junction of this quadrangle and quadrangle T-8427.

Pompano Silver W.T., has been listed on form 567 as Aeronautical Aid.

37. BRIDGES:-

All bridges have been classified according to War Mapping Specifications where so identified by the Field Inspector.

38. OVERHEAD WIRES:-

An overhead power line appears on this sheet at the bridge where the highway from Pompano crosses the Intracoastal Canal to the Beach. This power line is indicated by two power poles on opposite sides of the canal. These power poles are represented by two black circles established by radial line intersections and labeled "East Power Pole" and "West Power Pole". The geographical positions of these poles are being submitted on form 524.

39. SECTION CORNERS:-

Ten section corners were recovered within this quadrangle and have been located on the sheet by radial line intersections. They are shown by small black crosses, one half centimeter long, with the numbers of the sections in their respective corners. Picking cards are being submitted with the sheet.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:-

No topographic quadrangle of this area was available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:-

A comparison was made with Nautical charts No's. 847 and 1248. The following changes have been noted:

A pier approximately 225 meters long extends seaward at Lauderdale by the Sea. Lat. $26^{\circ} 11'$ Long. $80^{\circ} 05'$.

A road is shown on Chart 847 crossing a narrow pond and extending from the Intracoastal Waterway to the shore line. Lat. $26^{\circ} 12' 45''$, Long. $80^{\circ} 05' 30''$. Neither the road or pond are shown on the compilation. They do not appear on Chart No. 1248.

An abandoned subdivision (spider web pattern) is shown at Lat. $26^{\circ} 11'$ Long. $80^{\circ} 07'$, which is not shown by either chart.

The coastline and general features are about the same.

APPROVED & FORWARDED

BY:

J. C. Bose
J. C. Bose,
Chief of Party.

Respectfully submitted,

R. J. Pate
Russell J. Pate,
Photo. Aid.

COAST PILOT SECTION

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON FLOATING AIDS TO
NAVIGATION

LANDMARKS FOR CHARTS
Tampa Photogrammetric Office
Tampa 5, Florida

August, 19 44

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.
The positions given have been checked after listing.

Chart Letter 371 (1945)

Lieut. Comdr. J. C. Bose

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE								
		°	'	°	'							
	MUD LAKE LIGHT 5	26	09	80	06	N. A.	Air Photo.	11/14/42	✓		847 1248	
	MUD LAKE LIGHT 6	26	09	80	06	"	"	"	✓		"	
	LETTUCE LAKE BN. 2	26	13	80	05	"	Sextant Fix	1944 April	✓		"	
	LETTUCE LAKE BN. 3	26	13	80	05	"	"	"	✓		"	
	LIGHT NO. 7	26	08	80	06	"	Radial Plot	"	✓		"	
	BEACON NO. 9	26	08	80	06	"	"	"	✓		"	
	LIGHT NO. 10	26	08	80	06	"	"	"	✓		"	

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

PUBLIC LAND LINES

PROJECT CS-312A

Quadrangles T-8426, T-8427, and T-8424, T-8425 to
Latitude 26° - 21' - 30".

The construction of the public land lines has been very difficult and the final accuracy is somewhat doubtful. Since the General Land Office plats were made around 1870, it is believed that most of the inaccuracies are due to the original survey. The field party was requested to check measure (3rd order accuracy) between two positively identified section corners. The measurement obtained failed to check the distance given by the General Land Office by 73 meters, but checked the distance by radial plot. Due to practically all the distances given by the General Land Office being in error, considerable adjustment had to be made. The bearings of the lines appear to be as much in error as the distances.

The General Land Office plats were plotted to the scale of the projection (1:20,300) for the following Townships: T-47, 48, 49, 50, -S- and R-41, 42, 43-E. An overlay on tracing cloth was then made of the four Quadrangles, showing all section corners recovered by field party and radially cut in. The lines were then drawn on the overlay by adjusting the plotted plats to the recovered corners.

A re-survey of T-48, 49, 50-S, R-42, 43-E was made in 1927 by the County Engineer of Broward County, Florida. The new plats by the County Engineer were platted the same as General Land Office plats and were found to be very accurate in comparison with the recovered corners. The new survey was used in the above mentioned area.

No plats were available for T-47, 48, 49, 50-S, R-41-E, this area being labeled on Broward County maps as being unsurveyed, however, several section corners were recovered in this area. Lines were established in this area by using the recovered corners and drawing parallel lines.

After all section lines had been established, they were compared with detail on the compilation and adjustments made where necessary. Very few adjustments were made. Investigation in the field showed that in many cases, canals were dug without regard to the section lines.

Only one recovered section corner was considered in error. This corner falls in Quadrangle T-8424 approximately 275 meters north-east of triangulation station DEERFIELD, 1934. It is the north-west corner of Sec. 2, T-48-S, R-42-E. Reinvestigation

of this corner was not requested due to the delay of forwarding the sheets to the Washington Office. This corner should be removed from the sheet if the Washington Office agrees that it is in error.

*Delivered in 1941
MGA*

The lines have been shown on the front of the sheet with Brown acid ink.

↑
*Corner removed
B*

Respectfully submitted,

William A. Rasure,

William A. Rasure,
Photogrammetric Engineer.

Approved and Forwarded:

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

*See also statement "Report on Preliminary Office Inspection
of manuscript T-8426-27" filed in disc. report T-8427*

NOTES CONCERNING FINAL REVIEW OF QUADRANGLES

T-8426 AND T-8427

The preliminary inspection of these sheets in the review section prior to field edit was quite complete, but brought out the need for much revising in the compilation office. The compilation office was instructed to prepare a complete new woodland overlay with classifications in accordance with the instructions dated 30 June 1945. Also, it was requested that all the roads be classified in accordance with instructions bearing the same date. The following items shall be investigated by the reviewer during final review:

1. Read the report on the preliminary office inspection of these manuscripts and bear them in mind throughout the review.
2. Check woodland overlay for completeness, accuracy, and compliance with classification standard.
3. Check all roads for proper and consistent classification.
4. Check contours against the special contour overlay that was made during preliminary inspection. Consult with Berry about the final representation of ditches, spoil banks, and levees.
5. Check the manuscript against the discrepancy overlay to see that all items have been covered.
6. Compare with previous topographic surveys, contemporary hydrographic surveys if any, quadrangles, etc.
7. Compare with nautical charts, paying particular stress to the position and terminology of landmarks and aids to navigation.
8. See that all bridges over navigable waters are properly classified and clearances given. Clearances should also be given for elevated cable crossings.
9. Write final review report.
10. Change projection lines to the North American 1927 Datum. This probably should be done on the black plate rather than on the manuscript. WATCH JUNCTIONS!
11. Complete the pattern of the subdivision of public lands, using recovered section corners and any maps or plats that are furnished by the field party. This will also probably best be done on the black plate.

Ralph M. Berry

*copy for
Crowd*

FIELD EDIT REPORT

Quadrangle T-8426

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 necessary only in a few places. The area along the Intra-coastal Waterway was done by skiff. Buildings, roads, etc., that were added during this field edit were plotted by measurements from topographic features.

47. ADEQUACY OF THE COMPILATION

The compilation was adequate and complete except for a few minor details omitted during field inspection. Only a few houses were added. A submarine cable and a water pipe line were added at Pompano Beach bridge. An overhead power line was measured at 10 Street bridge just northeast of Fort Lauderdale.

Attention is called to the extreme southeastern portion of this quadrangle where the draftsman seems to have made an error in drafting the sheet. (See nine-lens photograph 11931.) Some marsh was shown along the Intra-coastal Waterway adjoining mangrove. In most cases this was not marsh, but mud that bares at low water. It is to be noted in this section of Florida that marsh and mangrove are not often found adjoining each other.

48. VERTICAL ACCURACY TEST

The vertical accuracy test for this quadrangle was run by a four-man planetable party during the field edit. This work was done near the beach in the central portion of the quadrangle.

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 foot. The horizontal closure was 2 meters.

The contours checked in this accuracy test were within the required accuracy. One 10-foot contour was changed considerably, but there were only a few tenths of a foot involved. One isolated 10-foot contour was added and the elevation at its highest point was only 10.8 feet.

*OK
11/9/45
B*

The accuracy test was run on a photostatic print of the map compilation. Red ink was used for elevations and green ink was used to show the true positions of the contours.

14. ROAD CLASSIFICATIONS

All roads were reclassified according to the new instructions dated 30 June 1945.

49. WOODLAND

All woods were reclassified according to the new instructions dated 30 June 1945.

50. HORIZONTAL CONTROL

Six U.S.E.D. traverse stations were recovered and pricked on nine-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.

One U.S.E.D. triangulation station was pricked. This station is believed to be ED-3. No description was available, and a bench mark disk was found where the U.S.E.D. blue prints called for a triangulation station.

18. GEOGRAPHIC NAMES 814 ✓

The geographic names for this quadrangle will be submitted in a special report by Mr. Lowell I. Bass.

This map manuscript was examined for possible errors by Mr. H. C. Davis, the County Engineer of Broward County. Mr. Davis has been a resident of that county for over 25 years. He found only one error where an arrow in the northeast section points to Deerfield Park which should be Deerfield Beach. This was confirmed later by other local citizens. Mr. Davis' address is as follows: Mr. H. C. Davis, Courthouse Building, Ft. Lauderdale, Florida.

Respectfully submitted,

Joseph K. Wilson
Joseph K. Wilson
Prin. Photo. Aid

Not strictly according to instructions. These were cut in by Field Office and are used as Taps. Ites. Instructions request that coordinates be furnished for these stations so that they may be used as a control.

Forwarded by:

J. C. Bose
J. C. Bose, Lt. Comdr.
Chief of Party

J

T-8426 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-8426 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-8426 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
Technical Assistant to the
Chief, Div. of Photogrammetry
March 9, 1948

Review Report for Survey T-8426
Pompano Quadrangle, Florida
Project CS 312A

The compilation of T-8426 and T-8427 has been prepared on three manuscripts and, for convenience, have been worked in most of the phases as one unit.

All headings omitted are not applicable or are fully covered in other sections of this Descriptive Report or the Project Report for CS-312.

26. Control

Five additional horizontal control stations were plotted in quadrangle T-8426. Their geographic positions were corrected to the North American Datum. These stations are:

Burr, 1928, 1934
Dale 1, 1928
Dale 2, 1934
Dale 3, 1928
Dale 4, 1928

A vertical accuracy test was made by the field editor in this quadrangle and the test indicates that the quadrangle complies with national map accuracy requirements.

28. Detailing

All public land lines have been shown on the manuscript in brown acid ink and each section lettered with its corresponding number. A report "Public Land Lines-Project 312A" is attached to this Descriptive Report which states the method of locating the section corners and compiling the system on the map manuscripts in this project.

37. Recoverable Topographic Stations

The positions of seventeen (17) recoverable topographic stations lie within the area of the quadrangle, two of which are too far inland to be of hydrographic value, viz, BURR 2, AZIMUTH MARK, 1934, and bench mark POMPANO 1932.

The names of the following ten (10) stations, all dated 1945, have been shown on the manuscript exactly as indicated on their corresponding forms 524. The names in parenthesis indicate the names as shown on the drafting overlay:

*Apt	*Ham
*Bat	J11 (S. Gable)
Ebb (S.W. Cor. Pier)	Kit (E. Gable)
*Far	*Try
*Got	Two (S. Pillar)

*Standard U.S.C.&G.S. topographic disk

The following five (5) stations, all dated 1945, have been retained on the manuscript but will not be shown on the published quadrangle. Form 524 has been submitted for each of these stations:

Abe
Can
Den
Lug
Pie

43. Comparison with Previous Topographic Surveys

Quadrangles T-8426 and T-8427 have been compared with the following previous topographic surveys and supersede them in all features of their common areas:

T-1656	1:40,000	1884
T-4526	1:20,000	1927
T-5633	1:10,000	1935
T-4526-a	1:20,000	1937

45. Comparison with Nautical Charts

The quadrangles T-8426 and T-8427 have not been applied to nautical charts. They have been compared with the following nautical charts, which they supersede in common features of common areas:

Chart No. 847	1:40,000	March 1943
Chart No. 1248	1:80,000	August 1937

49. Resumé

Upon completion of the office inspection of T-8426 and T-8427 a list of notes entitled, "Notes concerning final review of quadrangles T-8426 and T-8427", was prepared by the former Chief of the Review Section, noting items requiring particular attention in the final review phase. This list of notes has been made a part of this Descriptive Report and was used as a basis for the review of the manuscripts for these two quadrangles.

Drafting overlays have been prepared for each of these two quadrangles. The overlays show road classifications, geographic names, control data, spot elevations, and marginal data. Woodland overlays and political boundary overlays had been previously prepared in the Tampa office.

It is believed that the manuscripts and accompanying overlays incorporate all the information necessary to the final drafting and editing of the final drawings. Any errors or omissions should be referred to the Review Section for correction or completion.

Inspected by: *S. V. Griffith* per MGH
S. V. Griffith
May 2, 1946

Reviewed by: *Harold R. Brooks* per MGH
Harold R. Brooks
Photogrammetrist
May 1, 1946

Approved:

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

Wittulund
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

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

INSTRUCTIONS FOR SMOOTH DRAFTING T-8426

This instruction for drafting shall remain in the descriptive report after the review. Responsibility for completion of certain items shall be initialed and dated as indicated.

The manuscript is in two sections, numbers 4 and 5 on the special layout in the File Unit. Both sections are in sheet envelope T-8426. Both sections are on North American datum. The manuscript shows only about half of the projection which will be required for the quadrangle. Bluelines will be prepared for smooth drafting as follows:

1. Order a new projection with state grids (North American 1927 datum) at the same scale as the present manuscript sections. Have the North American datum projection ruled on this in blue ink. This base projection to be checked in the Review Section.

Base projection for bluelines T-8426^{and T-8427}, checked by Swine, date 3/3/47.

2. Prepare film positives of the manuscript sections and mount these on the base, holding the projection lines on the manuscript copies to the North American projection lines shown on the base.

3. If the film positives do not give satisfactory copy, cut up and mount the original manuscript.

4. The mark up shall be checked for correct datum by the Review Section.

Mark up of T-8426^{and T-8427}, checked for correct datum (North American 1927) by Howard W. Thune, date 3/6/47.

5. After satisfactory bluelines have been obtained, the Review Section shall check the accuracy of the transfer from North American to North American 1927 datum by scaling a few of the triangulation positions against their North American 1927 positions.

This step was included in 4 above. Station positions was checked on the mark up Bgg.
Accuracy of datum transfer checked by _____, date _____.

Note: all stations were checked for correct plotting and to determine because of what datum the compilation had been made on) during the review of the manuscript also. Bgg

6. If the North American projection lines on the base show through on the bluelines leaving any question as to which projection lines to ink, consult the Review Section.

The review indicates that land lines have been completed but because of the difficulty in the area check with the Review Section for reassurance that these are satisfactory before inking them.

B. G. Jones
B. G. Jones

GEOGRAPHIC NAMES

Survey No. T-8426

POMPANO quadrangle

1 Name on Survey

	A	B	C	D	E	F	G	H	K
<u>Florida</u>									USGB 1
<u>Atlantic Ocean</u>									2
<u>Broward County</u>									3
<u>Florida East Coast R.R.</u>									4
<u>Intracoastal Waterway</u>									USGB 5
<u>U.S. No. 1/Florida No. 5</u>									6
									7
<u>Florida 1A</u>									8
									9
<u>Dixie Highway State No. 811</u>									10
<u>State No. 814</u>									11
									12
<u>Fort Lauderdale</u>									13
<u>Nurmi Isles</u>									14
<u>Middle River</u>									15
<u>North Branch</u>									16
<u>South Branch</u>									17
<u>Mad Lake</u>									18
<u>Oakland Park</u>									19
<u>Pompano</u>									20
<u>Lettuce Creek Lake</u>									21
<u>Cypress Creek</u>									22
<u>Lauderdale-by-the-Sea</u>									23
<u>Pompano Beach</u>									24
<u>Pompano Junction</u>									25
<u>Pinehurst Village</u>									26
<u>U.S. Naval Air Station</u>									27
<u>Fort Lauderdale No. 2</u>									27

(this is the combination on 1946/47 road maps: Fla. No. 4 is on the older 1936 county road map)

(this is number of the outer road on 1946/47 road maps, not No. 140)

(a little of it in NW corner of sheet)

(West-east road at Pompano to outer beach)

(a little of it on this sheet)

(see note at top page No. 2)

(of Middle River)

" "

(no more lake-filled in by dredging operations)

(into Lettuce Lake from southwest)

Changed to Pompano Beach Municipal Airport by Ryan

GEOGRAPHIC NAMES

Survey No.

T-8426

2 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
According to the names report on Fort Lauderdale area, there is a name for each of the narrow waterways or canals shown at the bottom edge of this sheet. The scale would not seem to permit the use of these names, but they are available if desired. The name Nurm Isles (No. 1, line 14) is the only one that has been listed. It should be applied horizontally just above the bottom edge, mostly west of long. 80°07'.									1 2 3 4
<u>Glyde Beatty Zoo</u>									5
									6
				Names underlined in red are approved.					7
				11/20/47.	h. Heck				8
<u>Lago Karen</u>									9
<u>Karen Canal</u>									10
<u>Rio Grande</u>									11
<u>Rio Barcelona</u>									12
<u>Rio Cervantes</u>									13
<u>Rio Bolivar</u>									14
<u>Rio Fernando</u>									15
<u>Rio Balboa</u>									16
<u>Rio de Sota</u>									17
<u>Rio Giralda</u>									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

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. 10-17-47
Date

Drawings verified against the manuscript 3-22-48
by W. Stepler Date
Name

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

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

Name Date

Published by the Geological Survey.