

5633

5633

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Topographic*
Field No. Office No. *5633*

LOCALITY

State *Florida*
General locality *Port Everglades*
Locality *and Port Lauderdale*

1945

CHIEF OF PARTY

E. R. McCarthy

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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

~~Photo-~~
~~Topographic~~
~~Hydrographic~~

Sheet No. T-5633

State Florida

LOCALITY

~~East Coast~~

Port Everglades
and
Fort Lauderdale

1935

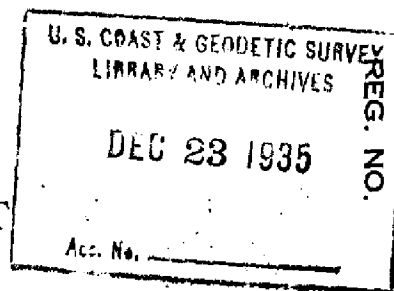
CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

5633

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY



TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. _____

REGISTER NO. **T-5633**

State **Florida**

General locality **~~East Coast~~**

Locality **Fort Everglades and Fort Lauderdale**

Scale **1:10,000** Date of **photographs, Jan., 25** 19 **35**

Vessel _____

Chief of party **E. R. McCarthy**

Surveyed by **See data sheet attached to descriptive report.**

Inked by " " " " " " " "

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated **November 17** 19 **35**

Remarks: **Compiled from aerial photographs at a scale of 1:10,200
for reproduction by the photo-lithographic process at a scale of 1:10,000**

DATA SHEET
REGISTER NO. T-5633

Portion of Work	Done by	Date Completed
Projection by:	W. J. Mignola	May 5, 1935
Projection checked by:	D. L. Ackland	May 3, 1935
Control plotted by:	M. H. Mignola	May 10, 1935
Control checked by:	T. H. Aldrich	May 10, 1935
Radial Plot developed by:	<i>John</i> John C. Mathisson	June 4, 1935
Radial plot verified by:	D. L. Thompson	June 8, 1935
Compiled in pencil By: (street area)	D. L. Thompson	July 8, 1935
Inked by: (street area)	T. H. Aldrich	July 8, 1935
Compiled in pencil by: (water area)	<i>John</i> John C. Mathisson	Nov., 8, 1935
Inked by: (water area)	<i>John</i> John C. Mathisson	Nov., 8, 1935
Contemporary Topo. Survey checked by:	<i>M.B.G.</i> M. B. Gill, Jr.	Dec., 6, 1935.

* * * * *

Area of sheet: 20.3 square statute miles.
Length of shoreline: 26.2 statute miles.
Length of rivers and canals: 37.5 statute miles.

DESCRIPTIVE REPORT
to accompany
PHOTO TOPOGRAPHIC SHEET
REGISTER NO. T - 5633
PORT EVERGLADES
and
FORT LAUDERDALE
Scale of Compilation 1:10,200

PROJECT INFORMATION:

For information which applies to the entire project, see the General Descriptive Report which is attached to the report for Sheet Register No. T-5629.

DESCRIPTION OF AREA:

This sheet covers the section of the East Coast of Florida lying within the city limits of the cities of Fort Lauderdale and Hollywood and the town of Dania. Port Everglades, a co-operative port of the cities of and under the jurisdiction of Broward County, lies within the limits of the sheet.

The topography in the area is very low. The cultivated area lying between the mangrove to the east and the highway to the west, is generally flooded during the rainy season. This area is divided into small acreage fields which are ditched and diked in an attempt to keep the salt water from flooding the fields. The limit of this low area is shown by a line of hachures on the sheet.

Inshore from the low area the terrain is approximately twelve or fourteen feet above mean high water and the area is covered with a thick growth of palmetto and pine. This area is not extensively cultivated.

The area for approximately a mile inshore of the beach is thick mangrove. This mangrove is very thick along the eastern edge but is scattered, low, red mangrove near the western edge. The several sand areas shown within the limits of this mangrove resulted from the deposit of spoil from dredging operations in the area. The mangrove area has been extensively ditched for drainage and mosquito control. The ditches have been shown on the compilation in the mangrove area and no attempt was made to show the many ditches in the cultivated area to the west.

Previous to 1926, the area in the mangrove swamps east of the town of Fort Lauderdale was dredged into a series of islets for a real estate development. The islets are at the present time, largely undeveloped. Several of the islets have been developed and houses have been built on them. The undeveloped islets are fringed with a narrow spoil bank along each side and the area between the two banks is thick mangrove. One of these islets was developed during the Summer of 1935. (See under INFORMATION FROM OTHER SOURCES)

New River Inlet is almost blocked to navigation except for boats of very shoal draft. Because of the inlet at Port Everglades, this channel is no longer maintained. The area between the two jetties is changeable and should be so noted on the published chart of the area. U. S. Coast Guard Base 6 is located just north of the inlet.

GENERAL INFORMATION:

This sheet was compiled from two flights of single lense photographs and one flight of five lense photographs. The two flights of single lense photographs center over the water area while the center of the five lense flight is further inshore.

The single lense photographs covering the area are 119-142 to 119-175 inclusive and were secured from 1:45 to 2:00 P.M. on Jan., 25, 1935. The five lense photographs are 1 to 19 inclusive and were secured at 12:45 P.M. on the same date.

An index of photographs is appended to the General Descriptive Report which was made a part of the report for Sheet Register No. T-5629.

CONTROL:

For a general description of the control used in the compilation of this sheet, see the General Descriptive Report.

An intersection station, CASINO CUPOLA, 1928, located by the first order party of John Bowie, was found to be in error. The position used on the compilation was obtained from the 1928 traverse of G. C. Mattison and adjusted for the error in the traverse.

Triangulation Station HEAD, 1934, located by the party of W. H. Bainbridge, was lost as a result of the hurricane of November 4, 1935. A recovery note is being submitted to cover the loss at a later date.

There is appended to this report a list of triangulation stations used in the compilation of the sheet. This list shows the plotting distances used for the scale of the compilation, 1:10,200.

COMPILATION METHOD:

The usual radial line methods were used in the compilation of this sheet. Due to the abundance of control, no difficulty was experienced, and no adjustment of the plot was necessary.

INTERPRETATION OF PHOTOGRAPHS:

Generally, the photographs were very clear for charting purposes. Enlargements of the single lense photographs, intended for large scale compilation but abandoned because of differential shrinkage, were used for the interpretation of detail. These photographs covered the most important area of the sheet. Interpretation in other areas was done by field inspection.

The shoal areas and some of the dredged channels show very well on the photographs.

All symbols used are standard except the symbol for the bench marks which are shown with a circle instead of a cross (x) fam.

INFORMATION FROM OTHER SOURCES:

All topographs detail, except as noted below, was obtained from the photographs of the area. The plane table surveys of 1934 were used to check the delineation of doubtful detail.

The islet, on which triangulation station SKEET, 1934 is located, appears on the photographs as an undeveloped islet. This islet has been bulkheaded with a rock wall along the water line and filled during the Summer of 1935. Measurements, taken in the field, were used to delineate this islet as it now appears.

There are two small slips shown on the third ^{islet} east of the bridge on Las Olas Blvd and south of the boulevard which do not appear on the photographs. These slips were dredged since the photographs were taken and their positions were obtained by field measurements.

A small section of bulkhead and fill, about 190 meters north of the swing bridge on Las Olas Blvd., has been built since the date of the photographs. The position of this bulkhead was also obtained from field measurements.

Due to the hurricane of Sept., 2, 1935 washing out a large section of the railroad track of the Florida East Coast R.R. along the Keys, the loading platform of the Cuban Car Ferry was moved from Key West to Port Everglades. In order to take care of the additional traffic of the port, additional railroad tracks have been laid. These tracks, together with the dolphin and transfer platform forming the ferry slip, have been shown on the sheet. This detail was obtained from the plans of the Florida East Coast Railroad Co.

CHANGES:

Although the hurricane of Sept., 2, 1935 did not pass directly of the area of this project, it caused seas in the area sufficiently large

enough to wash over the narrow sand beach between Dania Sound and the ocean and make an inlet at the narrowest part of the strip. At the present time (Dec., 11) the center of this inlet is about 300 meters north of the Dania Cut-Off Canal and is about 500 feet wide and 4 feet deep.

The hurricane of Nov., 4, 1935 caused considerable changes in the high water line along the ocean beach. The beach was eroded from 10 to 30 meters inshore of it's former location and sand shoals were deposited some 200 meters offshore. There is no doubt that in time these shoals will again be deposited on the beach and bring the high water line out to it's former location.

In addition to the changes in the high water line, several of the small piers in New River Sound and Atlantic Blvd., south of N. E. 3rd Ct., were partially demolished by the heavy seas. These will no doubt be replaced in their former locations.

No attempt has been made to show the changes caused by the winds during the past Summer. It is suggested that this party be furnished with copies of this compilation, and copies of other compilations in the project, when available, so that the corrections may be noted thereon after the re-building has been completed.

COMPARISON WITH PLANE TABLE SURVEY OF 1934:

Except for a small section near the north and south limits of this sheet, the entire water area is covered by plane table surveys made during 1934 by the party under Lieut. W. H. Bainbridge. Some major differences are noted in comparing these surveys with the present compilation.

Sunset Lake, south of Las Olas Blvd and between 22 and 25 Aves. S.E. is delineated differently on the two sheets. The survey of 1934 shows the east arm of the lake across 25 Ave., and the north shoreline different in orientation. It is believed that an error of about 30° was made in orienting the plane table in this locality to cause this error in the delineation of the shoreline. This lake is correctly shown on the compilation.

There is an approximate 30 meter indentation shown in the shoreline on the west side of New River Sound at the foot of S. E. 8 Street on the former survey. This delineation is in error and should be shown as it appears on the compilation.

Several of the small islets on the sheet do not check for position between the two surveys. These islets were compared with the 1934 survey and where the delineation was different, the compilation was checked by additional radial intersections. These features are correctly shown on the present compilation. It is understood that the detail on these islets was obtained by taking rod shots on the ends of the islets and sketching the detail between.

NOTE: In regard to the shoal areas mentioned in the first paragraph on the opposite page, these areas as shown on this compilation were traced from photographs taken at nearly mean high water and are incomplete.. A more complete delineation of shoal lines and low water lines is given on T 6181 and T 6182, July 1934 . These surveys were made about six months prior to the date of the photographs for the compilation, Jan., 1935.

While no exact low water line could be taken from the photographs those lines on the compilation which fall within the low water areas on T 6181 and T 6182 have been ~~and have been~~ shown as dotted lines since they define areas bare at low tide.

In and near the entrance to New River the compilation shows shoals and low water lines changed by storms since the date of T 6181 and T 6182. One high water island on T 6181 has disappeared

In the protected areas no considerable change occurred between the date of T 6181 and T 6182 and the photographs and the difference in delineation of shoals and low water lines is largely due to incomplete information on this compilation.

B.G.J.
1/18/36

The shoal areas as they appear on the two sheets, do not check. The delineation on the compilation are as they appear on the photographs and do not show the area bare at low tide. The differences in the shoal area at New River Inlet is due the changeable nature of this area.

Himashee Canal, north of New River, is about 30 meters different in position between the two surveys. This detail, on the 1934 survey, was supplied by local engineers. The dashed detail on the canals south of S. E. 15 Street obtained from the U. S. Engineers, checked the present compilation very closely.

It is believed that the minor differences disclosed by a comparison between these two sheets are due to inaccuracies in the topography in the 1934 survey. These differences are due, in part, to the topographer being near sighted. A discussion with the chief of the former party substantiates this belief.

COMPARISON WITH PREVIOUS COMPILATIONS:

The area covered by this sheet was also compiled from photographs during 1928 and is shown on Sheet Register Nos. 4526 and 4527.

The two sheets, except for changes due to natural causes and improvements, check very good. A few differences of minor importance are noted in the delineation of the street system. These differences are due, it is believed, to the condition of the control at the time the former compilations were made. The error in the 1928 beach traverse had no definite correction at that time and the stations on the 1928 sheets are plotted slightly in error, causing errors in the radial plot.

Error in interpretation on the 1928 surveys are noted in the islets in Fort Lauderdale. These islets are unimproved in some cases. Three of the islets south and five of them north of Las Olas Blvd., are filled along the high water line and mangrove grows between the fills. This condition is also true in the case of three of the islets between Lake Sylvia and the Stranahan River.

The 1928 compilation shows two street systems that do not appear on the present compilation. One of these is centered at Lat. $26^{\circ} 04.5'$, Long. $80^{\circ} 09.0'$ and the other at Lat. $26^{\circ} 05.3'$, Long. $80^{\circ} 08.3'$. These areas were apparently cleared for street lay-out at the time the 1928 photographs were made but the streets were never constructed. The area between these two areas, shown as a golf course on the 1928 compilation, is now designated as Merle Fogg Airport. The limits of the landing area is shown on the sheet.

The high water line north of New River Inlet has built up since the date of the previous survey. South of the inlet to Port Everglades the high water line has eroded. Spoil areas, deposited since the date of the previous survey are noted in New River Sound and in Lake Mabel.

The 1928 compilation shows an inlet into Dania Sound near the north end of the sound. This has filled in since the date of the previous survey and at the present time (Dec., 11) there is an inlet through the narrow sand beach just north of the point where Dania Cut-Off Canal cuts into the sound. (See under CHANGES) This area along the beach is of a very changeable nature and local inhabitants state that in the course of years, inlets will appear and disappear in the locality at frequent intervals. It is believed that most of these cuts, caused by the heavy seas accompanying hurricane winds, have been located north of the Dania Cut-Off Canal as the vegetation along the beach south of the canal consists of brush and palmetto and appears to be of a more or less permanent nature.

A new section of the Intracoastal Waterway has been constructed since the date of the previous survey. This channel is west of Dania Sound and extends from the south limits of the sheet into Lake Mabel to the north.

Differences are noted in the topographic detail in the vicinity of Port Everglades in the case of the filled area. Some of the filled area shown on Sheet Register No. 4527 is now covered with a scattered mangrove growth and pine trees have been planted. The railroad into the port has been constructed since the date of the previous survey.

LANDMARKS:

'Landmarks for Charts' for the area covered by this sheet were submitted by Lieut. W. H. Bainbridge on August 10, 1934. A supplemental list was submitted by this party on September 17, 1935. A copy of the latter list is attached to the descriptive report for Sheet Register No. T-5629.

CONFLICTING NAMES:

Mooney Point, Burnham Point, Bonnet Slough and Tarpon Bend appear on the name sheet covering the area of this sheet. These names are in local use and are otherwise of no importance.

Dania Sound on some of the local maps of the area is noted as New River Sound. According to local inhabitants, this body of water was connected to New River Sound, to the west of New River Inlet, before the construction of Port Everglades. Because the name, Dania Sound, is in local use and used by the U. S. Engineers', it is recommended that it be used on future editions of the published chart.

Stranahan River does not appear on present editions of the charts of the area. This name is in local use by the residents and also used by the U. S. Engineers'. The feature is named in honor of Frank Stranahan, who was the first settler in the area after the Collee Family ~~were~~ ^{was} massacred by the Seminoles. It is recommended that this name be used in future editions of published charts of the area.

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this compilation covers the area and that further surveys are not needed in the area at the present time.

The location of well defined detail of importance for charting is believed to be within 2 meters of actual position. The position error will exceed this limit near the western edge of the sheet where the maximum error is believed to be within 8 meters of a true position.

Note The control is adequate and this compilation has been carefully made but a better estimate of the accuracy of location is 0.3 to 0.5 mm on the compilation for intersected points and 0.3 to 0.8 mm for other detail.

John C. Mathisson - 1398 1/27/66
John C. Mathisson,
Jr. H. & G. E.,
U. S. Coast and Geodetic Survey.

REVIEW OF AIR PHOTO COMPILATION T 5633

Scale 1:10,000

Comparison with Recent Plane Table Surveys

T 6181 and T 6182 (1934), 1:5,000

T 6181 and T 6182 are complete shoreline surveys. The preceding report for T 5633 on pages 4 and 5 gives a comparison with T 6181 and T 6182. A further comparison in this office shows numerous discrepancies in location of the inner H.W. line of from 5 to 15 meters; and differences in location of coastal H.W. line due largely to change of from 10 to 30 meters. T 6181 and T 6182 show a H.W. line around the edge of mangrove in places where this compilation shows only the symbol for mangrove. Inasmuch as the H.W. line is indefinite in a mangrove swamp the method used on the compilation is accepted.

The compilation party was furnished film negatives of T 6181 and T 6182 for purpose of an accurate comparison and transfer of detail from the plane table surveys. Where differences exist the detail on this compilation has been drawn ^{by the field party} after a study of the photographs, the plane table surveys T 6181 and T 6182, and additional field inspection. Therefore this compilation is accepted as correct with respect to the differences mentioned in the preceding paragraph and on page 5 of the report for T 5633.

Additional details on T 6181 and T 6182 of a recoverable nature and which had not been transferred by the field compiler was transferred from T 6181 and T 6182 in this office by L. A. McGann and checked by R. M. Berry. This ^{etc} detail ^{are} is listed in the letter of January 7, 1936 at the back of this report. The numerous errors noted in the 1934 plane table surveys makes the plane table location of ^{these} detail ^{They have} somewhat questionable. ~~It has~~ been transferred to the compilation as the best positions available.

All details on T 6181 and T 6182 ^{are now} is shown on this compilation except the following:

1. Low water lines and shoal lines. Refer to page 5 of report, T 5633, for discussion.
2. Magnetic declination and temporary plane table stations.
3. Section corner on T 6181, lat. $26^{\circ}07.2'$, long. $80^{\circ}08.2'$.
4. Rocks, lat. $26^{\circ}06'32''$, long. $80^{\circ}06'41''$ - Not found by compilation party. See letter at back.

Comparison with Old Topographic SurveysT 1510 (1883), 1:20,000

The survey for T 1510 covers the coast from lat. $25^{\circ}50'$ to $26^{\circ}06'$. The changes in the position of the H.W. line are large. There is much new topographic detail on this compilation on account of the developments which have been made there since 1883. T 1510 is superseded by this compilation over the common area.

T 1656 (1884), 1:40,000

The survey for T 1656 covers the coast from lat. $26^{\circ}06'$ to $26^{\circ}16'$ and is complete for the area covered. The changes in the position of the H.W. line in the interior are large due to man-made development. There is much new detail on this compilation on account of these developments which have been made since the time of the survey for T 1656. T 1656 is superseded by this compilation over the common area.

T 4357 (1928), 1:10,000.

This is a graphic control survey for the air photo compilations made in this area in 1928. T 4357 shows Ft. Lauderdale and Port Everglades Inlets and the coastline adjacent to them. The inlet in lat. $26^{\circ}04.7'$, long. $80^{\circ}06.6'$ is now closed. Other changes in the position of the H.W. line are not large. T 4357 is superseded by this compilation over the common area.

T 4526 (1930) and T 4527 (1930), 1:20,000

T 4526 and T 4527 are air photo compilations. The preceding descriptive report, T 5633, on pages 5 and 6 gives a comparison of this compilation with T 4526 and T 4527. This comparison is complete. T 4526 and T 4527 are superseded by this compilation over the common area except for the submerged jetties shown on T 4527 at Port Everglades entrance. These jetties are also shown on the new hydrographic survey, T 5614.

Comparison with Chart No. 1248

Lights and beacons which are shown on this compilation were transferred from T 6181 and T 6182 (surveyed in July 1934). Lights 10, 11, and 14 at Port Everglades entrance are reported in the Notice to Mariners 45, 1934 as established on the structures of the former beacons and have been shown on this compilation in the same positions as given for Beacons 10, 11 and 14 on T 6182.

All landmarks including lights and beacons on the present chart 1248, ^{and those} as recommended by surveys T 6181 and T 6182 and this compilation are shown.

Refer to pages 1-15 of report for air photo compilation T 5629 for a general discussion of this area.

See page 3 and 4 of preceding report, T 5633, for discussion of changes caused by hurricane since the photographs for this compilation were taken.

See previous survey, T 4527, and H 5614, for location of submerged jetties at Port Everglades entrance which are not shown on this compilation.

Leonard A. McIsaac
1/18/36.

B.G. Jones

TABLE OF TRIANGULATION CONTROL

STATION	Corr to N.A. 1927	POSITION (North American Datum)	PLOTTING DISTANCES
Dale 2, 1934		Lat. 26° 08' 1544.2 (302.2) Long. 80° 06' 251.2 (1415.3)	1513.9 (296.3) 246.3 (1387.5)
Dale, 1928	-20.8 +0.4	Lat. 26° 08' 1420.2 (426.2) Long. 80° 06' 232.8 (1433.8)	1392.3 (417.8) 228.2 (1405.7)
Fort Lauderdale, Silver Tank, final, 1934. Tank, Fort Lauderdale, 1934.	-26.1 ± 0.5	Lat. 26° 07' 668.4 (1178.0) Long. 80° 07' 828.1 (838.8)	655.3 (1154.9) 811.9 (822.3)
Section Corner 116 1934.	1217	Lat. 26° 07' 691.5 (1155.0) Long. 80° 06' 524.0 (1143.0)	677.9 (1132.3) 513.7 (1120.6)
Temp, 1934		Lat. 26° 07' 153.2 (1693.2) Long. 80° 08' 405.3 (1261.7)	150.2 (1660.0) 397.4 (1237.0)
Laud, 1934.		Lat. 26° 06' 1742.4 (104.0) Long. 80° 07' 1193.6 (473.4)	1708.2 (102.0) 1170.2 (464.1)
Count, 1928	-20.7 +0.3	Lat. 26° 06' 1647.9 (198.5) Long. 80° 08' 747.3 (919.7)	1615.6 (194.6) 732.7 (901.7)
Flag Pole, U.S.C.G. Station, 1934		Lat. 26° 06' 1537.7 (308.7) Long. 80° 06' 566.0 (1101.0)	1507.5 (302.6) 554.9 (1079.4)
Skeet, 1934		Lat. 26° 06' 1347.2 (499.2) Long. 80° 06' 1597.3 (69.8)	1320.8 (489.4) 1566.0 (68.4)
East Radio Mast, U.S. C.G. Sta. 1934		Lat. 26° 06' 1271.2 (575.2) Long. 80° 06' 527.6 (1139.5)	1246.3 (563.9) 517.3 (1117.2)
Fort 2, 1934	-20.7 +0.1	Lat. 26° 06' 1295.5 (550.9) Long. 80° 06' 539.6 (1127.5)	1270.1 (540.1) 529.0 (1105.4)
Center Radio Mast, U.S.C.G. Sta., 1934		Lat. 26° 06' 1211.5 (634.9) Long. 80° 06' 560.4 (1106.7)	1187.7 (622.5) 549.4 (1085.0)
West Radio Mast, U.S.C.G. Sta., 1934		Lat. 26° 06' 1226.6 (619.8) Long. 80° 06' 586.8 (1080.3)	1202.5 (607.6) 575.3 (1059.1)
Bridge, 1934		Lat. 26° 06' 1028.1 (818.3) Long. 80° 08' 71.1 (1596.0)	1007.9 (802.2) 69.7 (1564.7)
Light (New River Inlet) 1934		Lat. 26° 06' 1179.2 (667.2) Long. 80° 06' 423.2 (1243.9)	1156.1 (654.1) 414.9 (1219.5)
River (U.S.E.D.), 1934		Lat. 26° 06' 922.2 (924.2) Long. 80° 06' 616.5 (1050.7)	904.1 (906.1) 604.4 (1030.1)
Lauderdale, 1934	-21.1 +0.3	Lat. 26° 06' 788.4 (1058.0) Long. 80° 08' 779.6 (887.6)	772.9 (1037.3) 764.3 (870.2)

Station	Position (North American Datum)	Plotting Distances
Quarter Section ^{Corner 11} 14, 1934	Lat. 26° 06' 846.3 (1000.1) Long. 80° 07' 1242.6 (424.6)	829.7 (980.5) 1218.2 (416.3)
Draw, 1934	Lat. 26° 06' 362.2 (1484.2) Long. 80° 07' 276.2 (1391.0)	355.1 (1455.1) 270.8 (1363.7)
Mullet (U.S.E.D.), 1934	Lat. 26° 05' 1600.8 (245.6) Long. 80° 06' 832.0 (835.3)	1569.4 (240.8) 815.7 (818.9)
Sollee (U.S.E.D.), 1934	Lat. 26° 05' 1484.8 (361.6) Long. 80° 07' 00.0	1455.7 (354.5) 00.0
Reef Range, (U.S.E.D.) 1934	Lat. 26° 05' 1061.3 (785.1) Long. 80° 07' 1589.6 (77.8)	1040.5 (769.7) 1558.4 (76.3)
Rear Range Light, 1934	Lat. 26° 05' 1068.1 (778.3) Long. 80° 07' 1589.6 (77.8)	1047.2 (763.0) 1558.4 (76.3)
Quarter Section ^{Corner 14} 23, 1934	Lat. 26° 05' 1046.6 (799.8) Long. 80° 07' 1202.2 (465.2)	1026.1 (784.1) 1178.6 (456.1)
Oil, 1934	Lat. 26° 05' 1048.1 (798.3) Long. 80° 07' 1152.8 (514.6)	1027.5 (782.7) 1130.2 (504.5)
Front Range Light, 1934	Lat. 26° 05' 1072.1 (774.3) Long. 80° 07' 754.8 (912.6)	1051.1 (759.1) 740.0 (894.7)
Front Range (U.S.E.D.) 1934	Lat. 26° 05' 1067.5 (778.9) Long. 80° 07' 754.7 (912.6)	1046.6 (763.6) 739.9 (894.7)
Spoil (U.S.E.D.), 1934	Lat. 26° 05' 772.4 (1074.0) Long. 80° 07' 120.9 (1546.5)	757.3 (1052.9) 118.5 (1516.2)
Wave, 1934	Lat. 26° 05' 25.5 (1820.9) Long. 80° 06' 961.3 (706.2)	25.0 (1785.2) 942.4 (692.4)
Airway Beacon No. 2, Fort Lauderdale, 1934	Lat. 26° 04' 1297.4 (549.0) Long. 80° 08' 1046.2 (621.4)	1272.0 (538.2) 1025.7 (609.2)
Mabel, 1934	Lat. 26° 04' 846.6 (999.8) Long. 80° 06' 1180.7 (486.9)	830.0 (980.2) 1157.5 (477.4)
Cupola, Bathing Casino Ft. Lauderdale, 1934	Lat. 26° 06' 1803.8 (42.6) Long. 80° 06' 515.6 (1151.4)	1768.4 (41.7) 505.5 (1128.8)

Date. Jan 7, 1936

GEOGRAPHIC NAMES

Survey No. T-5633Chart No. 1248 - 546Diagram No. 1248.

*, Approved by the Division of Geographic Names, Department of Interior.

Ø, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Port Everglades.</u> ✓	same			
	<u>Fort Lauderdale.</u> ✓	same			
	<u>Middle River</u>	"			
	<u>Bonnet Slough</u> ✓	none	✓		
	<u>New River</u> ✓	same			
	<u>North Fork</u> ✓	none			
	<u>New River</u>	none			
	<u>South Fork</u>	none			
	<u>New River.</u> ✓	none			
	✓ <u>Tarpon Bend</u> ✓	none	✓		
	<u>Tarpon River</u> ✓	same			
	<u>Sunset Lake</u>	none	REAL ESTATE DEVEL. ✓		
	^{MR} <u>Himmarshee</u> * <u>Canal</u> (12/27/36)	none	U.S.E.D.		
	<u>New River Inlet</u> ✓	same			
	<u>Lake Sylvia</u> ✓	same			
	✓ <u>Stranahan River.</u>	none	✓		
	✓ <u>Merle Fogg Airport</u>	none	✓		
	✓ <u>Lake Mabel.</u> ✓	same			
	<u>Dania</u> ✓	"			
	✓ <u>Dania Cut-off Canal</u> ✓	none	✓		
	✓ <u>Dania Sound</u> ✓	none	✓		
	✓ <u>Atlantic Ocean</u>	same			
	<u>New River Sound</u> ✓	none			
	✓ <u>Burnham Point</u> ✓	none	✓		
	<u>Mooney Point</u> ✓	none			

Names underlined in red approved
by W. B. Smith on 12/21/36

* Himmarshee see E.R.H. 10.

80-DRM

January 7, 1936.

To: Lieut. (j.g.) E. R. McCarthy,
U. S. Coast and Geodetic Survey,
P. O. Box 10,
Key West, Florida.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Air Photo Compilation T 5633.

There follows a list of recoverable topographic details located on the 1934 planetable surveys T 6181 and T 6182 which were neither transferred to your compilation T 5633 of Port Everglades nor relocated by the compilation:

1. All beacons on T 6181 and T 6182
2. Three groups of rocks on T 6181 near New River Entrance, lat. $26^{\circ} 06.5'$ to $26^{\circ} 06.7'$, long. $80^{\circ} 06.4'$ to $80^{\circ} 07.2'$.
3. Mangrove on T 6181 at lat. $26^{\circ} 06.6'$, long. $80^{\circ} 06.6'$, and at lat. $26^{\circ} 06.5'$, long. $80^{\circ} 07.3'$.
4. Rock walls along banks of canals on T 6181 in lat. $26^{\circ} 06.0'$ to $26^{\circ} 07.0'$, long. $80^{\circ} 06.7'$ to $80^{\circ} 07.7'$. These will be labeled on the compilation to avoid congestion in use of symbols.

You will please notify this office if for any reason these details should be rejected as located on T 6181 and T 6182. Otherwise they will be transferred to the air photo compilation T 5633 to make that sheet complete.

The air photo compilations are the detailed topographic surveys for the area which they cover and should be as complete as practicable when submitted to this office. Contemporary or recent planetable surveys should be utilized to supplement the compilations for location of details not readily obtained from the photographs, provided that in cases of doubtful accuracy on either the photo compilations or the planetable surveys such additional field work be accomplished as necessary to clear up the discrepancy.

(Signed) J. E. HAWLEY
Acting Director.

80 KTA
POST-OFFICE ADDRESS: Box 1924, Miami, Florida.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

Mr. G. J. ...
1936 JAN 15 - AM 9:00
DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

January 14, 1936.

To: The Director,
U. S. Coast and Geodetic Survey,
Washington, D. C.

From: Lieut. (j.g.) John C. Mathisson,
U. S. Coast and Geodetic Survey.

Through: Lieut. (j.g.) E. R. McCarthy, Chief of Party,
U. S. Coast and Geodetic Survey,
Box 10,
Key West, Florida.

Subject: Notes on discrepancies between Sheets T 6181 and T 6182 and
and Air Photo Compilation T 5633.

Reference: The Director's letter of Jan., 7, 1936 addressed to Lieut. (j.g.)
E. R. McCarthy, 80 - DRM.

The following information is respectfully submitted in response
to the questions contained in the above reference letter.

1. Only the recoverable topographic station which were described
on Form 524 were plotted on Compilation T 5633. Due to the lack of personnel
to check the locations of the beacons and to the possibility of inaccuracies
as evidenced by the discrepancies in other topographic detail, this party
was reluctant to accept the locations without consulting the locations as
obtained by the Lighthouse Service. These beacons should be transferred
to the compilation as they appear on the planetable sheets. Some of these
beacons were destroyed by the hurricane on November 4, 1935 but the Light-
house Service has issued orders for them to be replaced in their former
locations.

2. The rock wall shown at Lat. $26^{\circ} 06' 34''$, Long $80^{\circ} 06' 26''$ is
almost entirely silted over and the largest rocks are bare only at minus
tides. This feature should be charted as a sunken rocks

The rocks shown on sheet T-6181 at Lat. $26^{\circ} 06' 32''$, Long.
 $80^{\circ} 06' 41''$ could not be found. It is believed that these rocks do not
exist. Not transferred to compilation

The rocks at Lat. $26^{\circ} 06' 39''$, Long. $80^{\circ} 07' 11''$ could not be
found. This is a shoal area and there is a possibility that some of the
coral rock along the edge of the waterway might bare at minus tides.

shown on compilation as sunken rocks

3. The mangrove as shown on sheet T 6181 at Lat. $26^{\circ} 06' 33''$, Long. $80^{\circ} 06' 36''$ and Lat. $26^{\circ} 06' 32''$, Long. $80^{\circ} 07' 17''$ and vicinity is a very scattered growth. At the former location there are only three bushes which are 24 inches high and at the latter location there are four clumps which are approximately 18 inches high. Because the growth was so scattered the symbol was omitted from the compilation of the area. These bushes have been indicated on a copy of photograph number 146 which is being transmitted with this letter. *Shown on compilation ~~by~~ according to photographs.*

4. Notes on the walls along the high water line were omitted from the name sheet covering the area of the compilation. These have been indicated on a section of compilation T 4527 which is enclosed. Four colors have been used to differentiate between rock walls, concrete walls, sheet piling bulkheads and wooden bulkheads.

Two enclosures.

John C. Mathisson.
John C. Mathisson,
Lieut. (j.g.),
U. S. Coast and Geodetic Survey.

*Notes in red added in office
Bgg. 1/17/36.*

80° 09'

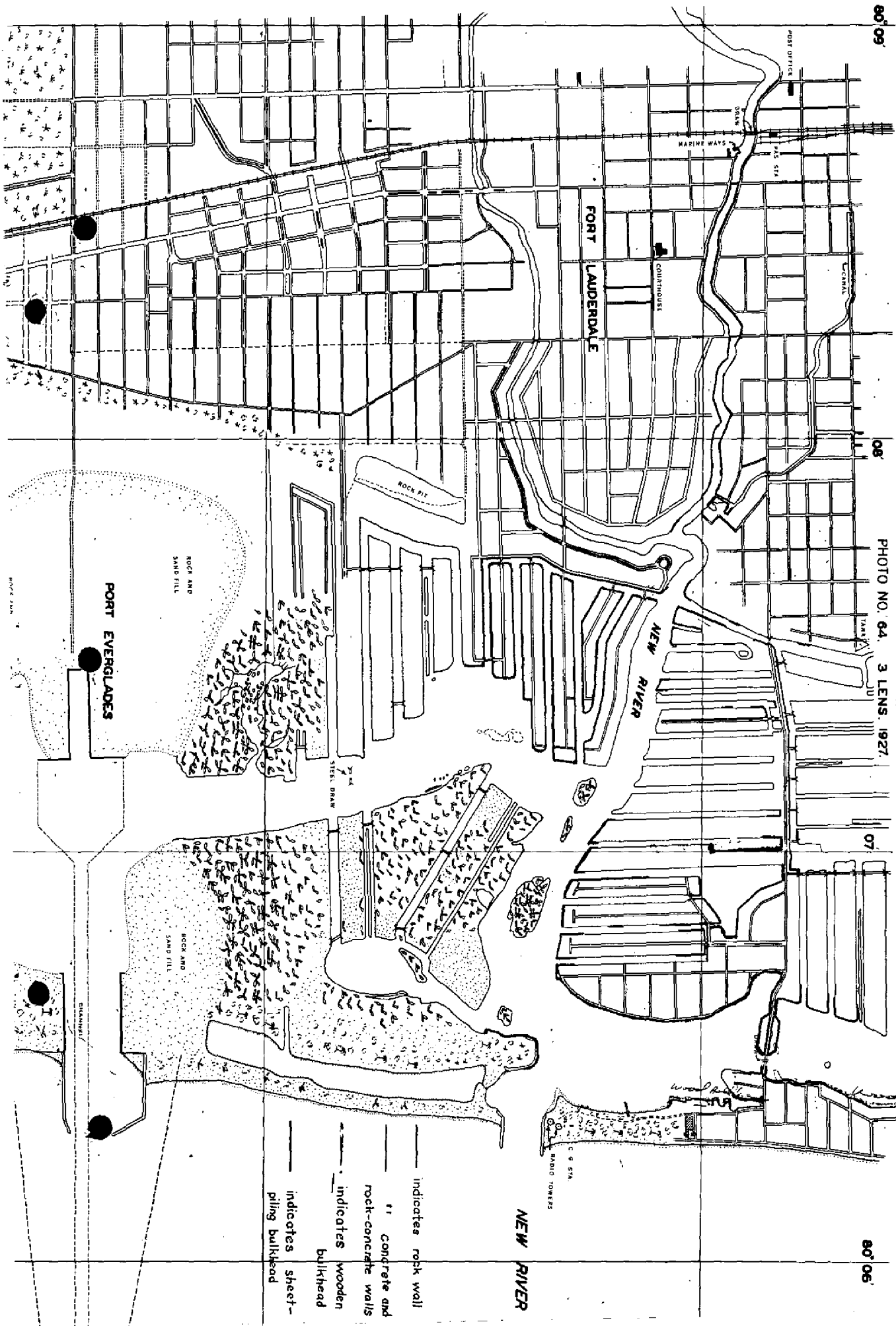
08

07

80° 06'

JOINS HERE WITH SHEET NO. 4526

PHOTO NO. 64. 3 LENS. 1927.



NEW RIVER

- indicates rock wall
- indicates concrete and rock-concrete walls
- indicates wooden bulkhead
- indicates sheet-piling bulkhead

PORT EVERGLADES

FORT LAUDERDALE

NEW RIVER

MARINE WAYS

COURTHOUSE

PAS 574

POST OFFICE

LOCK

YARD

STEEL DRAIN

ROCK AND SAND FILL

ROCK AND SAND FILL

C & SVA
MARIO TOWNES

REVIEW OF AIR PHOTO COMPILATION NO. T-5563.

Chief of Party: E. R. McCarthy

Compiled by: See data sheet.

Project:

Instructions dated: Nov., 17, 1935.

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
Topographic Surveys T-6181 and T-6182 have been made over this area. R.M.
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) ~~No maps were transmitted.~~
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
7. High water line on ~~mangrove~~ and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
High water line on sand beach determined by field inspection party. R.M.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs, coral reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
Also all of the bench marks have been located and shown on the sheet.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
Landmarks, submitted by Lt. Barnbridge on Aug. 10, 1934, also by compilation party Sept. 17, 1935. Contained in general field report T-5629.
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is North American and the reference station is correctly noted. (unadjusted)
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

E. R. McCarty
Chief of Party

19. Remarks after review in office:

*For detailed report on office verification
see pages immediately preceding this*

Reviewed in office by: *Leonard A. McSauer January 18, 1936.*
v. J. G. Jones.

Examined and approved:

C. K. Green.
Chief, Section of Field Records
L. O. Lobnitz.
Chief, Division of Charts

J. B. Borden
Chief, Section of Field Work
G. H. Hude
Chief, Division of Hydrography
and Topography.

Applied to chart 546
1/18-36 g.H.S.

Applied to chart 847 May 4, 1936 H.N.C.

Applied to chart 1248. Mar. 18, 1937 g.H.S.