8429

Diag'd. on diag. ch. No; 12482

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  TOPOGRAPHIC

Field No. T-8429  Office No.

LOCALITY

State  FLORIDA

General locality  LEONARD COUNTY

Locality  FORT MYERGLADES

New River Inlet.

1946

CHIEF OF PARTY


LIBRARY & ARCHIVES

DATE  March 23, 1948
RECORD SHEET

GENERAL LOCALITY: Florida East Coast
LOCALITY: Port Everglades

PHOTOS ORDERED: REC'D.

PROJECTION ORDERED: REC'D. 25 July 1946

CONTROL:
- COMPUTED: M.M. Slavney
- VERIFIED: Russell Pate
- PLOTTED: Washington
- VERIFIED: Tampa

PHOTO PREPARATION:
- CONTROL: W.W. Dawson
- AZIMUTHS: M.M. Slavney
- PASS POINTS: R. Pate & M.M. Slavney
- TEMPLETS: W.W. Dawson
- VERIFIED: M.M. Slavney

RADIAL PLOT:
- PLOTTED BY: M.M. Slavney
- DATE: Sept. 1946
- VERIFIED:

COMPILATION:
- DETAIL POINTS: R. Dossett
- DATE: Nov. 1946
- DETAIL BY: R. Dossett
- DATE: Nov. 1946
- VERIFIED BY: J.A. Giles
- DATE: Dec. 1946

DATE OF PHOTOS: 3-9-45 (single lens)
11-14-42 (9 lens)

TIME OF PHOTOS: 11:15 to 11:22

STAGE OF TIDE: ± 0.2 feet

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:
A comparison was made with U.S.G. & G.S. nautical charts 5462d & 6 and 847.
No outstanding differences were noted.

REMARKS:

FORWARDED TO: DATE

DIV. OF PHOTOGRAMMETRY
GRAPHIC Compilation Sect.

SHEET NO. T-8129
PROJECT NO. OS-312-B
SCALE 1:20,000
DATA RECORD

T-8429

Quadrangle (II): Port Everglades / Project No. (II): CS-312-B

Field Office: Tampa, Florida Chief of Party: George E. Morris, Jr.

Compilation Office: Tampa, Fla. Chief of Party: 

Instructions dated (II III): May 25, 1945 Copy filed in Descriptive


Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 3-26-48 Applied to chart No. 546 Date: 3-4-47

Redrafting Completed:

Registered: 3 -4 -48 Published:

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

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): MSL

Reference Station (III): Dania 2, 1934

Lat.: 26° 03' 06.971 (202.2m) Long.: 80° 06' 46.921 (1304.3m) Adjusted

State Plane Coordinates (VI): East Zone

x = 791,208.80 feet y = 625,489.52 feet

Military Grid Zone (VI)
<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>450-1592-1598 Incl. 3-9-45</td>
<td>11:15</td>
<td>1:20,000</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>11838-11840</td>
<td>11-14-42</td>
<td>11:20</td>
<td></td>
<td>Not applicable to delineating (Only single lens used)</td>
</tr>
</tbody>
</table>

Tide from (III): Mayport, Florida - Port Everglades

Mean Range: 2.3 feet  Spring Range: 2.8 feet

Camera: (Kind or source) U.S. C. & G. S. 9-Lens, 8 8/8 focal length

Field Inspection by: H.A. Duffy & Ben O. Bryant  date: Sept. 1945
Field Edit by: John D. Weiler  date: May 1947

Date of Mean High-Water Line Location (III): August 1945

Projection and Grids ruled by (III) Washington Office  date: 1946
" " " checked by: " "  date: 1946

Control plotted by: Washington Office  date: June 1946
Control checked by: " "  date: 1946

Radial Plot by: M.M. Slavney  date: Sept. 1940
Detailed by: R. Dossett  date: Nov. 1946

Reviewed in compilation office by: J.A. Giles  date: Dec. 1946

Manuscript Elevations on Elevation Sheet  date: Dec. 1946
checked by: J.A. Giles
STATISTICS (III)

Land Area (Sq. Statute Miles): 6.9

Shoreline (More than 200 meters to opposite shore): 17

Shoreline (Less than 200 meters to opposite shore): 8

Number of Recoverable Topographic Stations established: 8

Number of Temporary Hydrographic Stations located by radial - None plot:

Leveling (to control contours) - miles: 6.2

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

\[ \text{Declination} = 1015' \text{ East} \]
<table>
<thead>
<tr>
<th>LEVELS</th>
<th>CONTOURS</th>
<th>CONTROL</th>
<th>FIELD INSPECTION</th>
<th>BRIDGES</th>
<th>POLITICAL BOUNDARIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>11838</td>
<td>11838</td>
<td>The following single</td>
<td>11838</td>
<td>11838</td>
<td></td>
</tr>
<tr>
<td>11839</td>
<td>11839</td>
<td>lens (1:10,000) photog</td>
<td>11839</td>
<td>11839</td>
<td></td>
</tr>
<tr>
<td>11840</td>
<td>11840</td>
<td>graphs</td>
<td>11840</td>
<td>11840</td>
<td></td>
</tr>
</tbody>
</table>

1592 to 1598, inclusive.
1. DESCRIPTION OF THE AREA:

The land area of this quadrangle consists of approximately 6 square statute miles.

The principal cultural features are Hollywood Beach, Intracoastal Waterway, Port Everglades, and Fort Lauderdale Beach.

The vegetation on this quadrangle consists of mangrove or brush in the low marshy areas and pine and palmetto on the higher terrain.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection was done according to instructions issued for this project.

Roads have been classified, buildings have been deleted or circled; The vast expansion of the construction and building program in this area is being called to the attention of the field editor.

3. INTERPRETATION OF THE PHOTOGRAPHS:

All photographs were clear. Mangrove shows on photographs as being very dark. Pine shows as being a lighter tone than mangrove. Palmetto appears grey and in most instances in clumps.

The cultural area which is in the western portion of this quadrangle was covered with thick grass at the time the photographs were taken.

4. HORIZONTAL CONTROL:

Horizontal control is believed to be adequate for the radial plot. This control was recovered by G.C. Whitehurst, Junior Engineering Aid.

5. VERTICAL CONTROL:

Lines of levels were run between U.S. Coast and Geodetic Survey bench marks. Temporary bench marks were established at such points as needed for plane-table contouring.

All level lines closed within the allowable limits of accuracy and were adjusted.
6. **CONTOURS AND DRAINAGE:**

   Contouring was done by plane-table methods directly on the nine lens photographs.

   All plane-table traverse closures were within the allowable limits of accuracy.

   It was not necessary to locate any drainage in wooded areas since all streams, canals and ditches were clearly visible on the photographs. The major portion of the drainage in the quadrangle is composed of man made canals and mosquito control ditches.

7 & 8. **MEAN HIGH WATER LINE AND LOW WATER LINE:**

   Mean high and low water lines were put on the photographs by measuring from some definable, common point. Time and date were listed on the photographs.

9. **WHARVES AND SHORELINE STRUCTURE:**

   Wharves were labeled and shoreline structures were circled in red ink.

10. **DETAILS OFFSHORE FROM HIGH WATER LINE:**

    There were no offshore details to be found on this quadrangle.

11. **LANDMARKS AND AIDS TO NAVIGATION:**

    Landmarks and aids to navigation were investigated and pricked on photographs or located by sextant fixes by H.A. Duffy, Principal Photogrammetric Aid.

12. **HYDROGRAPHIC CONTROL:**

    All available hydrographic control was recovered and inked on photograph.

13. **LANDING FIELDS AND AERONAUTICAL AIDS:**

    There were no landing fields or aeronautical aids that fell within the limits of this quadrangle.
14. ROAD CLASSIFICATIONS:

All roads were classified according to instructions. This was done by George C. Whitehurst. Evaluation as of 30 June 1945.

15. BRIDGES:

All bridges over navigable waters were measured for horizontal and vertical clearances and the time and date labeled on the photographs. The especial attention of the field editor is called to the fixed concrete bridges over now navigable waters in the north portion of this quadrangle. They are being torn out and new bridges are being built. See Conger's report attached, p. 2, 37, "Bridges."

16. BUILDINGS AND STRUCTURES:

All buildings and structures were circled on the photographs in red ink. Churches, schools and public buildings were circled and labeled.

17. BOUNDARY MONUMENTS AND LINES:

All section corners that fell within the boundary of this quadrangle were searched for. Those that were found were pricked and labeled on photographs.

Precinct lines were shown on a map of Broward County.

18. GEOGRAPHIC NAMES:

This is included in a separate report submitted by Mr. Lowell I. Bass.

Respectfully submitted,

Ben O. Bryant
Sr. Photo. Aid

Approved and forwarded:

George E. Morris, Jr.
Chief of Party.
26 & 27. CONTROL AND RADIAL PLOT;

A special report prepared by M. M. Slavney has been submitted with quadrangle T-8431 compilation report.

28. Delineation;

Only single lens photographs were used for the delineation of this map manuscript. The nine lens photographs were used for the radial plot and the establishment of detail points.

This quadrangle is covered by U.S. Coast and Geodetic Survey planimetric map T-5633 (T-8592) and the north three minutes of T-5632 (T-8593) recently revised.

After the establishment of detail points the necessity for certain shore line changes was noted. These changes were as follows:

In the vicinity of Port Everglades entrance and northward to New River Inlet, shoreline changes were made. Also down the inland waterway to the Dania Cutoff Canal, shoreline changes were made. These changes may be noted by a comparison with the metal-mounted bristol board duplicate of this quadrangle. These changes have also been made on the 1:10,000 scale revised sheets T-8592 and T-8593.

No changes in the woodland features have been made and such changes as may have occurred since the original revised 1:10,000 sheets were submitted should be noted on the field edit.

The contours have been delineated according to the latest instructions for this project.

29. SUPPLEMENTAL DATA;

A map of Broward County showing the county and precinct lines was submitted by the field party. The small scale of this map and the approximate manner in which the political boundaries were shown made accurate delineation difficult. This has been referred to the field editor for a more comprehensive establishment.
30. **MEAN HIGH-WATER LINE:**

The mean high-water line has been delineated according to field inspection notes. Three small low water line areas, in the vicinity of Fort Everglades, have been questioned and referred to the field editor for corroboration. This was done primarily because U.S.C & G.S. Nautical Chart No. 546 of recent revision, showed them as high-water line areas.

31. **LOW WATER AND SHOAL LINES:**

Low water and shoal lines have been delineated according to the field inspectors' notes. However, the field editor has been requested to check the mean low water line in the vicinity of Fort Everglades.

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

No offshore details were noted by the field inspector.

33. **WHARVES AND SHORELINE STRUCTURES:**

All wharves and shoreline structures recovered are noted by the field inspector have been delineated. The Naval Station at Fort Everglades has been referred to the field editor for investigation of any new construction that may have occurred since the latest field inspection.

34. **LANDMARKS AND AIDS TO NAVIGATION:**

The non-floating aids to navigation were listed on form No. 567 and submitted with planimetric maps T-8592 and T-8593. Attention is called to two lights: Light 3 and light 4, the geographic positions of which have been changed from those originally submitted. They have been listed on form No. 567 with a footnote of explanation and made a part of this report.

No landmarks were recovered by the field inspector and should be investigated at the time of field edit.

35. **HYDROGRAPHIC CONTROL:**

Eight U.S.C & G.S. stations recovered by field inspection have been shown. These are in addition to the ones shown on the original 1:10,000 planimetric maps T-5633 (T-8592) and T-5632 (T-8593).

The stations are being submitted on Form No. 524.
36. **LANDING FIELDS AND AERONAUTICAL AIDS:**

Not applicable since none fall within the limits of this quadrangle.

37. **BRIDGES:**

Owing to discrepancies with the U.S. Engineers, "List of Bridges Over Navigable Waters", bridge data as it appears on this map manuscript is to be ignored. All bridges within the quadrangle limits are to be re-checked by the field edit and corrections made accordingly.

Checked during Field Edit. Refer to SP 37 Field Edit Report.

38. **SECTION CORNERS:**

One section corner (S.E. corner of section one) appears on this map manuscript. This corner appears as an established station having a Geographic position and is shown as primary control.

The field inspector has noted on Form No. 524 that three of the U.S.E. F.R.M. stations are on section lines.

A separate report is being submitted by W.A. Rasure, Photogrammetric Engineer, relative to Section Corners and incorporated in this report. See next page.

44. **COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:**

There was no topographic quadrangle available for comparison.

45. **COMPARISON WITH NAUTICAL CHARTS:**


Except for the small mean low water lines mentioned on the discrepancy overlay for investigation by the field edit, no differences were noted.

Respectfully submitted,

Rudolph Dorsett,
Prin. Photo Aid.

Approved and forwarded:

George E. Morris, Jr.
Chief of Party.
DEPARTMENT OF COMMERCE
U. S. COAST & AERONAUTIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED

strike out one

Homestead, Florida 26 May 1947

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

The positions given have been checked after listing by

Peas A. Gilmore
Chief of Office

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLORIDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>RADIO TOWER</td>
<td>Skeleton Steel tower 132 ft. high</td>
</tr>
<tr>
<td></td>
<td>(ELEV.) 132 ft. high</td>
</tr>
<tr>
<td>TASK</td>
<td>Aluminum painted elevated tank</td>
</tr>
<tr>
<td>TOWER</td>
<td>Tower atop Fort Lauderdale Bathing Club 90 ft. above M.L.L.</td>
</tr>
<tr>
<td>&quot;TOWER&quot;</td>
<td>(Previously charted as &quot;BOAT&quot;)</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.
NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELIVERED

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

The positions given have been checked after listing by W. W. Dawsey, Lieut. Comdr. George E. Morris, Jr.

<table>
<thead>
<tr>
<th>STATE</th>
<th>FLORIDA EAST COAST</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lt. No. 4 Port Everglades Entrance</td>
<td>None</td>
<td>26 05 1155</td>
<td>80 06 246</td>
<td>N.A. 1927</td>
<td>Radial Plot</td>
<td>Dec. 1946</td>
<td>X X 1946</td>
</tr>
<tr>
<td>Lt. No. 3</td>
<td></td>
<td>None</td>
<td>26 05 984</td>
<td>80 06 244</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note:

These nonfloating aids to navigation were submitted on Form No. 567 (dated 18 December 1945). Their positions were given as approximate. The above geographic positions are correct. (See paragraph 34 compilation report).

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if re-determined, 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.
FIELD EDIT REPORT
QUADRANGLE T-8429
"PORT EVERGLADES"
PROJECT GS-312-B

The field edit of this quadrangle was made by John D. Weiler, Photogrammist, during May, 1947.

46. METHODS - In field editing the map manuscript all roads were traversed by truck. Considerable boat work was necessary along the Intracoastal Waterway because of the inaccessibility of the area. All cultural data added to the map manuscript was either plotted from topographic features or cut in by planation methods.

47. ADEQUACY OF THE MAP MANUSCRIPT - The map manuscript was adequate and correct except for numerous changes made since the date of the original field inspection, and a few details omitted during that inspection.

For the most part, notations made on the field edit sheet are self-explanatory. The following data is submitted, however, to aid in their interpretation:

There are 26 bridges over navigable waters in the quadrangle. To save confusion they have been numbered and measurements summarized on a separate single-weight copy of the map manuscript. Of these bridges, 3 span the Intracoastal Waterway and are listed in the U.S. Engineers "List of Bridges over Navigable Waters of the U.S.", dated July 1, 1941. Clearances for one of the bridges so listed were verified; discrepancies were found in the listing of the other two bridges, and were reported to the local District Engineer (see copy of letter attached to this report). The remaining bridges in this quadrangle are fixed bridges spanning channels which, while navigable by small boats, are not commonly used by any but purely local traffic. None of these bridges are listed in the bridge book, and since they are of minor importance to normal navigation they have not been reported to the District Engineer.

Precinct lines and city limits are also delineated on a separate, single-weight print of the map manuscript. There is no official precinct map of Broward County; precincts were delineated from the minutes of the meeting establishing them. Photostats of these minutes will be submitted with Quadrangle T-8428.

The U.S. Coast Guard Base at the old New River Inlet has been abandoned. Efforts are being made by the City of Fort Lauderdale to acquire it as a public beach.
State Hwy. 140 is now State Hwy. 114A and its course has been defined by numerous notations.

Beacon 53 was incorrectly numbered "13" on the map manuscript.

Beacon 55 was correctly located on the map manuscript.

The shoreline along the old New River Inlet was correctly shown on the map manuscript.

Areas where new construction was noted at the time of the original field inspection were investigated and corrected.

48. VERTICAL ACCURACY TEST - No vertical accuracy test was made in this quadrangle. The nearest vertical accuracy test is immediately south of this quadrangle in T-8450, and is included in the report of revision contouring of C.W.A. sheets by Joseph K. Wilson.

49. PUBLIC LAND LINES - A search was made for corners indicated on the discrepancy overlay. One quarter-section corner, one meander corner, and one offset corner were recovered, pricked on the photographs, and form 524 submitted.

The 1927 survey referenced old posts as section corners. Twenty years have probably deteriorated them beyond recognition, and account for not recovering them.

50. LANDMARKS - One new landmark was recommended, and two verified. Form 567 is submitted.

The corrected map manuscript was reviewed by H. C. Davis, Engineer for Broward County for many years; he could find no errors.

Respectfully submitted,

John D. Weiler
Photogrammetrist

Approved and Forwarded:

Ross A. Gilmore, 6/17/67
Chief of Party
PUBLIC LAND LINES:

Only one section corner within the limits of this quadrangle was recovered in the field. It is a traverse station and is the southeast corner of section 1, T-50-S, R-42-E.

Plots of a survey in 1927 made by the County Engineer of Broward County were used in constructing the section lines. It is not known if this survey is recognized by the General Land Office; however, it is believed to be very accurate and should be used in preference to the old General Land Office plats.

The section lines are shown on the front of the map manuscript in red acetate ink and have been drawn across the water area along the intracoastal waterway merely for the aid of the smooth draftsman.

The junction on the north with quadrangle T-8426 should be carefully checked in the Washington Office, as there is a datum and scale change along this junction line. The junction was made in this office from an original print.

When field inspection was done on quadrangle T-8426, the southwest corner of section 1, T-50-S, R-42-E, was recovered. This corner was not recovered by the field inspector: for this quadrangle and it plots in a small canal. This corner should be investigated by the field edit party.

William A. Raamre
William A. Raamre,
Photo. Engr.

Approved and forwarded:

George E. Morris, Jr.
Chief of Party.

* The 1927 survey was based on recovery, by the County Engineer, of generally accepted corners. Most of these section corner markers, usually posts, are now deteriorated and it would be very difficult and impractical to attempt to construct the section lines on the basis of the G.L.O. plat information.

K. H. Molen
2-27-48
T-8429 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-8429 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-8429 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 8, 1948
Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8429

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

Detailed: Planimetric map manuscripts T-8592 and T-8593, scale 1:10,000, were reproduced on vinyline at a scale of 1:20,000 to form map manuscript T-8429. This reproduction process plus the reduction in scale necessitated some redrafting of the map manuscript in order to clarify the detail. In conjunction with this redrafting work the application of field inspection from the 1945 single lens field ratio photos was checked against the 1:10,000 planimetric maps and these maps were, in turn, applied to the map manuscript.

The smooth draftsman should have sheets T-8592 and T-8593 for reference to enable him to distinguish the details in congested areas.

44. Comparison with Existing Topographic Quadrangles. - The following surveys are superseded by the map manuscript in all common areas:

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-510</td>
<td>1:20,000</td>
<td>1883</td>
</tr>
<tr>
<td>T-427</td>
<td>1:20,000</td>
<td>1927</td>
</tr>
<tr>
<td>T-6181</td>
<td>1:5,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-6182</td>
<td>1:5,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-8592</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
<tr>
<td>T-8593</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
</tbody>
</table>

45. Comparison with Nautical Charts. -

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 546</td>
<td>1:5,000</td>
<td>2-10-47</td>
</tr>
<tr>
<td>No. 647</td>
<td>1:40,000</td>
<td>7-20-46</td>
</tr>
<tr>
<td>No. 1248</td>
<td>1:80,000</td>
<td>11-2-46</td>
</tr>
</tbody>
</table>

Critical corrections from the map manuscript have been applied to nautical chart No. 546, 2-4-47.

48. Vertical Accuracy Test. - A vertical accuracy test was run for the adjacent quadrangle T-8430 on sheet 261-H of the C.W.A. surveys. On the basis of that test this map complies with the national standard map accuracy requirements.
Reviewed by: K. N. Maki
2-27-48

Reviewed under direction of: S. V. Griffith
Chief, Review Section

APPROVED BY:

B. J. Jones 3/46
Technical Assistant to the
Chief, Div. of Photogrammetry

K. T. Adams
Chief, Div. of Photogrammetry

E. E. Green
Chief, Div. of Coastal Surveys
Stuart, Fla.

5 June 1947

To: District Engineer
Jacksonville District
Corps of Engineers
P.O. Box 6976
Jacksonville, Fla.

Subject: Bridge clearance

The clearances listed below were determined during field work for span completely 2-0-0. These measurements differ from those given in the "List of Bridges over Navigable Waters of the U.S.", dated July 1, 1941, and are reported for your information.

Vertical clearances were measured from a carefully centered mean high-water line as indicated on survey plats.

1. NEW BUSSELTON (NE 1/4), p. 16-3, Lat. 30° 07' 10" Long. 80° 30' 34" should read 26.2 ft. (11.4 m), (Heights, Ch. 1 both left & right) 25.0 ft. (7.6 m), (Width, Ch. 1) 20.0 ft. (6.0 m).

2. HOLLYWOOD (NE 1/4), p. 16-3, Lat. 30° 07' 10" Long. 80° 07' 10"
should read 25.2 ft. (7.7 m), (Heights, Ch. 1) 24.0 ft. (7.3 m), (Width, Ch. 1) 20.0 ft. (6.0 m).

Louis V. Burns, III
Chief of party

cc: 1. District
Chief and Geodetic Survey

2. Lt. Cmdr. Ross A. Gillmore,
Chief of Party

3. Field Data Report, No. 4880
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broward County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intracoastal Waterway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlantic Ocean</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Rd No. A1A (two blocks)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollywood</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonito Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dolphin Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollywood Beach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Dania Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dania Town Canal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dania Cutoff Canal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dania Sound</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Mabel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Mabel Canal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Names reported included this name, for a canal extending northerly from Dania Cutoff Canal. It does not appear to exist on map manuscript. Name is OK if feature exists.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Everglades</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turning Basin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strenahan River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayan Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Sylvia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burnham Point</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name on Survey</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
<td>G</td>
<td>H</td>
<td>K</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New River Sound</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mooney Point</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunset Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Las Olas Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Las Olas Boulevard Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nunn Isles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale Beach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The original names report shows many names for the small islands and waterways in the northern part of this sheet, east of Fort Lauderdale. A copy of the map showing these names is attached, in case the scale of the sheet permits using them.

Names underlined in red are approved. 2/26/68 IH
# Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-4-29</td>
<td>546</td>
<td>A. Anderson</td>
<td>Before After Verification and Review Examine for critical corrections.</td>
</tr>
<tr>
<td>11-14-29</td>
<td>847</td>
<td>L. Leich</td>
<td>Before After Verification and Review Tape and therefore fully applied before final edit.</td>
</tr>
<tr>
<td>5-13-57</td>
<td>1248</td>
<td>L. Morgan</td>
<td>Before After Verification and Review No crit. Cor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

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.