DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

State: Florida

LOCALITY
East Coast - North of Miami
Bakers Haulover and Entrances
to Lake Mabel and Ft. Lauderdale

1928

CHIEF OF PARTY
G.C. Mattison, R.L. Schoppe
DEPARTMENT OF COMMERCE
U.S.COAST AND GEODETIC SURVEY

H. LESTER JONES, DIRECTOR.

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEET #1

MIAMI, FLA.

S.S. RANGER

G.C. MATTISON-
R.L. SCHOPPS,
CHIEF OF PARTY.

1928
DESCRIPTIVE REPORT  
   to accompany  
   TOPOGRAPHIC SHEET #1  

LIMITS:  

This sheet comprises two separate surveys. Number one at Bakers Haulover and number two extending from Bay Mable to Fort Lauderdale Entrance.

SURVEY #1:  

This survey extends from traverse station START 2 to traverse station BRIDGE, and lies between the limits of the meridians 80° 07' and 80° 08' and between the limits of the parallels 25° 53' and 25° 55'.

GENERAL DESCRIPTION OF SURVEY:  

The object of this survey was to show the present condition of Bakers Haulover. The hurricane of 1926 washed out the approaches on either side of the bridge. The aerial photographs furnished by the office show this condition. As the shore line on either side of the Haulover (Bridge) has been changing since the new bulkheads have been driven the survey was carried approximately one half (1/2) mile in each direction.

GENERAL DESCRIPTION OF COAST:  

The shore line along this stretch of beach is a sand beach ending in a steep sandy bank about ten feet high at the high water mark. At the present time small (bulkheads) are being driven in an effort to save this stretch of beach from washing away. The beach road shown dotted on the south half of the sheet is now abandoned, as large areas was washed out during the hurricanes. And in some places
The sands have been washed from under the road surfacing.

The present bridge at Bakers Haulover is the same ones that is shown in the photographs. The approaches and bulkheads are new. Steel sheet piling was driven and the soil filled in back. A very strong current flows in and out at the Haulover and this is having a very marked effect on the shore line. A tendency to build up the beach on the north side and wash away on the south. North of the Haulover the road runs close to the beach but seemed to escape the damage of the hurricane. The vegetation shown on this survey is a mixture of bushes and palmetto palms.

DESCRIPTION OF INTERIOR:

Survey was carried inside the haulover to points that connected with old shore line.

SURVEY METHODS:

Stations BRIDGE, BRIDGE 1, SIT, START 3 and START 2 were first plotted on the sheet from the traverse records. Survey was started at BRIDGE, table oriented on START 2 and a traverse was run in both directions from BRIDGE, checking on the plotted positions of START 2 and BRIDGE 1. There was no error for adjustment.

BAKER was not recovered in this survey.

CHANGES IN SHORE LINE:

Changes in the general coast line and approaches to Bakers Haulover. The two bulkheads are also new.

CONTROL:

Traverse stations plotted on the sheet.

This survey was made by Mr. G.A. Fredrickson.
S U R V E Y  § 2 .

This survey extends from station SAND on the south point of the first inlet south of Bay Mable to and including Fort Lauderdale Inlet. This comprises the area between the limits of Meridian 80° 06' and 80° 07', and the limits of the parallels 26° 04' to 26° 07'.

G E N E R A L  D E S C R I P T I O N  O F  T H E  S U R V E Y :

Numerous changes in the locality made a topographic survey necessary. The inlet just north of SAND changes continually and according to local information one storm will alter it as much as fifty yards.

At Bay Mable the inner jetties have been finished and the dredges were still working at the entrance between the sheet piling bulkheads.

The survey at Lauderdale breakwater and inlet will enable this work to be ties in with the photographs.

D E S C R I P T I O N  O F  C O A S T :

The long neck of land upon which SAND is located is subject to a strong current parallel to the beach. Difference between the high and low water mark is only 8 or 10 meters, while at the high water mark there is a bank some 5 meters high. Projecting roots and dead palms show there is a gradual washing away. As stated before, the point is constantly shifting. At the time the survey was made a dredge was working in this inlet. In the vicinity of SAND the land is covered with a thick growth of palmetto palms and bushes.
From this inlet north to the Bay Mable breakwater the shore is a broad flat sandy stretch.

The shrubbery has been killed off by the dredging operations in the bay. The shore line is flat.

The finished jetties shown are the inner ones and are built of Coquina rock. At future date the plans call for two more jetties extending further out to the north and south. A blue print showing this proposed plan accompanies this sheet.

From Bay Mable to Lauderdale there is no change in the shore. Except possibly between hydrographic signal LI and the North Bay Mable breakwater; here there may be some land filled in by the dredges.

Fort Lauderdale inlet is the same as shown on the existing chart.

**DESCRIPTION OF THE INTERIOR:**

The interior is flat swampy land covered by a thick growth of these extending to the limit shown on the sheet.

The triangulation stations SAND, COUNT and FORT form the control point for this survey. Survey was started at SAND. The instrument was oriented on COUNT and checked on FORT. The hydrographic signals shown were located by the plane table.

All errors in topographic traverse were compensated in the field.

This survey was made by S. W. Ehlers.

Respectfully submitted,

Benjamin King
<table>
<thead>
<tr>
<th>Subject and Description</th>
<th>Lat</th>
<th>D.M.</th>
<th>Long.</th>
<th>D.P.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROOT</td>
<td>26 04</td>
<td>970</td>
<td>80 06</td>
<td>1152</td>
<td></td>
</tr>
<tr>
<td>STUMP</td>
<td>26 04</td>
<td>1190</td>
<td>80 06</td>
<td>1122</td>
<td></td>
</tr>
<tr>
<td>DEAD</td>
<td>26 04</td>
<td>1263</td>
<td>80 06</td>
<td>1113</td>
<td></td>
</tr>
<tr>
<td>TREE</td>
<td>26 04</td>
<td>1316</td>
<td>80 06</td>
<td>1104</td>
<td></td>
</tr>
<tr>
<td>LEFT</td>
<td>26 04</td>
<td>1535</td>
<td>80 06</td>
<td>1014</td>
<td></td>
</tr>
<tr>
<td>FRESH</td>
<td>26 05</td>
<td>400</td>
<td>80 06</td>
<td>947</td>
<td></td>
</tr>
<tr>
<td>CAR</td>
<td>26 05</td>
<td>1015</td>
<td>80 06</td>
<td>847</td>
<td></td>
</tr>
<tr>
<td>OUTER</td>
<td>26 05</td>
<td>1845</td>
<td>80 06</td>
<td>515</td>
<td></td>
</tr>
<tr>
<td>BUL</td>
<td>26 05</td>
<td>1258</td>
<td>80 06</td>
<td>841</td>
<td></td>
</tr>
<tr>
<td>LI</td>
<td>26 05</td>
<td>1779</td>
<td>80 06</td>
<td>714</td>
<td></td>
</tr>
<tr>
<td>LIT</td>
<td>26 05</td>
<td>631</td>
<td>80 06</td>
<td>597</td>
<td></td>
</tr>
<tr>
<td>PER</td>
<td>26 06</td>
<td>1157</td>
<td>80 06</td>
<td>862</td>
<td></td>
</tr>
<tr>
<td>WHITE</td>
<td>26 06</td>
<td>1363</td>
<td>80 06</td>
<td>909</td>
<td></td>
</tr>
<tr>
<td>TOW</td>
<td>26 06</td>
<td>1257</td>
<td>80 06</td>
<td>540</td>
<td></td>
</tr>
<tr>
<td>BOAT</td>
<td>26 06</td>
<td>1352</td>
<td>80 06</td>
<td>516</td>
<td></td>
</tr>
<tr>
<td>DOCK</td>
<td>26 06</td>
<td>1546</td>
<td>80 06</td>
<td>627</td>
<td></td>
</tr>
</tbody>
</table>
### STATISTICS FOR SURVEY

**NUMBER ONE**

- New area surveyed in square miles, stat.: 0
- Area re-surveyed in " " " : 0.3
- Length of detailed shoreline in Sq.stat.mi: 2.1
- Length of shoreline of rivers and creeks resurveyed in square stat. miles: 0
- Length of roads surveyed in square stat.mi: 2.0

### STATISTICS FOR SURVEY

**NUMBER TWO**

- New area surveyed in square miles stat.: 0
- Area resurveyed in " " " : 1.0
- Length of detailed shoreline in Sq.stat.mi: 2.7
- Length of shoreline of rivers and creeks resurveyed in square stat.miles: 4.1
- Length of roads surveyed in square stat.mi: 0
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
WASHINGTON  

September 17, 1928.

SECTION OF FIELD RECORDS

Report on Topographic Sheet No. 4357

Bakers Haulover and Entrances to Lake Mabel and Fort Lauderdale, Fla.

Surveyed in 1928

Instructions dated January 3, 1928 (RANGER)


Inked by B. H. Rigg.

1. The records as well as the character of the survey conform to the requirements of the General Instructions.

2. The party's instructions do not call for a topographic survey, but one appears to have been needed due to changes that have occurred since the locality was photographed.

3. The junctions with the adjoining C. & G. S. surveys are adequate.

4. This survey should be used in conjunction with existing aerial photographs. The photograph covering the new entrance to Lake Mabel shows a point of land and an island in the fairway of the entrance. The survey should have been carried further inland at this place to show the existing conditions.

5. With the exception of the locality noted in the preceding paragraph no additional surveying is required.

6. The character of the surveying is excellent and the scope is good. Field drafting is excellent.

7. Reviewed by E. P. Ellis, September, 1928.

Approved:

[Signature]

Chief, Section of Field Records (Charts)

[Signature]

Chief, Section of Field Work (H. & T.)
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. 1
REGISTER NO. 4357

State

General locality. EAST COAST FLORIDA, E. COAST—North of MIAMI
Bakers Haulover and Entrance to Lake Mabel and Fort Lauderdale
Locality
RAY MABLE ENTRANCE, MIAMI BEACH
RAY MABLE ENTRANCE, FORT LAUDERDALE
Scale 1:10,000 Date of survey Mar. Apr. May 1928

Vessel RANGER

Chief of Party C. G. MATTISON, R. L. SCHOPPE

Surveyed by C. F. Ehlert, C. A. Frederickson

Inked by B. H. Rigg

Heights in feet above to ground to tops of trees
Contour, Approximate contour, Form line interval feet

Instructions dated Jan. 3 — March 25 1928

Remarks: These surveys show recent changes in the above mentioned localities and are to be used in conjunction with the aerial photographs.