

6297a
6297b

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAY 13 1935

Acc. No. _____

Form 504
Ed. June, 1923

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

State: FLORIDA

DESCRIPTIVE REPORT

Topographic } Sheet No. E & EE
~~Hydrographic~~

LOCALITY

BISCAYNE BAY FROM SUNSET

~~ISLANDS TO HEAD OF BAY~~

Head of Biscayne Bay
to Sunset Islands

1934

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1923

6297a
6297b

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

REG. NO.

TOPOGRAPHIC TITLE SHEET

MAY 21 1935

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. E. & EE

REGISTER NO.

T6297a
T6297b

State FLORIDA

General locality BISCAYNE BAY

Head of Biscayne Bay to Sunset Islands
Locality SUNSET ISLANDS TO HEAD OF BISCAYNE BAY

Scale 1:10,000 Date of survey Dec. - Jan, 1934-35

Vessel Party No. 14

Chief of party E. R. McCarthy

Surveyed by H. J. Seaborg

Inked by H. J. Seaborg

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Oct. 29, 1934

Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT
TO ACCOMPANY
TOPOGRAPHIC SHEETS E & EE

BISCAYNE BAY FROM SUNSET ISLANDS
TO HEAD OF BAY

Party No. 14

E. R. McCarthy,
Lieut.(j.g.) C&GS,
Chief of Party.

DESCRIPTIVE REPORT
TO ACCOMPANY
TOPOGRAPHIC SHEETS E & EE

AUTHORITY:

Instructions of the Director dated Oct. 29, 1934.

LIMITS AND JUNCTIONS:

SHEET E

That part of Biscayne Bay between the Sunset Islands on the south to the 79th Street Causeway on the north and extending from the west shore of Biscayne Bay to the open coast at Miami Beach. This includes traverses through Indian Creek, Biscayne Waterway, Sunset Lake and connecting waterways; also a traverse up Little River. A sub-plan was inserted so that the work at Little River could be carried up to the Florida East Coast R.R. bridge. A junction with sheet "AA" is made on the south and with sheet "EE" on the north of this same current survey.

SHEET EE

That part of Biscayne Bay from the 79th Street Causeway north to the head of Biscayne Bay and extending from the west shore of Biscayne Bay to the open coast on the east. Biscayne Canal was run as far as the first highway bridge. A sub-plan was inserted to carry the survey beyond the normal limits of the sheet so as to include the head of Biscayne Bay.

CONTROL:

SHEET E

Two stations of the main second order scheme executed by this party appear on this sheet, namely: Causeway 1934 and Gulf Stream Apartments 1934. Further control was established by the plotting of nineteen intersection stations and C.W.A. Monument 36th Street 1934, a supplemental station.

SHEET EE

Six stations of the main second order scheme executed by this party appear on this sheet, namely: Bridge 1928, Start 1928, Mangrove 1918, Causeway 1934, Club 1934 and Gulf Stream Apartments 1934. Five intersection stations complete the control.

METHODS:

SHEET E

This sheet is intended to supplement and provide additional control for the reduction of the aerial photographs along with the usual location of signals for hydrography. Where no natural features existed, signals were erected at critical points along the shore such as wharf corners. These signals and objects were then located by planetable triangulation. As a result the stretches of shoreline were rodded in from a series of closely spaced signals with few shots over 300 meters. The fore-going applies only to the east and west shores of Biscayne Bay. Traverses were necessary through the waterways between the east shore of Biscayne Bay and the outside coast. Likewise a traverse was carried up Little River obtaining the shoreline complete.

SHEET EE

The same procedure was followed here as on Sheet E. However, three point fixes supplemented the cuts from control stations to a large extent. Two short traverses were necessary on the main sheet, namely: to the east of Normandy Isle and Biscayne Point. Stations "Pit" and "Arch" at the north of the sheet were located by planetable cuts. These two stations were then transferred to the sub-plan and using these as a base line a scheme of graphic triangulation was executed up the narrow part of Biscayne Bay to the line "Den" - "Com". From here a single line traverse was run and closed on S.E. Cupola, Sunny Isle Casino.

TRAVERSES AND CLOSURES:

SHEET E

From	To	Distance Statute Miles	Closures Meters
* Cross St. Francis Hospital 1934	Lot	1.5	6
* Lot	Roney 1934	1.9	7
* Ax	Lot	1.1	4
Ax	South Radio Tower 1934	1.7	0
* Ban	Center Br. Sunset Isles	.75	3
* Wat	Water Tank Little River 1934	1.3	4

TRAVERSES & CLOSURES:(CONTINUED)

SHEET E (CONTINUED)

From	To	Distance Statute Miles	Closures Meters
Dul	Bn. 61	.75	0
Water Tank, Little River 1934	Water Tank, Little River 1934	1.0	0
Upper part of Little River			

* Initial traverse adjusted and adjustment checked in the field
by re-running traverse.

SHEET EE

From	To	Distance Statute Miles	Closures Meters
Lan	Dip	.5	0
Dip	Spit	1.4	0
Den	S.E. Cupola Sunny Isle Casino 1934	1.2	4
Entrance to Biscayne Canal	First high- way bridge	0.5	dead end

Traverses adjusted by the usual proportional method.

DESCRIPTION OF AREA SURVEYED:

SHEET E

The west shore of Biscayne Bay or the western half of this sheet is a part of the City of Miami. South of C.W.A. Monument 36th Street are a number of houses and apartment buildings built around the several boat slips. There is evidence that at one time this particular section was all built in with seawalls, either concrete, stone, or wood, but since have deteriorated considerably so that now only sections of wall remain. North of C.W.A. Monument 36th Street much of the shoreline has fallen away due to the destruction of the wooden bulkhead. The piles of this bulkhead still remain. In places the concrete wall is still in good condition.

DESCRIPTION OF AREA SURVEYED:(CONTINUED)

SHEET E (CONTINUED)

The area at the mouth of Little River is very low and out up by numerous drainage ditches. An extensive area bares at low water. Shoreline through Little River and the S.W. of two tributary streams was run by planetable.

The east shore of Biscayne Bay which is a part of the city of Miami Beach is entirely built up with concrete or stone seawall and north of the Sunset Islands the area is filled with private residences. The W.I.O.D. transmitting station is located on Collins Island and Johns Island is a part of the Nautilus Hotel property. A heavy growth of Australian pines cover the Sunset Islands and overhang the concrete seawall.

Indian Creek, Biscayne Waterway, Surprise Lake, Sunset Lake and connecting waterways have concrete seawall throughout and are lined with residences. These residences are well maintained both in regard to the grounds and buildings and many of them have small wooden boat landings built out from the seawall. There are a number of bridges crossing these waterways, all of which appear on the planetable sheet as well as sections of the shoreline.

In the middle of the Bay a rectangle running north and south is formed by concrete piling spaced at six feet. This construction was the start of another artificial island such as the Venetian Islands.

A number of spoil banks have been formed by the deposition of dredged material from the channel. H.W.L. on all these banks appear on the sheet.

SHEET EE

On the west shore north of the 79th Street Causeway up to "Rit" there are short pieces of concrete seawall with gaps where the wall has broken away. In places the piles of former wooden bulkheads still stand in a foot or two of water at H.W. Above "Rit" the shore is marshy and presents a bleak effect as most of the vegetation has died off leaving bare tree trunks. The shoreline on both sides of the Bay to its head north of Bakers Haulover is mangrove edged.

A causeway runs across at 79th Street, Miami and connects to the Isle of Normandy on the Miami Beach side. This causeway is built up on a rock fill and has a concrete bridge with double draw on either end and two wooden bridges set on piles about midway across. These bridges are shown on the planetable sheet.

DESCRIPTION OF AREA SURVEYED (CONTINUED)

SHEET EE (CONTINUED)

The Isle of Normandy and Biscayne Point are areas which at one time were under real estate development but since have depreciated. However, recently the Normandy Sales Corporation has started a revival of the development of the Isle of Normandy. Remains of a wooden bulkhead still stands on the south side of the Isle while the wooden bulkhead on the east side is intact. Only a portion of the bulkhead on the south side of the channel through the Isle of Normandy remains. The wooden bulkhead surrounding Biscayne Point and its canals still stands but is infirm and broken away in places. The canals east of the Isle Of Normandy and Biscayne Point have been dredged out and the spoil thrown up on the bank increasing the elevation along these canals considerably.

North of Biscayne Point are two islands except that the south one is connected to the east shore by a bridge. A concrete seawall completely surrounds this island which is the property of the Indian Creek Club. The west shore of the mainland here is wooden bulkheaded on its southern end and has a concrete seawall north to Bakers Haulover.

As in the lower part of the Bay spoil banks have been formed by the dredging operations and the H.W.L. is shown on the sheet.

To the north and east of triangulation station "Mangrove 1918" a wooden piling construction stands in the water. This was the start of a proposed causeway which was to span across Biscayne Bay.

CITIES:

SHEETS E & EE

MIAMI: Miami, Buena Vista, Lemon City and Little River are all sections of the city of Miami. The northern limits of the city are at N.E. 87th Street.

VILLAGE OF MIAMI SHORES: This village merges into Miami but is incorporated separately. It extends from about 92nd Street to about 103rd Street. The area between 87th and 92nd Streets is unincorporated.

BISCAYNE PARK: Extending from the northern limit of the Village of Miami Shores to 121st Street.

NORTH MIAMI: Extending from 121st Street north off the limits of Sheet "EE".

CHANGES:

SHEET E

Reference has already been made as to the changes in shoreline due to the breaking up and deterioration of the seawalls.

The construction piling just north of the Venetian Islands is noted on the charts as being sheet piling. This should be noted as being concrete piling.

SHEET EE

Reference has been made to the changes in shoreline due to the seawall deterioration.

The bight just south of Biscayne Canal as shown on the chart is now filled in, closing up the opening completely.

The bulkhead on the north side and part of the south side of the channel through the center of the Isle of Normandy is now gone. The wooden bridge over the channel at its eastern end has been broken in half.

About a half mile to the southwest of Bakers Haul-over along the seawall changes have been made by filling in and a small basin has been constructed as a part of the wall.

GEOGRAPHIC NAMES:

SHEET E

There have been no changes in names now appearing on the chart covering this sheet. The waterway running west from Surprise Lake to Biscayne Bay is known as Surprise Waterway. The waterway connecting Surprise Lake with Indian Creek is known as Flamingo Waterway.

The long island connected to the mainland by the two 63rd Street bridges and at the northern end of Indian Creek is called Allison Island.

The single bridge connected island just to the west of Allison Island and south of the Isle of Normandy is called La Gorce Island. The small lake at the southern end of Indian Creek is known as Lake Pancoast.

GEOGRAPHIC NAMES: (CONTINUED)

SHEET EE

Normandy Beach is now known as the Isle of Normandy and the channel through its center is called Normandy Waterway. The island upon which the Indian Creek Club is located is known as Indian Creek Island. Bakers Haulover is applied to the opening which connects Biscayne Bay with the Atlantic Ocean.

LANDMARKS:

See attached list.

AIDS TO NAVIGATION:

See attached list.

MISCELLANEOUS:

The outside edge of the black ink line indicates the true shoreline.

Army Engineer's stations which were located on sheets "E" and "EE" are noted as U.S.E.

Respectfully submitted,

H. J. Seaborg
H. J. Seaborg,
Deck Officer, C&GS.

Approved & Forwarded:

E. R. McCarthy
E. R. McCarthy,
Lieut.(j.g.) C&GS,
Chief of Party.

MEMORANDUM BY CHIEF OF PARTY:

The topography on both these sheets was limited to the canals and narrow creeks where no fixes could be obtained by sextant.

The greater number of stations were located by graphic triangulation and very little traverse run.

All bridges were located and data in regard to clearances shown on the sheet.

E. R. McCarthy
E. R. McCarthy,
Lieut.(j.g.) C&GS,
Chief of Party.

AIDS TO NAVIGATION SHEET E

Miami, Fla.

March

5

E. R. McCarthy

Beacon 61	Black	25	50	982	80	10	500	N.A.	Topo	583
Beacon 63	"	25	50	499	80	10	534	N.A.	"	"
Beacon 65	"	25	49	1843	80	10	565	"	"	"
Beacon 67	"	25	49	1471	80	10	588	"	"	"
Beacon 69	"	25	49	1119	80	10	614	"	"	"
Beacon 71	"	25	49	650	80	10	708	"	"	"
Beacon 73	"	25	49	79	80	10	831	"	"	"
Beacon 75	"	25	48	1545	80	10	908	"	"	"
Beacon 77	"	25	48	1057	80	10	1012	"	"	"
Beacon 79	"	25	48	576	80	10	1114	"	"	"
Beacon 81	"	25	48	158	80	10	1198	"	"	"
Beacon 83	"	25	47	1588	80	10	1281	"	"	"

Same as letter 443-25

AIDS TO NAVIGATION SHEET EE

Miami, Fla.

March

5

E. R. McCarthy

Beacon 4	Red	25	55	103	80	07	1008	H.A.	Topo	583
Beacon 6	"	25	54	994	80	07	972	"	"	"
Beacon 11	Black	25	55	1292	80	07	1373	"	"	"
Beacon 13	"	25	55	935	80	07	1331	"	"	"
Beacon 16	"	25	55	549	80	07	1227	"	"	"
Beacon 17	"	25	55	193	80	07	902	"	"	"
Beacon 19	"	25	54	1794	80	07	935	"	"	"
Beacon 21	"	25	54	1359	80	07	925	"	"	"
Beacon 23	"	25	54	636	80	07	1147	"	"	"
Beacon 25	"	25	54	303	80	07	1376	"	"	"
Beacon 27	"	25	53	1754	80	07	1640	"	"	"
Beacon 29	"	25	53	1357	80	06	253	"	"	"
Beacon 31	"	25	53	1014	80	08	489	"	"	"
Beacon 33	"	25	53	727	80	08	689	"	"	"
Beacon 35	"	25	53	411	80	08	909	"	"	"
Beacon 37	"	25	53	137	80	08	1098	"	"	"
Beacon 39	"	25	52	1691	80	08	1302	"	"	"
Beacon 41	"	25	52	1385	80	08	1513	"	"	"
Beacon 43	"	25	52	1030	80	03	39	"	"	"
Beacon 45	"	25	52	671	80	09	556 ³³⁶	"	"	"
Beacon 47	"	25	52	347	80	09	559	"	"	"
Beacon 49	"	25	51	1816	80	09	820	"	"	"
Beacon 51	"	25	51	1464	80	09	1061	"	"	"
Beacon 53	"	25	51	1021	80	09	1367	"	"	"
Beacon 55	"	25	51	634	80	05	1681	"	"	"
Beacon 57	"	25	51	304	80	10	188	"	"	"
Beacon 59	"	25	51	17	80	10	387	"	"	"

Same as letter 443-35

Landmarks

SHEET B

Miami, Fla.

March

5

E. R. McCarthy

CUPOLA, (Tri. Cross St. Francis Hospital 1934)	25	50	1078	80	07	705	N.A.	Tri.	583
BUILDING(CENTER OF NORTH GABLE (Tri. Gulf Stream Apartments 1934)	25	50	1101	80	07	397	N.A.	Tri.	583
TOWER,(Tri. Tower Square 1934)	25	49	1105	80	08	35	N.A.	Tri	583
RADIO MAST,(Tri. North Radio Tower 1928)	25	48	1475	80	08	675	N.A.	Tri.	583
RADIO MAST, (Tri. South Radio Tower 1928)	25	48	1361	80	08	666	N.A.	Tri.	583
DOME, (Topo "Pop")	25	48	1246	80	08	132	N.A.	Topo	583
TANK(ELEVATED),(Tri. Water Tank Buena Vista 1934)	25	48	916	80	11	1077	N.A.	Tri.	583
WATER TOWER, (Topo "Sud")	25	50	544	80	10	1457	N.A.	Topo	583
TANK (ELEVATED)(Tri. Water Tank Little River 1934.)	25	50	1628	80	11	837	N.A.	Tri.	583

Same as letter 443-35

Landmarks

SHEET 33

Miami, Fla.

March

5

E. R. McCarthy

BUILDING (CENTER WEST WING) (Tri. Club 1934)	25	52	575.5	80	08	841	H.A.	Tri.	583
CUPOLA, (Tri. Cupola Surf Club 1934)	25	52	1171	80	07	485	H.A.	Tri.	583
CUPOLA, (Tri. Koto 1920)	25	51	85	80	07	841	H.A.	Tri.	583
CUPOLA, (Tri. Soto 1928)	25	50	1845	80	07	536	H.A.	Tri.	583
DOUBLE TELEPHONE POLE (north) (Topo "Yes")	25	54	40	80	07	762	H.A.	Topo	583
DOUBLE TELEPHONE POLE (South) (Topo "Wig")	25	53	1726	80	07	769	H.A.	Topo	583

Same as letter 443-35

PLANE-TABLE

REVIEW OF GRAPHIC CONTROL SURVEY T-6297a, SCALE 1/10,000Date of Review 1/23/36 (T-5629)
5/28/36 (T-5630)

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5629, 5630, with particular attention to the following details:

- (a) Projection has been checked in the Field. ✓
- (b) Accuracy of location of plane table control points. ✓
- (c) Discrepancies between detail on this survey and the air photo compilations listed above. none with T-5629
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. none ✓

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5629, 5630, for a more complete discussion of any errors or discrepancies found. ✓

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section. none ✓

Notes and corrections resulting from the review are shown on this survey in green. none ✓

Leonard A. Paulsen
January 23, 1936.
V B. G. Jones

REVIEW OF GRAPHIC CONTROL SURVEY T-62976, SCALE 1/10,000

Date of Review

May 28, 1936. (T-5630)
June 2, 1936 (T-5631)

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5630 5631, with particular attention to the following details:

- (a) Projection has been checked in the Field. ✓
- (b) Accuracy of location of plane table control points. ✓
- (c) Discrepancies between detail on this survey and the air photo compilations listed above. in Desc. report T-5630 p. 4. ✓
in Desc report T-5631 p. 5.
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. none ✓

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5630 5631, for a more complete discussion of any errors or discrepancies found. ✓

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section. none ✓

Notes and corrections resulting from the review are shown on this survey in green. none ✓

Lionard A. McGann.
B.G. Jones