

# 8427

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-8427 Office No. \_\_\_\_\_

9 LENS PHOTOS

11-25-42

#### LOCALITY

State FLORIDA

General locality FLORIDA EAST COAST

Locality FORT LAUDERDALE N.

BROWARD COUNTY

194 5

CHIEF OF PARTY

*J. C. Bose* J. C. Bose

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DATE March 19, 1948

B-1870-1 (11)++

# 8427

## DATA RECORD

T-8427

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

Quadrangle (II): T-8427 Ft. Lauderdale, Project No. (II): CS-312  
Declination 1° 30' East North.

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 3, 1944 Copy filed in Descriptive  
Report No. T- (VI)  
Div. of Photogr. Office Files

Completed survey received in office: 1946

Reported to Nautical Chart Section:

Reviewed: 5-1-46 Applied to chart No. Date:

Redrafting Completed:

Registered: 3-3-48 Published:

Compilation Scale: 1:20,300 Published Scale: 1:24,000

Scale Factor (III): .98522

Geographic Datum (III): North American<sup>1927</sup> Datum Plane (III): Mean Sea Level

Reference Station (III): Hawkins, 1934

Lat.: 26° 09' <sup>51.552"</sup> 51.522" Long.: 80° 12' 11.852"  
~~1699.08 m~~ 328.96 m. Adjusted  
1586.5 m. 329.2 m. Unadjusted

State Plane Coordinates (VI): East Zone

x = 761,323.63 feet y = 666,186.42 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>
12157	11/25/42	11:21AM	1:20,300	+4.6
12158	11/25/42	11:21AM	1:20,300	+4.6
12164	11/25/42	11:50AM	1:20,300	+4.5
12165	11/25/42	11:50AM	1:20,300	+4.5
12166	11/25/42	11:50AM	1:20,300	+4.4
12159	11/25/42	11:21AM	1:20,300	+4.6
45C 1583-91	8/3/45	10:50 to 11:15	1:20,000	
45C 3353-71	1/6/45	3:20 to 3:45	1:20,000	

Tide from (III): Hillsboro Inlet      Reference Station: 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: George E. Varnadoe

date: March, 1945

Field Edit by: Joseph K. Wilson

date: 8-45

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

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

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

Control plotted by: R. Dossett, D. S., B.H. Lyon date: June, 1944

Control checked by: J. Collins, D. S., B.H. Lyon date: June, 1944

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

Detailed by: R. Dossett, R. Pate & J. C. White date: June, 1944, May 1945

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

Map Manuscript.

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

date: 1 May 1946

# FIELD INSPECTION REPORT

QUADRANGLE T-8427

Project CS - 312

## 1. DESCRIPTION OF THE AREA

The area is a  $7\frac{1}{2}$ -minute quadrangle as follows: bounded on the north by latitude  $26^{\circ} 15' 00''$  N., on the west by longitude  $80^{\circ} 15' 00''$  W., on the south by latitude  $26^{\circ} 07' 30''$  N., and on the east by longitude  $80^{\circ} 07' 30''$  W. Elevations vary from 17 feet in the NE corner and east central portion to 2 feet in cultivated areas near the eastern edge.

The topography of the land is characterized by the extent of flat cultivated areas which extend from the Everglades along the western edge of the area to the small isolated rolling areas in the eastern portion. The general slope of the land is from the NW to SE into Cypress Creek and Middle River. These creeks are the main natural drainage in the area. A very large portion of the area under cultivation contains an elaborate system of drainage and irrigation canals and ditches in which the water level is controlled by floodgates, dams, and pumps.

The Florida East Coast Railroad and the Seaboard Airline Railroad bisect the area from north to south near the eastern edge. Florida State Highway No. 149 (West Dixie Highway) and Old Dixie Highway also bisect the area from north to south. With these two highways, numerous connecting roads, and field and wood trails, most of the area is readily accessible to automobiles.

There are portions of Pompano, Oakland Park, Ft. Lauderdale, and a few small farm settlements within the area; however, with these exceptions the area is very sparsely populated.

The vegetation varies from a few patches of mangrove in the main creeks to thinly wooded pine and cypress and grassland bordering on the Everglades along the western edge of the area.

A very large portion of the area is under cultivation with considerable grazing land intermingled with numerous small cypress swamps and several small areas of heavy swamp running to piney palmetto covered low ridges and knolls.

## 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 recently completed field inspection for planimetric maps was complete and adequate, a cross reference was made on the photographs to the topographic features as shown on the ozalid. In all other cases the field inspection was completed 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 tidewater creeks 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 that of 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 a grass bottom, while the sand bottoms appear almost white. The small (generally round) very dark spots inside the 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 the field prints with pertinent recovery information and picking cards forwarded to the compilation 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. Where these points fell on suitable surfaces, such as hard surface roads, bottle caps were used to mark the points. Where suitable surfaces were not available, stakes were used. 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. 11929, 11930, 11931, 12164, 12165, and 12166. 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 lines were rerun to eliminate errors.

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

On the several photographs covering the cultivated area of this quadrangle, where it was possible, even with exaggeration, the contours are shown in the canals and along the spoil banks. In lieu of instructions covering contours in lesser ditches, the topographer arbitrarily chose the location of the contour which would give the best overall picture of relief and drainage.

#### 7. to 12.

Items 7. to 12. inclusive are inapplicable to this quadrangle.

#### 13. LANDING FIELDS AND AERONAUTICAL AIDS

One landing field falls within the limits of this quadrangle--namely, West Prospect Field, which is a satellite field of the U. S. Naval Air Station (AOTC), Fort Lauderdale. No aeronautical aids fall within this quadrangle.

#### 14. ROAD CLASSIFICATION

All roads have been classified according to instructions. *See section No. 14 of Field edit report in this Deck Report*

#### 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 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 within the limits of this quadrangle was determined by the use of a city map at the City Hall. This line is not monumented and no sign boards were 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 7/14 ✓

*Filed in Geographic Names Sect.; Div. Charts*

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

Respectfully submitted,

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

Approved and Forwarded:

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

17. BOUNDARY MONUMENTS AND LINES

The boundary monuments and lines for 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. Leavenworth fall-

\* 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 manuscript.

B.G. Jones 6/46

Printed by  
Harold A. Dally  
Print. Photo. A16

Approved and Forwarded:

*J. C. Rose*  
J. C. Rose  
Chief of Party



COMPILATION REPORT  
To Accompany  
QUADRANGLE T-8427  
Project CS- 312

*General Files of  
Photogrammetric Division  
Project 312 - Control Data.*

26 & 27 CONTROL & RADIAL PLOT:-

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

28. DETAILING:-

The area within the following limits was originally detailed according to planimetric instructions dated January 27, 1944: Lat.  $26^{\circ} 09' 00''$  to Lat.  $26^{\circ} 15' 00''$  and Long.  $80^{\circ} 07' 30''$  to Long.  $80^{\circ} 12' 06''$ , which is part of planimetric map T-5575. The remaining area of this quadrangle was detailed according to instructions dated August 3, 1944. (War Mapping specifications).

The following procedure was used in converting from planimetric mapping to War mapping specifications:-  
A new projection was made for this quadrangle and detailing not covered by planimetric map T-5575, was done on the new projection. The rest of the projection was used as an overlay for planimetric map T-5575. In order to complete the compilation of this quadrangle expeditiously, 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 details on each sheet. Roads on T-5575 have been reclassified according to War Mapping instructions.

The photographs were clear and of reasonably good scale.

The everglade areas predominantly vegetated by cypress have been labeled as "A(SW)".

New ditches, roads and buildings have been added from field inspection notes, and drafted in as located by the field inspector. The most outstanding of these are the following: Near the junction of quadrangle T-8427 and T-8426 at Lat.  $26^{\circ} 11' N$ , Long.  $80^{\circ} 10' W$ , a new 1st class road is shown on field print #12158; also at Lat.  $26^{\circ} 07' 30'' N$ , Long.  $80^{\circ} 10' W$ , several new streets and buildings were shown on field print # 11931.

The field inspection for this quadrangle was very good.

Project GS-312  
To accompany  
SPECIAL REPORT T-2527

26 & 27 CONTROL & MAINTENANCE

A special report has been submitted under separate cover by B. H. Lyon, Engineering Lieutenant.

DETAILS:-

The area within the following limits was originally detailed according to planimetric instructions dated January 27, 1944: lat.  $26^{\circ} 09' 00''$  to lat.  $26^{\circ} 15' 00''$  and long.  $100^{\circ} 07' 30''$  to long.  $100^{\circ} 15' 06''$ , which is part of planimetric map T-2525. The remaining area of this quadrangle was detailed according to instructions dated August 3, 1944. (see mapping specifications).

The following procedure was used in converting from planimetric mapping to war mapping specifications:-  
A new projection was made for this quadrangle and detailed mapping was done. The area not covered by planimetric map T-2525 was mapped in new projection. The rest of the projection was used as new projection. In order to complete the compilation of this quadrangle expeditionary as requested by the Director's letter of 7 March 1944, the planimetric vegetation classification was re-projected on T-2525. Instead, the new classification was shown on the map of the new projection in green and ink. The old projection was shown in red ink on the backs of sheets T-2525 and the new projection, in accordance with the instructions. Details on each sheet. Roads on T-2525 have been re-classified according to war mapping instructions.

The photographs were clear and of reasonably good scale.

The evergreen areas predominantly vegetated by cypress have been labeled as "A(SW)".

New ditches, roads and buildings have been added from field inspection notes, and plotted in as located by the field inspector. The most outstanding of these are the following: Near the junction of quadrangles T-2527 and T-2528 at lat.  $26^{\circ} 11' 14''$ , long.  $100^{\circ} 03' 10''$ , a new class road is shown on field print T-2528; also at lat.  $26^{\circ} 07' 30''$ , long.  $100^{\circ} 11' 11''$  several new streets and buildings were shown on field print T-2528.

The field inspection for this quadrangle was very good.

29. SUPPLEMENTAL DATA:-

Plans of the "Ft. Lauderdale West Prospect Road Satellite Airfield" from U. S. Navy Department. These plans were pantographed to scale, then projected on the sheet to match detail taken from the photographs. Several given distances on the plans were checked against corresponding chained distances from the photographs and were found to be in agreement. Part of this airfield appears on quadrangle T-8426.

ITEMS 30 TO 35 (INCLUSIVE)

Are inapplicable to this quadrangle.

36. LANDING FIELDS & AERONAUTICAL AIDS:-

The "Fort Lauderdale West Prospect Road Satellite Airfield", is the only landing field within the limits of this quadrangle.

No Aeronautical Aids appear on this quadrangle.

37. BRIDGES:-

No bridges of sufficient size or importance for classification appear on this quadrangle.

38. SECTION CORNERS:-

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

*See also statement on Public Land Area in Desal report T-8426.*

In some areas, the field inspector notes that section corner markers have been destroyed by new construction and could not be located.

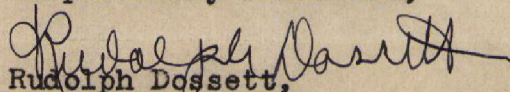
44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:-

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

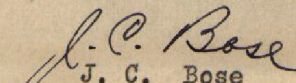
45. COMPARISON WITH NAUTICAL CHARTS:-

No comparison with nautical charts could be made for this quadrangle, as charts 1248 and 847 do not extend far enough inland to cover this area.

Respectfully submitted,

  
Rudolph Dossett,  
Prin. Photo. Aid.

Approved and Forwarded:

  
J. C. Bose  
Chief of Party

Report on Preliminary Office Inspection  
of Manuscript T-8426, -8427

1. Datum - As explained in the compilation report, this survey has been compiled on the North American Datum. It is not necessary for the Compilation Office to correct this as it is planned to draft new projection lines on the black plate during smooth drafting.
2. State Grid - Apparently some correction was applied to the positions of the ticks of the Florida East Zone so that they have the proper relationship to the North American Datum. The report does not state how this correction was obtained nor does it list its values. This information should be supplied.
3. Field Inspection - The field inspection is adequate.
4. Horizontal Control - With reference to the horizontal control established by the U. S. Engineers, recent experience in this office has indicated that, with the expenditure of some effort, sufficient information often can be obtained from the local and district offices to enable the U. S. Engineer control to be recovered and used. Every effort should be made to compute geographic positions from these local coordinates as they are of much value in nautical chart compilation, and may make a material contribution toward the accuracy of the radial plot. Permanently marked control of the Engineers should not be rejected until an effort has been made to obtain the data and to make any necessary computations. The office should be consulted if this represents any unusual problem.
5. Woodland - The field edit sheet has been reproduced without the green woodland classification. The woods are to be revised on a separate acetate overlay in accordance with the new instructions for the representation and delineation of woodland areas. It is expected that the interpretation of the new instructions will be liberal and will require little or no additional field work. This change is being made on this map for the sake of consistency in interpretation and appearance of all the maps in Project 312.
6. Roads - Roads are to be reclassified in accordance with the new standards. It is believed that this can be accomplished with comparatively small effort during field edit.

7. Buildings - It appears that the planimetric requirements for showing buildings were observed in the detailing of these sheets and many interior buildings were omitted. About two hundred were added to the manuscripts during preliminary inspection, but many others must be added by the compilation office. In particular, all buildings in the town Pompano shall be detailed as well as those in several smaller built up areas which cannot be considered as urban areas.  
  
In the future, it is expected that the urban areas, within which only landmark buildings will be shown, will be defined in the Washington Office and outlined on a set of photographs. This has not been done for any of the sheets in Project 312-A. If the urban area question arises in any of the maps now in progress in Project 312-A, the photographs covering such area shall be forwarded to Washington with the request that the urban areas be outlined.
8. Bridges - It is noted that the bridges have been classified in accordance with the military load classification. This shall be discontinued. Bridges over navigable waters shall be classified as to fixed or draw span; if draw span, type of draw and width of opening; and vertical clearance above mean high water. This matter is covered in paragraphs 3836 and 7846 of the Hydrographic Manual. Bridges over non-navigable waters shall be indicated but not classified.
9. Boundary lines - The field inspection seems to have recovered a sufficient number of section corners to permit the construction of the pattern of the Public Land subdivision. All data, plats, maps, descriptions, and other supplementary material having to do with the Public Land subdivision or the boundaries of incorporated towns, cities, political districts, and counties shall be forwarded with the manuscript after field edit and shall be listed in the Descriptive Report.
10. Contour lines and hachures - Although the instructions called for the use of hachures and spoil bank symbols, it was intended that they should be used only where the use of contours would produce an illegible representation that would be better represented by these other symbols. In general, they should not be used for the representation of banks that can be shown by a single contour on each side. It appears that rather more hachures have been used on these sheets than was desirable. It is fully realized that in the cut-and-try method of inspection

*Section corner Plats +  
picking cards for  
recovered corners.*

and correspondence, it is difficult to give exact specifications for such procedures, and the above comments are not submitted in the spirit of criticism but only as a clarification of the original instructions.

11. Overlay - An overlay sheet has been prepared in this office showing representations of drainage, spoil banks, roads, etc. that it is believed are preferable to the representations on the manuscript. The Compilation Office should feel free to make counter-suggestions because a general policy can only be developed by experience and discussion.

That a general policy is not now in existence throughout all government agencies is evidenced by the marked lack of uniformity of representation on the maps produced by other agencies.

Please note that spot elevations will be required wherever the hachure or spoil bank symbols are used as otherwise their height is not apparent. It is believed that it will be possible to eliminate the need for ditch-side contours if occasional water-level elevations be given. These are to be obtained in all deep ditches and as indicated on the overlay and should be indicated on the manuscript with blue acid-ink crosses similar to benchmark symbols.

12. New Photographs - New single-lens photographs taken along the shoreline in the area of Project 312-A are now available. They were taken in March and April of 1945 at 1:20,000 and are being forwarded to you for what additional assistance they may furnish during field inspection and compilation. *Listed in Data Record*
13. Field Edit Sheet - A single negative to approximately 1:20,000 scale was made of the combined manuscripts comprising these maps. For field edit use, 2 single-weight prints are furnished for reference and 2 double-weight prints that may be cut to the desired size are furnished for plane-table sheets.
14. Drainage - For the sake of clarity, all streams, ditches, and canals shall be drafted on the manuscripts in dark blue celluloid ink. A supply of this ink will be furnished upon request.

  
R. M. Berry  
Chief, Review Unit

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 levées.
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! } ok.
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

8426-27

*Mr. Berry*

28-RJR

1 August 1945

**To:** Lieut. Comdr. J. G. Bose  
U. S. Coast and Geodetic Survey  
1101 E. Broadway  
Tampa 5, Florida

**Subject:** Preliminary review of map manuscripts T-8426  
and T-8427

**References:** (a) Director's letter dated 4 July 1945 and  
preliminary review report  
(b) Your letter dated 24 July 1945

Receipt is acknowledged of reference (b) and reply to the points you bring up will be made by referring to the numbered paragraphs in reference (a).

2. State grid. - Your original instructions for this project specify that any planimetric maps which had to be completely recompiled should be based on North American 1927 Datum, and the relation of the ticks showing the state grid to the lines of latitude and longitude were for the North American 1927 Datum. If this office understands the situation, all your control was converted to North American Datum and plotted by geographic coordinates, thus making the map insofar as the lines of latitude and longitude are concerned on the North American Datum. This circumstance, if true, now makes the ticks representing the state grid in error by the amount of difference between the North American and the North American 1927 Datum. Since the maps will be published on the North American 1927 Datum the projection and state grid will have to be corrected. This will be done in this office.

With respect to other maps whose compilations have been started in your office, you may continue them as started, but a clear explanation of the situation must accompany each map. Any and all new compilations which are started shall be based on the North American 1927 Datum.

4. Horizontal control. - You state that you have a graphic record of the U. S. Engineers' control in question, presumably plotted on blueprints furnished by the U. S. Engineers, but that you have no descriptions. Do you have the positions of these stations either on geographic coordinates or on a local system of coordinates? The positions of those marked stations which are actually recovered in the field and which you wish to show on the map manuscripts may be plotted by geographic coordinates and symbolized by small circles as topographic stations. To do this it will be necessary to convert the stations from any local coordinate



1 August 1945

system to geographic coordinates. The reason for this decision is your statement that the horizontal accuracy is 1 in part 3500, which does not comply with third-order accuracy. Your attention is called to your instructions which state that not all U. S. Engineers' stations need to be recovered nor shown so long as a selected representative number of them are shown on the manuscripts for use by the nautical chart section in applying blueprints.

The accuracy of your radial plot cannot be as good as 1 part in 3500 since it is graphic. Therefore, in all future use of the U. S. E. control where there is reasonable assurance of its accuracy within approximately 1 part in 3500, the stations shall be plotted by the D.M.'s and D.P.'s and some of them used to control the radial plot. None of the Engineer stations shall be cut in by the radial plot, except in cases where you have some definite reason for suspecting the accuracy of the Engineers' work.

7. Buildings. - The Washington Office will determine the urban areas for this project in the near future and send them to you. In general, no built up area less than one square mile in size will be considered an urban area.

The groups of 19 buildings on T-8427 were apparently added in the Washington Office erroneously and no one recalls the field inspection note "Buildings in ill-repair - delete." There was no intention of superseding the field inspection note and these buildings should be removed from the manuscript!

8. Bridges. - Where bridges have already been classified according to military road classification, these classifications will be retained on the maps. If you have not already done so, however, the requirements in respect to bridges over navigable waterways should be complied with. For the nautical charts, the vertical clearance above mean-high-water and the horizontal clearance available for navigation and the width of any draw openings should be furnished. Bridges should be classified as to whether they are fixed or draw, and if they are draw bridges, the type of draw should be specified.

10. Contour lines and hachures. - You apparently have a clear understanding of what the Washington Office desires in connection with contour lines along levees and ditches. This is a rather difficult condition to discuss and in many cases the chief of party must use his own judgment. You apparently recognize what is wanted.

14. Drainage. - As you have assumed, it will not be necessary to change over to blue acetate ink for drainage on quadrangles which are now in progress. On any new quadrangles begun, however, the blue ink should be used.

1 August 1945

Drainage ditches. - With respect to your inquiry regarding drainage ditches, it is believed that the probable permanency of the ditch is the controlling factor. If the field inspection party believes that certain ditches are relatively permanent, and may be in the same position for four or five, or more, years, they should be delineated. If the field inspection party believes they are temporary and may disappear after a few years or be moved to other places, they should be omitted. This decision relative to drainage ditches should be based on probable permanency whether the ditches are for purposes of land irrigation or mosquito control.

With reference to other map manuscripts in Project OS-312, please refer to the Director's letter dated 7 April 1945 which requires that all map manuscripts in this project be forwarded to the Washington Office for preliminary review before field edit.

Acting Director

FIELD EDIT REPORT

Quadrangle T-8427

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, etc., that were added to the compilation were plotted by measurements from topographic features except in areas where new developments had been made and these were added by plane-table methods.

47. ADEQUACY OF THE COMPILATION

The compilation was adequate and correct except for a few buildings, roads, ditches, etc., omitted during field inspection. There have been many buildings and one new subdivision constructed since the field inspection was done. A few churches were shown as dwellings, and one hospital was shown as a dwelling.

The symbol P.D.U. was used frequently on this map compilation. The P.D.U. symbol has been deleted as these areas are very flat, have no definite drainage, and the contours usually clarify these low flat areas. Definite drainage has been added where it exists. The water elevations asked for in the discrepancy overlay are of no great importance, as the water levels change from 1 to 4 feet from day to day because the water in these ditches is controlled by locks and irrigation pumps. The top contours on the spoil banks are very narrow--approximately 4 to 12 feet wide-- while the lower contours vary accordingly.

48. ACCURACY TESTS

The vertical accuracy test for this quadrangle was run by a four-man planetable party during the field edit northwest of the town of Pompano.

A fly level elevation was used to begin from, and the traverse was tied into another fly level elevation. The closure of this traverse horizontally was 3 meters. The closure of this traverse vertically was -0.2 foot.

-0.2

11/1/45  
B.

The contours checked in this accuracy test were well within the required accuracy. One small borrow pit had been omitted during the contouring.

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.

No horizontal accuracy tests have been run at this time.

49. WOODLAND

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

14. ROAD CLASSIFICATIONS

All roads were reclassified according to the new instructions dated 30 June 1945. *Instruction filed in Div. of Photogr. Office Files.*

18. GEOGRAPHIC NAMES 214

The names will be submitted in a special report by Mr. Lowell I. Bass.

It was found during this field edit that The Seaboard Airline Railroad is no longer named The Seaboard Airline but is The Seaboard Railroad. This was confirmed by the ticket agent at Pompano.

The 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 had no criticism to make on any of the detail or the geographic names. 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

Forwarded by:

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

T-8427 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-8427 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-8427 is published, a cloth-backed color print will also be registered in the archives. The descriptive report may be obtained on request.

*B. S. Jones*

B. S. Jones  
Technical Assistant to the  
Chief, Div. of Photogrammetry  
March 8, 1948

Review Report for Survey No. T-8427  
Fort Lauderdale - N Quadrangle, Fla.  
Project CS-312A

The compilation of T-8426 and T-8427 has been prepared on three manuscripts and, for convenience, has 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

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 in the Descriptive Report for T-8426. This report states the method of locating the section corners and compiling the system on the map manuscripts in this project.

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-4526a	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 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 manuscript for these two quadrangles.

09' VERTICAL ACCURACY

08'

TEST T-8427



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.

Instructions for drafting and the method of applying the datum correction for T-8427 are stated at the back of the descriptive report for T-8426.

Reviewed by:

*Harold R. Brooks per M&M*

Harold R. Brooks  
Photogrammetrist  
1 May 1946

Inspected by:

*S. V. Griffith per M&M*

S. V. Griffith

Approved:

*B. G. Jones 3/1/48*  
\_\_\_\_\_  
Technical Assistant to the  
Chief, Div. of Photogrammetry

*K. T. Adams*  
\_\_\_\_\_  
Chief, Div. of Photogrammetry

*H. E. Pittendrum*  
\_\_\_\_\_  
Chief, Nautical Chart Br.  
Division of Charts

*C. K. Green*  
\_\_\_\_\_  
Chief, Div. of Coastal Surveys



GEOGRAPHIC NAMES

Survey No. T-8427

FORT LAUDERDALE NORTH 7 1/2'

1 Name on Survey

A On Chart  
 B On previous survey  
 C On U. S. quadrangle  
 D Maps  
 E From local information  
 F On local Maps  
 G P. O. Guide or Map  
 H Rand McNally Atlas  
 K U. S. Light List

	A	B	C	D	E	F	G	H	K
<u>Florida</u>									USGB 1
<u>Broward County</u>									2
<u>Seaboard Railway</u>									3
<u>Florida East Coast Railway</u>									4
<u>Fort Lauderdale</u>			(in part)						5
<u>State No. 811 Dixie Highway</u>			(not State 176)						6
<u>State No. 7 West Dixie Highway</u>			(not No. 149)						7
									8
									9
<u>Incinerator Road</u>									10
<u>North Side School</u>									11
<u>Richardson Golf Course</u>									12
<u>Provident Hospital</u>									13
<u>Plantation Road</u>									14
<u>Wingate Road</u>									14
<u>North Fork New River</u>	X		(a short section on south edge of sheet, about long. 80 10'20")						15
<u>South Fork Middle River</u>	X								16
<u>North Fork Middle River</u>	X								17
<u>Oakland Park</u>									18
<u>Oakland Park Road</u>			(County road map calls it Boulevard)						19
<u>Midriver Road</u>									20
<u>Prospect Road</u>			(do not short as State 581, according to latest road maps of Fla.)						21
<u>De Blois Road</u>									21
<u>Bailey Road</u>									22
<u>Hawkins Road</u>									22
<u>Airport Road</u>									23
<u>Race Track Road</u>									24
<u>Pompano</u>									25
<u>Pompano Canal</u>	X								26
<u>Cypress Creek</u>	X		(east edge of sheet, about lat. 26 12'30")						27

GEOGRAPHIC NAMES

Survey No.

T-8427

2 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>Cypress Creek Road</u>									1
<u>Pompano State Farmers Market</u>									2
<u>Pompano Farm Labor Camp</u>									3
<u>Hammondville Road State 814</u>									4
<u>Hammondville School</u>									5
<u>Hammondville Macedonian Baptist Church</u>									6
<u>Fort Lauderdale West Prospect Road</u> <u>Satellite Airfield</u>					(near center of sheet, just south of lat. 26 12')				7
<u>Lyons Road</u>									8
<u>Blount Road</u>									9
<u>Power Line Road</u>					(Names unmarked are already on manuscript; those followed by X are to be located on 1946 Broward County Road Map)				10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red are approved  
12/5/47. h. Heck

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. 11-25-47  
Date

Drawings verified against the manuscript 3-29-48,  
by J. Stuyvesant  
Name Date

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

Proof copy furnished by the Geological Survey and  
inspected by \_\_\_\_\_, \_\_\_\_\_  
Name Date

\_\_\_\_\_, \_\_\_\_\_  
Name Date

Published by the Geological Survey.

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8427

### Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
11-14-49	847	<i>E. Leich</i>	<i>Topo and shoreline fully applied before field edit</i> Before After Verification and Review
5-12-57	1248	<i>E. M. P. ...</i>	<del>Before</del> After Verification and Review <i>Exam</i> <i>No Crit. Corr.</i> 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
			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

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.