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Doc. Chart. No. 1265-1

U. S. COAST AND GEODETIC SURVEY.

*T. C. Mendenhall*, Superintendent.

State: *Florida*.

## DESCRIPTIVE REPORT.

*Hydrographic* Sheet No. *2013*.

LOCALITY:

*Escambia Bay.*

*1891.*

CHIEF OF PARTY:

*P. A. Kelker.*

Write me at: Milton, Florida

MAR. 7. 1892 003224

Telegraph me at: \_\_\_\_\_

Assistant in Charge

My Express Office is: \_\_\_\_\_

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U. S. Coast and Geodetic Survey,

Washington, D.C.

January 18<sup>th</sup>, 1892

2-547

Dr. J. C. Mendenhall,  
Superintendent, U. S. Coast + G. Survey,  
Washington, D. C.,

Dear Sir:

In obedience to instructions and Memoranda for Descriptive Reports, 1887, I beg leave to submit the following report of Hydrographic Sheet No. 2013.

The work consists of a hydrographic survey on a scale of  $\frac{1}{10000}$  of a portion of Escambia Bay, Florida, near its head.

The base of the work was established from a triangulation carried up Pensacola and Escambia Bays from the line Navy Yard Wharf - Fort Pickens. A topographic survey was also made with the plane table and during its execution numerous points were located for the hydrography.

The character of the surrounding country is described in a report on Topographic Sheets,

numbers 2030 and 2031.

At the lower end of the sheet the bay is crossed by a wooden trestle used by the P. & A. R. R. About  $\frac{1}{3}$  of the distance across the trestle there is an iron draw bridge which is tended by two men day and night.

The system of execution of the hydrography was of running lines approximately N. and S., about 150 meters apart and crossing these lines by others that run approximately E. and W., and about the same distance apart; occasionally a diagonal line was run. Close to shore and in Bayou Muletto ziggzag lines were run, crossed by lines parallel with the shore. In the rivers a number of lines were run parallel with the shore. At the time the work was executed, both banks of the Escambia River were lined with timber rafts and soundings could not be taken close to shore.

The bottom of the bay consists of a very soft mud of a dark grey color. Close to the beach, where the land is firm there is a crust of sand, but it is all mud under-

neath. A pole can be shoved by hand into this mud to a depth of from 15 to 30 feet. In the vicinity of Skinner's Mill and near the mouth of the Escambia River numerous piles have been driven, some of these are far out from shore. They were placed there for facilitating the handling of timber rafts which are brought down the Escambia River and taken from here by tow boats to different saw mills and to Pensacola for shipment. Numerous snags and logs are scattered about the water; some of these are partially sunken and are dangerous for navigation.

The main part of the bottom of the bay is rather flat, the average depth being about 6 1/2 feet. Near the mouths of the Escambia River, White River, East River and all the bayous, with the single exception of Bayou Mulatto are extensive sand bars with only from two to three feet of water over them. There is a good 4 1/2 foot channel entering Bayou Mulatto. The Escambia and White Rivers have from 6 to 20 feet of water after crossing the bars.

Skinner's mill is located on the south shore of

the bay. The village and P.O. is called "Escambia". It is about 1 mile from here to the nearest railroad station on the P. & A. R. R. From Escambia there is telephone connection with Pensacola. There is also a telephone line running from Escambia to Ferry Pass and from there across the swamps at the head of the bay into the interior of the country, connecting numerous saw mills. Ferry Pass is a small collection of houses built on piles in the swamp on Escambia River. They are occupied by people engaged in handling timber rafts during the winter season. Before the P. & A. R. R. was built a ferry boat was used in crossing from a point on the north shore of Escambia Bay to Ferry Pass. This is no longer in use, but the place still keeps its name. From Escambia and Ferry Pass roads lead to Pensacola and the interior, but they are poorly defined and very heavy for travel on account of the deepness of the sand.

The tide gauge was established at the draw bridge on the trestle crossing Escambia Bay; it was referred to the gauge at Bohemia, which was

established May and June, 1889. Observations were made from April 26<sup>th</sup> to May 20<sup>th</sup>. The highest tide observed was 6.4 feet, the lowest 4.25 feet. The tides are usually diurnal, there being one high tide and one low tide each day.

Very respectfully yours,

P. A. Welker,

Sub-Assist., C. & G. Survey.