

5631

U. S. COAST & GEODETIC SURVEY  
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Original

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 - 5631

State Florida.

## LOCALITY

Biscayne Bay  
North Miami Beach.

Date of Photos <sup>1935-36</sup> January 1935

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

5631

applied to chart no. 1248 - Mar. 18, 1937

g. H. S.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND MAPS SECTION

MAY 9 1936

REF. NO.

Acc. No.

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-5631

State Florida

General locality Biscayne Bay

Locality.....North Miami Beach.....  
photographs

Scale 1:10,000 Date of ~~survey~~ January 25, 1935

Vessel \_\_\_\_\_ Field Party No., 14.

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

Surveyed by See data sheet attached to the 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, 1933

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.

\* Blueprint scale 1/10,200.

# DATA SHEET

Sheet Register No. T - 5631.

Portion of work:	Done by:	Date completed:
Projection	W. J. Mignola	June 16, 1935.
Projection checked	D. L. Ackland	June 16, 1935.
Control plotted	O. H. Niemela	June 17, 1935.
Control checked	T. H. Aldrich	June 17, 1935.
Radial plot developed	John C. Mathisson	June 23, 1935.
Radial plot checked	M. B. Gill, Jr.	Sept., 16, 1935.
Street systems compiled and inked by	M. B. Gill, Jr.	Nov., 14, 1935.
High water line and symbols compiled and inked by	John C. Mathisson	March 27, 1936
Contemporary Topo. Sheets checked	M. B. Gill, Jr.	April 29, 1936.

\* \* \* \* \*

Area of Sheet: 22.2 square statute miles.

Length of shoreline: 30.0 statute miles.

Length of rivers and canals: 16.1 statute miles.



DESCRIPTIVE REPORT  
to accompany  
PHOTO-TOPOGRAPHIC SHEET  
REGISTER NO. T - 5631  
NORTH MIAMI BEACH  
FLORIDA  
1935 - 36  
Scale 1:10,000

E. R. McCarthy,

Chief of Party.

John C. Mathisson,

In charge, photo unit.

PROJECT INFORMATION:

This sheet is one of eight included in the project from Fort Lauderdale to Cutler, Florida. General information pertaining to the project as a whole is given in the General Descriptive Report which is bound with and made a part of the descriptive report for Sheet Register No. T-5629.

DESCRIPTION OF AREA:

This sheet covers an area of the East Coast of Florida between Dumfounding Bay on the north to the <sup>latitude 25 43</sup> northern tip of the Indian Creek Golf Club ~~Island~~. In this area is shown the extreme northern portion of Biscayne Bay and the Intracoastal Waterway between Biscayne Bay and Dumfounding Bay. The sheet shows the topography from the high water line on the east to a point three and one half nautical miles inland.

Lying within the limits of this <sup>compilation</sup> sheet, either entirely or partially, are the following towns or communities: North Miami Beach, North Miami, Ojus, Sunny Isles and Surfside. North Miami Beach is an incorporated town made up of the former town of Fulford, the eastern section of Ojus and Sunny Isles. This town was incorporated recently. Ojus is a small town lying near the north ~~neat line of the sheet~~. An attempt was made to drop the incorporation of this community but because of a debt due for a fire engine the dissolution was disallowed by the courts. Surfside is a recently incorporated town (May 17, 1935) which joins Miami Beach on the south. Only part of this community appears at the southeast corner of this compilation. The incorporated town of North Miami is shown at the southwest corner of the sheet. This town is located on land partially and formally <sup>named</sup> ~~occupied by~~ Miami Shores ~~which is defunct~~. A confusing community, known as Miami Shores Village, lies two miles south of the defunct Miami Shores. This community is shown on the compilation of Sheet Register No. T-5630.

? chart comp.





~~The~~ The only industry of any importance in the area of this ~~sheet~~ <sup>compilation</sup> is the Maule-Ojus Rock Company at Ojus. Extensive dredging operations are carried on here to obtain sand and gravel for construction purposes. Maule Lake has been formed as a result of these operations.

Cultivation in the area is confined to the rich bottom lands and the low lands immediately inshore of the mangrove, where such lands are not flooded at high tide. A majority of the lands to the west of the railroad are covered with a thick growth of palmetto and second growth pine. There is very little surface soil in this area and as a result the area is unfit for cultivation.

A large area of the extensive growth of mangrove at the north of the bay and west of the Intracoastal Waterway has been ditched for mosquito control and drainage. These ditches, together with the open ponds of shallow water in the area, have been shown on the compilation.

Due to the fact that a majority of the area of this ~~sheet~~ <sup>compilation</sup> may be classed as rural, all of the buildings and dwellings were shown in these rural areas. The area of North Miami was not considered to be rural and only the public buildings have been shown. The buildings adjacent to the water bodies have been shown over the entire area.

#### GENERAL INFORMATION:

The area of this ~~sheet~~ <sup>compilation</sup> is covered by two flights of five lense photographs. One flight roughly parallels the high water line of the ocean beach from the north neat line to the south neat line. This flight contains photographs numbers 40 to 54 and were secured on January 25, 1935 at 1:00 P. M. The other flight roughly parallels the bay high water line from the south neat line to a point on the north shore of Maule Lake and contains photograph numbers 185 to 198 which were secured at 12:30 P. M. on the same date.

An index of photographs is appended to the General Descriptive Report of the area.

From the photographs it is evident that shoaling is taking place immediately offshore from ~~Baker's Haulover~~ <sup>the inlet at lat. 25° 54'</sup>. This shoaling is due to the scouring from the shoal area in the bay during an ebbing tide and depositing the scoured material east of the cut. The limits of this shoal area ~~is~~ <sup>are</sup> shown on the compilation. (See opposite page.)

The size and shape of Maule Lake changes as material is dredged from the locality to obtain sand and gravel for construction purposes. The west shore-line of this body of water has been altered to conform with changes made since the date of the photographs.

There is a small pier on the south side of the cut at ~~Baker's Haulover~~ <sup>25° 54' / 80° 07' 4</sup> that has been constructed since the date of the photographs. This pier is at present use by an oil company to dispense oil and gasoline to boats. This pier is shown on the compilation.

The wreck symbol appears at four localities on this ~~sheet~~ <sup>compilation</sup>. Three of these wrecks are barges and one is a pile driver. All are above water at



high tide and were apparently blown ashore during the hurricanes and storms of past years.

*mangrove island between Biscayne Bay and Indian Creek* It was very difficult to represent the ~~area north of the Indian Creek Golf Club Island~~. The area consists mostly of dead mangrove which have been partially covered with spoil and around most of the area no definite high water line is apparent. It is believed that spoil was originally deposited on growing mangrove and the process killed the mangrove over most of the area. A high water line is shown only where definite on the west side of the area and the area of dead mangrove is shown by single leaves. This island is named Miami Shores Island on most of the maps of the area but on these maps the area now known as the Indian Creek Golf Club Island is shown connected and called by the same name. Because the area does not seem to warrant a name and because it was impossible to obtain a definite agreement as to the correct name, the name has been omitted from the name sheet. The original plans for the development of this area called for a causeway across the bay to this island. The double row of pile in the middle of the bay were ~~intended~~ placed for this causeway and the row of piles roughly parallel to the west shoreline were probably intended for a bulkhead.

In addition to the present channel of the Intracoastal Waterway, the old channel is also shown on this *compilation* sheet. It was possible to obtain this delineation from the photographs in the northern part of the bay where the channel appeared very distinctly. This channel was missed by the contemporary hydrography probably because the hydrographic party did not know of the existence of the channel.

*compilation* The span and clearance as given on the various bridges shown on this sheet were obtained from the contemporary *plan table* ~~topographic~~ survey of the area. (Graphic Control Sheet Register No. 6297b)

*compilation* The over-lay name sheet shows all of the names in the area of this sheet in so far as it was possible to obtain them. Difficulty was experienced in obtaining the names of the streets in Ojus and North Miami Beach (~~Pulford~~). The names as they appear in these towns were obtained from the local inhabitants as no reliable plat of the area was available.

All of the beacons (non floating aids to navigation) have been transferred from the contemporary *plan table* ~~topographic~~ sheet of the area and shown on the compilation. This is also true of the marked stations (Recoverable Topographic Stations) in the area. One additional described station has been located and described on Form 524 which is submitted with the report.

#### CONTROL:

For a discussion of the control used in the compilation of this sheet, see the General Descriptive Report covering the entire area of the project.

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



#### COMPILATION METHOD:

Some difficulty was experienced with the radial plot where the two flights overlapped near the center of the sheet. This was due to the difficulty in identifying common points on the two flights caused by the difference in light. After picking very definite points, and identifying these points on both flights before selection, the radial plot was developed without difficulty. No adjustment was necessary.

#### INTERPRETATION OF PHOTOGRAPHS:

In general, the photographs were clear and adequate for charting purposes. Field inspection in the case of the roads in the area was necessary only to determine the class of road to be shown. This inspection required one day. All triangulation stations in the area of the ~~sheet~~ <sup>compilation</sup> were identified on the photographs and used in the radial plot.

The delineation of the high water line along the ocean beach was difficult to obtain from the photographs because the beach is white sand. In order to obviate this difficulty, off-set distances were obtained from all triangulation stations and several well defined points along the beach. With the aid of these distances to the high water line, at about one half mile intervals, it was possible to delineate the high water line from the photographs.

Difficulty was experienced in obtaining the outline of buildings when they appeared more than half way out on the wing prints. Where the outline was doubtful the buildings have been omitted from the compilation.

#### INFORMATION FROM OTHER SOURCES:

The location of the various beacons appearing on this ~~sheet~~ <sup>compilation</sup> were obtained from the graphic control sheet of the area, Sheet Register No. 6297b.

The street map of the City of Miami was used to obtain the street names in the area of North Miami. North Miami is not, however, within the cooperate limits of the City of Miami.

The U. S. Engineer's Office was consulted in regard to the names of various geographic features.

A map of Greynolds Park was used to place the boundary of the park on the ~~sheet~~ <sup>compilation</sup>. This park was constructed by PWA funds and the locality was at one time an abandoned rock pit.

Excepting the areas of North Miami and Surfside, it was very difficult to obtain the names of the streets and roads appearing on this ~~sheet~~ <sup>compilation</sup>. In order to obtain the names that appear on the name sheet it was necessary to get them by field inspection, there being no registered plats of the areas in question.



#### COMPARISON WITH CONTEMPORARY SURVEYS:

The area of this sheet is partly covered by contemporary surveys shown on Sheet Register No. 6297b which was done during 1934 by the party of H. A. Cotton. These sheets show only the signals located for topography and scattered sections of the high water line.

The short sections of high water line shown on ~~this sheet~~ <sup>T-6297b</sup> checks very good with the delineation as shown on the compilation. A few minor discrepancies were noted when the comparison was made but they are less than three meters.

It is noted that the south jetty at ~~Baker's Haulover~~ <sup>the inlet in lat. 25°54'</sup> is noted as being a concrete pier on ~~the contemporary sheet~~ <sup>T-6297b</sup>. This is an error.

The spoil banks show differences in delineation between ~~the two sheets~~ <sup>compilation</sup>. It is believed that they are shown correctly on the compilation as the area was inspected in the field. <sup>T-6297b and this</sup>

The contemporary survey does not show the inner line of piles along the abandoned bulkhead just east of Beacon 33. The location of the single pile in this locality was obtained from the contemporary survey. <sup>(T-6297b)</sup>

Difficulty was experienced in comparing ~~the sheets on the projector~~ <sup>T-6297b with this compilation</sup> because of distortion in the negatives near the edge. <sup>^</sup>

#### COMPARISON WITH PREVIOUS SURVEYS:

The area of this ~~sheet~~ <sup>compilation</sup> is shown on two of the ~~sheets~~ <sup>old compilations</sup> compiled during 1928. These are Register Nos. 4527 and 4528.

The topographic detail of a permanent nature shows very good agreement between ~~the two sheets~~ <sup>T-4527, 4528, and T-5691</sup>. Slight differences are noted in the location of the high water line along ocean beach. The maximum difference is slightly more than ten meters.

Differences are also noted in the location of some of the roads and streets ~~on the sheet~~. These differences are also slight. <sup>by comparing the old and new compilation.</sup>

The major differences noted in comparing the two compilations are those due to improvements made ~~between the dates of the two surveys~~. The improvements are as follows: <sup>Since the time of photos for the old compilations.</sup>

The Intracoastal Waterway has been straightened and the location changed in a great many places. This additional dredging has caused spoil to be deposited in the water areas and in the mangrove areas. The spoil area in Dumfounding Bay and the additional spoil areas in Biscayne Bay were formed in this manner.

The south island in Sunny Isles has been constructed since the date of the previous survey.

The size and shape of Maule Lake has changed since the last compilation was made.



Improvements made on the east side of Dumfounding Bay have altered the shape.

Greynolds Park has been constructed since the date of the last compilation. This was shown on the old compilation as a rock pit.

*between long 80° 07' and 80° 08' at lat 25° 53' 5"*  
The area ~~southwest of Baker's Haulover~~ has been filled and a small yacht basin built since the date of the last survey.

In addition, a few <sup>new</sup> streets have been constructed and there are several rock pits on the new compilation not shown on the 1928 compilation.

It is noted that streets are shown on the 1928 compilation in several localities which are not shown on the ~~present sheet~~. <sup>1935 compilation</sup> The streets, for the most part, were 'boom' construction in real estate developments that have since been abandoned.

The biggest difference noted in the delineation of detail between ~~the two sheets~~ is in the case of the shallow pond west of triangulation station Mangrove, 1918. This feature appears east of the location assumed on the present compilation and is not connected with the bay area through the ~~channel~~ as shown on the old compilation. *old and new compilation*

#### LANDMARKS:

'Landmarks for Charts' for the area of this sheet were submitted on September 17, 1935. A duplicate copy of this list is attached to the descriptive report for Sheet Register No. T-5629.

'Land marks for Charts' in the case of permanent (non-floating aids to navigation) were reported in the descriptive report for Sheet Register No. 6297a and 6297b.

#### CONFLICTING NAMES:

There is a question as to the proper spelling of Dumfounding Bay. The U. S. Engineer's claim that the spelling should be Dumfoundling Bay. It is believed that the bay took it's name from the triangulation station Dumfounding, 1883 and that the spelling as used on the present editions of the published chart is correct. This bay is also known as Bonita Bay.

The settlements of Fulford<sup>?</sup> and Miami Shores<sup>?</sup> appear on the present chart. Fulford<sup>?</sup> has been replaced by North Miami Beach and Miami Shores is defunct. Miami Shores Village appears on Sheet Register No. T-5630 about two miles south of the location of the former Miami Shores<sup>?</sup> and the locality is now known as North Miami.

BENCHMARKS:

All of the first order benchmarks as well as the tidal benchmarks are shown on the compilation. The location of the first order benchmarks were obtained from the photographs while the tidal benchmarks were transferred from the graphic control sheet of the area. *These benchmarks are shown with circles. This symbol is the only one that is not a standard symbol on this compilation.*

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this compilation covers the area adequately and that further surveys are not needed at the present time. It is also believed that the desired accuracy has been maintained ~~on this compilation of this sheet.~~ *The probable error of location is estimated to be from 0.3 to 0.5 mm for intersected points and from 0.3 to 0.8 mm for points between intersections.*

*fam.*

*John C. Mathisson,*  
John C. Mathisson,  
Jr H. & G. E.,  
U. S. Coast and Geodetic Survey.

April 27, 1936



# TABLE OF TRIANGULATION CONTROL

STATION	Corr for NA. 1927	POSITION (North American 1927)	PLOTTING DISTANCES
S. E. Cupola, Sunny Isles Casino, 1934.		Lat. 25° 55' 1467.1 (379.2) Long. 80° 07' 521.4 (1148.1)	1438.4 (371.8) 511.2 (1125.8)
Tank, North Miami Beach, 1934.		Lat. 25° 55' 1751.9 (94.4) Long. 80° 09' 1304.5 (365.1)	1717.6 (92.5) 1278.9 (357.9)
Sunny, 1928.	-20.6 -0.6	Lat. 25° 55' 1572.8 (273.6) Long. 80° 07' 500.3 (1169.3)	1542.0 (268.1) 490.5 (1146.3)
Morris, 1934.		Lat. 25° 55' 1532.0 (314.4) Long. 80° 07' 496.0 (1173.6)	1502.0 (308.2) 486.3 (1150.5)
Chimney, Tall, 1934.		Lat. 25° 55' 523.6 (1322.6) Long. 80° 09' 660.0 (1009.8)	513.3 (1296.7) 647.0 (990.0)
Baker, <del>1928</del> <sup>1883</sup> ?		Lat. 25° 54' 878.2 (968.1) Long. 80° 07' 584.3 (1085.8)	860.9 (949.1) 572.8 (1064.5)
Bridge, 1928.		Lat. 25° 54' 276.8 (1569.4) Long. 80° 07' 621.8 (1048.3)	271.3 (1538.6) 609.6 (1027.7)
North Miami, Silver Tank, Final, 1934			
Tank, Aluminum Color, North Miami, 1934.	-20.8 -0.8	Lat. 25° 53' 704.8 (1141.5) Long. 80° 11' 24.4 (1645.9)	691.0 (1119.1) 23.9 (1613.6)
Mangrove, 1918	-20.5 -0.5	Lat. 25° 53' 476.9 (1369.3) Long. 80° 09' 276.2 (1394.1)	467.6 (1342.4) 270.7 (1366.7)
+ Start 2, 1934.	-20.4 -1.1	Lat. 25° 53' 2.3 (1844.1) Long. 80° 07' 544.8 (1125.3)	2.3 (1807.9) 534.1 (1103.2)
* Start, 1928	-20.3 -0.5	Lat. 25° 53' 7.5 (1838.7) Long. 80° 07' 525.2 (1145.0)	7.4 (1802.6) 514.9 (1122.5)
Nom, 1934	-20.5 -1.0	Lat. 25° 53' 116.3 (1730.1) Long. 80° 11' 1296.3 (374.0)	114.0 (1696.2) 1270.8 (366.6)

\* Start 1928. 25° 52' 59.584" 1833.6 m  
80° 07' 18.849 529.7 m (NA. 1927 adjusted position)

+ Start 2, 1934 25° 52' 59.410" 1828.2 m  
80° 07' 19.634 543.7 m (NA. 1927 adjusted position)

## Remarks

## Decisions

1		
2	<del>spelling believed correct.</del>	Dvm founding
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18	no umbelens; and no authority found in local maps & blue prints	
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27		

# GEOGRAPHIC NAMES

Survey No. T-5631.

Name on Survey	GEOGRAPHIC NAMES									
	Survey No. T-5631.									
	On Chart No. 583	On previous survey No. T1049	On U.S. quadrangle Map T-5631	From local information	On local Maps	Chart P.O. 124F	Rand McNally Atlas	U.S. Coast List		
A	B	C	D	E	F	G	H	K		
Ojus.			✓	✓	*	—	P.O.			1
<del>Dumfounding Bay</del> *			✓	—	*					2
Greynolds Park		*	✓							3
Moule Lake			*	—						4
North Miami Beach			✓	✓		—	P.O. 94146	*		5
Sunny Isles		*	✓							6
Oleta River		*								7
Bella Vista		*	—							8
Atlantic Island		*	✓							9
Venetian View Island		*	✓							10
Royal Palm Island		*	✓							11
Bay View Island		*	✓							12
Arch Creek	*	✓				✓				13
North Miami			✓	✓		—	P.O. 94146	*		14
Biscayne Bay	*		✓		✓	—				15
Indian Creek	*	✓				✓				16
Surfside			✓					*		17
<del>Indian Creek Golf Club Island</del>										18
Intracoastal Waterway			✓	—			U.S. * BGR	—		19
Biscayne Canal	*		✓		✓					20
Royal Glades Canal		*	✓							21
Little Snake Creek		*	✓							22
<del>Wet Lake</del>										23
Atlantic Ocean										24
Dumfounding Bay										25
										26
										27

Names underlined in red approved by [signature] on 5/25/36

9/11/36 U.S. BGR

M 234

Names underlined in red approved  
by P.F.W. on 5 25/36

6/11/36 U.S.B.G.N.

REVIEW OF AIR PHOTO COMPILATION NO. T-5631 (1935)

1:10,000 Scale (Photos taken Jan. 25, 1935)

Comparison with Graphic Control Survey.

T-6297b (Dec. 1934 - Jan. 1935) 1:10,000. See page 5 of the preceding descriptive report for comparison between T-6397b and this compilation and the list of differences. In addition to those mentioned there is a difference of 1.1 mm. for a short section of coastline on the south side of the inlet near triangulation station Bridge 1928. This difference may have resulted from a change of shoreline since time of survey T-6297b.

The following details have been transferred from T-6297b to this compilation in this office by L. A. McGann, checked by R. M. Berry, June 2, 1936. *Lam*

- (1) U.S.E. stations, Graves, Fontania and Golf.
- (2) N. Double Pole) 25°54'  
S. Double Pole) 80° 07.4'  
Pointed Tower - 25° 55.5'  
80° 07.8'

All details on T-6297b within this area are now shown on the compilation except:

(1) Non-recoverable plane table stations and the magnetic declination.

(2) Undescribed recoverable plane table stations, except those mentioned under par. (2) above. Due to the density of recoverable stations in this area all of these stations have not been transferred. They are small objects such as poles, chimneys, etc., located for control of hydrography.

All described stations are filed under survey number T-6297b, except station Obelisk (d) which is filed under this compilation number.

Comparison with Previous Topographic Surveys.

T-1049 (1867) 1:20,000. The survey T-1049 covers the coast of Florida and Biscayne Bay from latitude 25°45', to 25°53.5'. The changes of topography have been large over the small portion of T-1049 which is common to this compilation. T-1049 is superseded by this compilation in the common area.

T-1510 (1883) 1:20,000. Survey T-1510 covers the coast between New River Inlet and Biscayne Bay, from latitude 25°54', to latitude 26°07'. There have been extensive developments over the common area since the time of survey T-1510. Shoreline changes as a result of this have been large. T-1510 is superseded by this compilation over the common area.

T-3758 (1919) 1:20,000. Survey T-3758 covers Biscayne Bay and the coast of Florida from latitude 25°42' to latitude 25°56' except the area covered by Miami and Miami Beach. There have been large changes over the entire common area resulting from the growth and development of this area since the time of survey T-3758. T-3758 is superseded by this compilation over the common area.

T-4527, T-4528 (1927) 1:20,000. Air Photo compilations. See pages 5 and 6, of descriptive report T-5630 for a detailed comparison of this compilation with T-4527 and T-4528. There have been a number of large changes since 1927 the time of the photos for T-4527 and T-4528. This compilation T-5631 is complete and adequate to supersede those portions of T-4527 and T-4527 which it covers.

T-4357 (1928) 1:10,000. An insert of survey T-4357 shows a small area in the vicinity of the inlet at 25°54' - 80° 07.4' which is common to this compilation.

A high tension line is shown on T-4357 extending between triangulation station Baker 1883, and triangulation station Bridge 1928. This line does not appear on this compilation but its existence has not been disproved. Except for this transmission line T-4357 is superseded by this compilation over the common area.

#### Comparison with New Hydrographic Surveys.

H-5779 (1935) 1:10,000. Hydrographic survey H-5779 carries the notation "piling" at 25°53.5' - 80°09.1'. These piles have not been located on this compilation.

There are minor differences in delineation of spoil banks at latitude 25°54', longitude 80°08.2'. The compilation is accepted as correct here since the photos were taken after the date of T-6297b and have been field inspected. *called to attention of the verifying unit 6/5/36 B. J. P.*

#### Comparison with the Charts.

Charts No. 583, 1248, 3260. The beacons in the Intracoastal Waterway through Biscayne Bay have been moved since the last edition of Charts 583, 1248 and 3260. The beacons on the Intracoastal Waterway through Dumfounding Bay are not shown on this compilation. There are no graphic control surveys of the Dumfounding Bay area. Consequently there are no positions available for accurately locating these beacons on this compilation. U. S. Engineers' blue print No. 29578 shows the beacons in the Dumfounding Bay area.

The list of landmarks for this compilation is contained in Chart letter 443 (1935).

The snag shown on Charts 583, 1248 and 3260, at 25°53.7' - 80°08.9' is not shown on this compilation but its existence has not been disproved. It was not covered by the graphic control survey T-6297b and can not be seen on the photographs.

The correct name of the railroad which traverses this compilation is the Florida East Coast Railway (F.E.C. Ry). This is shown as F. E. C. R. R. on the charts.

The beacons shown on this compilation in Biscayne Bay were transferred from T-6297b and were located from December 1934 to January 1935.

*Lernard A. McIsaac*  
*June 11, 1936.*  
*J. J. Jones*

REVIEW OF AIR PHOTO COMPILATION NO. *T-5631*.

Chief of Party: E. R. McCarthy

Compiled by: See data sheet.

Project: Fort Lauderdale to Cutler, Fla. Instructions dated: Nov., 17, 1933

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) ✓  
*Graphic control surveys T-62976 covers a part of this compilation.*
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) ✓
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 marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) ✓  
*High water line on sand beach located by ties to objects, stations, buildings, etc on the shore.*  
*Same.*

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)  
*1 station filed under compilation No T-5631*  
*2 stations " " Survey No T-62976.*
  
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)  
*list of landmarks contained in Chart letter 443 (1935) for this area.*
  
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.
  
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. McCarthy*

E. R. McCarthy.  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *Lemard A. McSauer June 11, 1936.*  
*V. B. Jones*

Examined and approved:

*B. K. Green*  
Chief, Section of Field Records

*L. O. Dolbut*  
Chief, Division of Charts

*Fred. L. Peacock*  
Chief, Section of Field Work

*G. H. Hinde*  
Chief, Division of Hydrography  
and Topography.