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4811  
Diag. Cht. No. 1248

4811

Form 504  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
....., Director

State: Florida

DESCRIPTIVE REPORT  
Topographic } Sheet No. <sup>4</sup> 4811  
Hydrographic }

LOCALITY  
East Coast of Florida  
Between New River Inlet and  
Miami Beach

1928

CHIEF OF PARTY  
G. Mattison, R. L. Schoppe

4811

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
E. LESTER JONES, DIRECTOR

DESCRIPTIVE REPORT  
to accompany  
HYDROGRAPHIC SHEET # 4

MIAMI BEACH TO FORT LAUDERDALE, FLA.

S.S. RANGER

G.C. MATTISON,  
R.L. SCHOPPE,  
CHIEF OF PARTY.

1928

DESCRIPTIVE REPORT  
to accompany  
HYDROGRAPHIC SHEET #4

EAST COAST OF FLORIDA.

Instructions dated Jan. 3, 1928.

LIMITS:

This sheet comprises a hydrographic survey on the East Coast of Florida from a point one mile south of Bakers Haulover to triangulation SAND one and one quarter mile north of Dania Beach. The hydrography was done out to the one hundred fathom curve. This area is within the limits of meridians  $80^{\circ} 03'$  and  $80^{\circ} 08'$  and parallels  $25^{\circ} 52'$  and  $26^{\circ} 05'$ .

Small sub sheet showing development of Bakers Haulover Entrance.

SURVEY METHODS:

Standard methods were used in this survey. Referring to paragraph 14 of instructions dated January 3, 1928. The inshore hydrography was done with the 22 foot motor dinghy. Selecting calm weather, this work could be done more economically with a launch than a pulling boat. The survey as far as the <sup>twenty</sup>~~ten~~ fathom curve was accomplished by the ship, with hand lead soundings. From the <sup>twenty</sup>~~ten~~ fathom curve to the one hundred fathom curve a power sounding machine was used; the ship was stopped for each sounding to secure a <sup>on</sup> strait up and down measurement.

At Bakers Haulover bridge a special boat sheet was used to insure closer development. Paragraph 15 of instructions dated January 3, 1928.

Lines were spaced in accordance with paragraph 16 of instructions dated January 3, 1928.

DISCREPANCIES:

In plotting the smooth sheet the following differences in depths were noted. These differences in most case were not faulty soundings but were due to unevenness of the bottom caused by the coral growths; the lead striking on the side of a steep bank; a very slight difference in the position of the boat would give a difference of several feet in depth. Differences in depth were obtained on positions plotting on the same spot on the sheet or on cross lines, both soundings were correct but owing to the irregular bottom, differences of 2 to 3 feet are quite plausible.

(1) Line 75 - 76 P - crosses 19 - 20 S, gives a 31 on 33; 31 is limiting depth.

(2) (61 - 62 e) (52 - 53 J) 24 on 28 here a slight shifting of the 28 foot sounding would make depths conform with surrounding depths. 24 foot sounding is correct.

(3) 68 e, a sounding of 17-1/2 feet and on 26 J a sounding of 24 feet. The sounding line run on (e) day shows long ridge with about 17 to 19 feet on the top; additional development would be necessary to determine the extent of the formation. See 4811 a I.N.T.

(4) (83 - 84 H) (152 - 153 J) 45 feet between two 54's. This sounding is marked as correct but additional development should be added to prove or disprove this shoal. 4811<sup>a</sup> does not cover this I.N.T.

(5) (108 - 109 N) (81 - 82 G) 25 feet on 28 feet. The 25 foot sounding is undoubtedly correct. Here again is a very uneven bottom as evidenced by the surrounding soundings and a closer

Lat. 26-02 1/2  
Long 150-06 1/2  
No add work necessary at this spot. Possibly further work in same ridge. A.S.  
Lat. 26-01 1/2  
Long 150-05 1/4

development would have the same discrepancies as this.

(6) (123 N) (63 - 64 e) 29 feet on 27 feet. This is due to a coral head.

(7) (2 K) (93 - 94 N) 27 feet on 29 feet. This sounding was taken on the edge of a bank; slight differences in position gives a difference in depth.

(8) (88 - 89 K) - (6 - 7 H). This is an exaggerated case of the foregoing and from the surrounding depths the 23 foot spot looks correct. Other 23 foot soundings very close show that this sounding is undoubtedly correct.

(9) (78 - 79 M) - (105 - 106 K). 23 on 28. This is due to a steep bank.

*This is an error. No 23 ft at this sounding. 207*

(10) (105 M) - (104 K) 28 - 31. Same explanation applies to this as to #9.

(11) (156 M) - (64 - 65L) 23 on 19 feet. This shoal is OK.

All the foregoing differences are due to the particular bottom formation found in this locality. The following spots should have additional development.

Between positions 88 - 89 P (32 - 22- 33)  
Between positions 94 @ 96 P (31-31-21-24-24)

*Lat. 28-04 1/2  
Long 80-05 1/4  
not covered on H-4811 a  
should be developed.*

This shoal is a long narrow strip lying parallel to the shore with deep water on both sides. Additional lines over this area would aid greatly in determining the width of the strip.

(98 - 99 J)-(131 - 132 N) 21 on 27 feet. A difference of one fathom probably a mistaken lead line reading. Additional development will be necessary here.

*Not covered by H-4811 B  
Probably O.K. Bottom appears lumpy. Add. development desirable in vicinity of 17 fathoms nearby.*

*Lat. 26-03 1/4  
Long 80-06*

(122 - 123 E) -(39 T) 87 feet between 122 and 108 feet.

*not covered  
on H 4811 a*

Plainly a shoal spot and should be developed further or disproved.

*D. G. J.  
not considered necessary.  
A.L.S.*

DANGERS:

A ridge approximately one mile off shore with depths ranging from 17 to 35 feet. This ridge runs parallel to the beach and consists of a coral growth. The shoal spots are small detached lumps and the development was as close as time permitted. Coastwise ships should give this ridge a berth of at least a mile. As there is nothing to bring them in closer to the beach in this area the ridge offers no real menace to navigation.

CHANNELS: There are no special channels on this sheet. Small boats can coast along close to the beach. At Bakers Haulover there is an entrance channel to the Biscayne Bay with a least depth of five feet, from the outside through the bridge. A three to four knot current flows under this bridge and kicks up quite a sea when it meets the ocean. Only persons familiar with this inlet should try to use it.

ANCHORAGES:

There are no anchorages on this sheet.

COMPARISONS WITH PREVIOUS SURVEYS:

At the southern end of the work on this sheet, the soundings taken from smooth sheet 4075 were plotted on the boat sheet in red ink. These soundings checked with the new work alright. The old work was run abrupt Northeast and southwest, while the new work runs east and west. This gave many crossings and in many cases the crossings were within one foot. Some additional depths were transferred from chart 1248 and plotted in blue ink on boat sheet #4 A.

Depths transferred from chart 1248 differ in many cases.

Lat 25° 55' 640 m - Chart shows 14'  
Long 80° 06' 860 m - Survey shows 18'

*17 J.H.V.*

Lat 25 57' 00 m - Chart shows 36'  
Long 80 05' 1450 m - Survey shows 45'

*← plotting from original sheet H-1554 brings this near 32 m new survey.*

Lat 25 57' 1460 m - Chart shows 22'  
Long 80 06' 635 m - Survey shows 35'

*25 nearby*

Lat 26 00' 1740 m - Chart shows 114'  
Long 80 05' 460 m - Survey shows 45'

*114 by plotting for original sheet. should be 22'*

Lat 26 01' 1490 m - Chart shows 19'  
Long 80 06' 290 m - Survey shows 25'

*22 m survey*

These differences in many cases were examined again and additional lines run over the spots. It would seem that the selected soundings put on the chart were the limiting depths of the area. Now a closer development gives more water in these spots. In two cases I have recommended additional development.

Respectfully submitted.

*Benjamin H. Rigg*  
Benjamin H. Rigg,  
Jr. H. & G. Engineer.

First Indorsement.

(1) Forwarded.

(2) Approved except that the Chief of Party is not of the opinion that additional work is necessary as suggested in the body of this report. The area in which the suspicious soundings occur is generally close to other shoal soundings which prevent vessels from passing over these ridges.

Respectfully,

*R. L. Schoppe*  
R. L. Schoppe,  
Chief of Party.

LIST OF STATIONS SHEET #4.

The following is a list of stations from signal ALLIE, Lat.  $25^{\circ} 50.6'$  - Long.  $80^{\circ} 07.7'$  northward to signal TUSH  $26^{\circ} 05.2'$  - Long.  $80^{\circ} 06.5'$ . The means of determining the location of each signal is given.

ALLIE	- Triangulation station. See list of Geographic Positions.
LAKE	" " " " " "
SOTO	" " " " " "
NOTE	" " " " " "
HOT	Transferred from Miami Mosaic Photostat.
RED	" " " " "
YEL	" " " " "
SLY	" " " " "
START	Triangulation station. See list of Geographic Positions.
SO	As START 2. See traverse record.
SEL	As START 3. " " " "
SIT	START 3 $\neq$ 11 $\neq$ 9.48m See traverse record.
BRIDGE	Triangulation station. See List of Geographic Positions.
BAK	2.7 meters to right of BRIDGE 1 - See traverse record.
BOX	7.6 meters to right of BRIDGE 1 $\neq$ 11 See traverse record.
BIL	11.8 meters to right of BRIDGE 2 $\neq$ 6 See traverse record.
BUM	3.8 meters to right of BRIDGE 3 $\neq$ 3 See traverse record.
GAS	Transferred from photostat. Also compare with distance from BRIDGE 4 to Reference mark, in Casino.
BAR	7.1 meter to left of BRIDGE 5 $\neq$ 7. See traverse record.
BOL	6.3 meters to right of BRIDGE 5 $\neq$ 17." " "
TACK	Triangulation station (Not permanently marked) See Position Computations.

LIST OF STATIONS (CONT)

TEL 14.0 meters to right of TACK 1 / 5. See traverse record.

TIN 40.7 meters to left of TACK 1 / 14. See traverse record.

TAT Transferred from Photostat.

TAS On line. TACK 2 / 4 - See traverse record.

TOP Transferred from photostat.

FILE Golden Casino. See photostat - also traverse record.

TOM On TACK 3 . See traverse record.

TO On TACK 4. " " "

UP ON TACK 5. " " "

VIC On TACK 5 / 8. See traverse record.

BLUE HALLANDALE CASINO. See Position Computations. Also Traverse record. 53.91 meters left TACK 6 / 3.

WE On TACK 7 . See traverse record.

WIL On TACK 7 / 11. See traverse record.

WES TACK 8 / 65.65 meters. See sketch in traverse record.

WAC On TACK 8 / 12. See traverse record.

WOOD Triangulation station. See List of Geographic Positions.

BAT Bath in Casino. Offset from TACK 9 / 11. See sketch in traverse record.

HOL TACK 10 / 1 / 25 meters. See traverse record.

YES On TACK 10 / 13 / 25 meters. See traverse record.

CAR On TACK 10 / 25 / 25 meters. " " "

PON 12 feet left of line at TACK 11 / 266. See traverse record.

SIN On TACK 11 / 1800 feet. See traverse record.

DANIA On TACK 12. See Position Computations and traverse record.

NAIL Triangulation station. See Position computations.

NOT On NAIL / 12. See traverse record.

NIK On NAIL / 23. " " "

SAND Triangulation station. See list of geographic positions.

LIST OF STATIONS (CONT)

LIT            Transferred from Topographic Sheet.

TUSH            "            "            "            "

STATISTICS SHEET

# 4

MIAMI FLORIDA.

Date	Letter	Vol.	Miles	Sigs.	Positions	Boat Used.
3-8-28	A	1	26.7	431	110	RANGER
3-9-28	B	1	23.6	446	111	"
3-13-28	C	1	15.2	363	90	"
3-14-28	D	1	21.3	478	115	"
3-15-28	E	2	27.5	563	133	"
3-16-28	F	2	20.6	112	56	"
3-19-28	G	2	14.6	396	94	"
3-20-28	H	2	28.8	650	157	"
3-21-28	J	3	31.2	620	166	"
3-22-28	K	3	24.0	788	133	"
3-26-28	L	3	17.5	525	113	"
3-26-28	L	4	7.8	143	30	"
3-27-28	M	4	31.0	948	183.	"
3-29-28	N	4	31.1	776	151	"
4-18-29	P	5	13.1	394	102	"
4-19-28	R	5	11.0	76	26	"
4-24-28	S	5	17.2	478	125	"
4-30-28	T	5	27.0	598	165	"
5-7-28	U	6	16.6	378	102	"
3-5-28	a	7	1.3	73	12	Motor dinghy
3-6-28	b	7	15.0	829	99	" "
3-21-28	c	7	22.4	1134	108	" "
3-28-28	d	8	22.4	1020	126	" "

STATISTICS SHEET

# 4

Cont. Sheet #2.

MIAMI FLORIDA

Date	Letter	Vol.	Miles	Sdgs.	Positions	Boat Used
3-29-28	e	8	13.2	820	105	Motor dinghy
5-7-28	f	8	9.3	440	62	" "
5-7-28	f	9	7.8	329	44	" "
Total by RANGER			405.8	9163	2162	
Total by Motor Dinghy			91.4	4645	556	
Total for sheet			497.2	13808	2718	

AREA SURVEYED:

Square statute miles 50.2



Copy for Section of Field Records files.

January 26, 1929.

*E.A.L.*

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in  
9 volumes of sounding records for

HYDROGRAPHIC SHEET 4811

Locality: EAST COAST OF FLORIDA, Vicinity of HOLLYWOOD.

Chief<sup>s</sup> of Party: G.O. Mattison and R.L. Scheppe in 1928.

Plane of reference is Mean low water, reading  
-0.3 ft. on tide staff at Carters Pier, Miami Beach. (U.S. Engr. staff).  
~~ft. below D. M.~~

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

Paul C. Whitney

Chief, Division of Tides and Currents.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

AND REFER TO No. 11-DFM

WASHINGTON

January 21, 1930.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4811

New River to Miami Beach, Florida

Surveyed in 1928

Instructions dated January 3, 1928 (RANGER)

Chiefs of Party, G. C. Mattison, R. L. Schoppe.

Surveyed by G. C. M., R. L. S., R. C. Overton.

Protracted and soundings plotted by G. E. Morris, Jr.

Verified and inked by J. D. Torrey.

1. The work conforms to the specific instructions with the following exceptions:

- a. Between latitude  $25^{\circ} 56' 1/2''$  and about latitude  $26^{\circ} 02' 1/2''$  an additional line should have been run to better define the 12 foot curve. The spacing of lines along here is in excess of the spacing specified by the Specific Instructions (see paragraph 14).

- b. There are a number of places on the sheet where additional development is required in order to comply with paragraph 19 of the specific instructions.

2. A junction was effected with H. 4075 (surveyed in 1919). The agreement is in general very satisfactory. For the method of handling the overlapping portion of this sheet with the new survey see notes below under "Cartographic Problems."

A satisfactory junction was also effected with H. 4801.

The junction with H. 4930 will be considered in the review for that sheet.

3. Cartographic problems.

The cartographic problems raised by this survey should be disposed of by the compiler in accordance with the following recommendations:

- a. The charted "Reported Obstruction P.D." in lat.  $26^{\circ} 03 \frac{1}{2}'$ , long.  $80^{\circ} 05'.4$ .

This area was completely developed and no indication of an obstruction found. The least depth found was 46 feet on an offshore ridge about 400 meters northeast of the reported obstruction. While the obstruction may exist on the ridge, it would take a wire drag to determine its existence. Considering the character of the report, it is recommended that it be removed from the charts.

- b. The striking of the ESKBRIDGE (letter 634 - 1928), in lat.  $25^{\circ} 56'.3$ , long.  $80^{\circ} 05'.5$ .

There is no indication of an obstruction at this spot, although there is a ridge about 180 meters to the eastward with a least depth of 49 feet, coral bottom on it. About  $\frac{1}{2}$  mile to the westward there is another ridge with depths of 19 feet. There is some indication that from the manoeuvring of the vessel after the striking and the depths obtained, that she probably struck on the inner ridge. This obstruction should not be charted, for the present, but an examination of the offshore reef should be made with the wire drag.

- c. The 18 foot sounding (P.D.) in lat.  $25^{\circ} 54'$ , long.  $80^{\circ} 05' 400$  m.

This sounding was never charted but is plotted on H. 4075 from Notice to Mariners 23 (1549) of 1915. The soundings on the new survey in this vicinity show <sup>no</sup> indication of any such depth. There is a narrow ridge nearby with a least depth of 46 feet. It seems hardly likely that any such depth as reported exists on this ridge, and the probabilities are that the location is erroneous. It is therefore recommended that this sounding be given no further consideration as far as the charts are concerned.

- d. H. 4075 (surveyed in 1919).

Owing to the peculiar character of the bottom (the presence of narrow ridges and coral heads) it is recommended that where this sheet overlaps the new work, the new work should be used exclusively in those areas where the bottom formation is devoid of relief. But where the new survey shows ridges or indications thereof, or where the development is incomplete, the shoaler soundings from the old survey should be used wherever the differences are greater than 1 foot.

- e. H. 1554 (surveyed in 1883).

A comparison of the more important shoal soundings on this sheet shows such a remarkable agreement with the soundings on the new survey, that notwithstanding its date, it should be used to supplement the new work, wherever necessary in accordance with the rules laid down in the above paragraph for the handling of

H. 4075. This applies in particular to the 14 foot sounding (from H. 1554) in lat.  $25^{\circ} 55' 730$  m., long.  $80^{\circ} 06' 1600$  m. and the 22 foot sounding from the same sheet in lat.  $25^{\circ} 57' 1600$  m., long.  $80^{\circ} 06' 730$  m.

#### 4. Additional Work

It is realized that in a character of bottom such as exists on this sheet, it is almost futile to expect a lead line survey to pick up all ridges and shoals or to find the least depth on such features. The amount of time that can be expended on such work is almost limitless, therefore no attempt will be made in this report to enumerate all the places where there are indications of ridges or where the development on such ridges seems incomplete. Comment will be confined, in the main, to those areas that fall within the lanes normally used by the larger vessels plying this coast. Inshore of these areas only the more important places will be considered.

a. It is recommended that the ridge just west of long.  $80^{\circ} 05'$  be swept by a drag to a depth sufficient to insure safe navigation to vessels operating in this locality. The hydrographic development is fairly complete and nothing would probably be gained by further lead line work. The fact that there have been several reports of vessels striking in the vicinity of this ridge makes a wire drag examination imperative.

b. The area near the 30 foot curve is very lumpy and there are indications of very narrow ridges existing along here. It is recommended that this area be also wire dragged to an adequate depth. If this is found impracticable then the following spots should at least be further examined with the hand lead:

(1) The ridge near the northern end of the sheet about 350 meters east of Long.  $80^{\circ} 06'$ . The least depth found here is 21 feet.

(2) The area around the 21 foot sounding in lat.  $25^{\circ} 58' 700$  m., long.  $80^{\circ} 06' 100$  m.

c. Inshore of the 30 foot curve additional work should be done in the following places if the area justifies it:

(1) A development of the 16 foot shoal in lat.  $26^{\circ} 01' 600$  m., long.  $80^{\circ} 06' 650$  m.

(2) A further development of the ridge in the vicinity of lat.  $25^{\circ} 59'.8$ , long.  $80^{\circ} 06'.5$ .

5. Attention is called to the fact that the comparison made by the field party with the depths shown on chart 1248 (see page 5 of Descriptive Report) gave erroneous conclusions. An actual comparison with the original survey from which the chart was compiled shows a remarkably fine agreement. The tabulations in the report were changed accordingly.
6. Reviewed by A. L. Shalowitz, January, 1930.

Approved:

  
Chief, Section of Field Records (Charts)

  
Chief, Section of Field Work (H. & T.)

Section of Field Records.  
Report on Hydrographic Sheet No. 4811.  
East Coast of Florida.  
Surveyed in 1928.  
Instructions dated January 3, 1928 (Ranger)

Chief of Party, G. C. Mattison and R. L. Schoppe  
Surveyed by G. C. Mattison, R. L. Schoppe  
and R. C. Overton  
Protracted and soundings plotted by  
C. E. Morris Jr.  
Verified and linked by J. D. Torrey.

1. The record conform to the requirements of the General Instructions.
2. The plan and character of development conform to the requirements of the General Instructions.
3. The plan and extent of development satisfy the specific instructions.
4. Sounding line crossings are adequate and while many crossings show a considerable difference in depth yet the Chief of Party reports that these differences are not faulty soundings but due to unevenness of the bottom and coral growth growths.
5. The information is sufficient for drawing the depth curves.
6. The usual field work was done on the sheet and as possible to identify is satis-

isfactory.

7. The junction with Sheet H-4801 is satisfactory except the 9 foot sounding on H-4801 about 1330 meters East of signal Start. This sounding, the Chief of Party reports is an error of one fathom in lead line reading and should be rejected.

8. ~~Revised by~~ The Overlay of Sheet H-4811a is satisfactory

9. Revised by J. D. Tarry.

4. See Review by A. L. Shelton attached hereto.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

C. & G. SURVEY  
L. & A.  
DEC 5 1928  
Acc. No.

REG. NO.  
4811

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 4

REGISTER NO. **4811**

State FLORIDA

General locality EAST COAST

Locality Between New River Inlet and Miami Beach  
~~Between Miami Beach and East Inlet~~

Scale 1/20,000 Date of survey March-May, 19 28

Vessel RANGER

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

Surveyed by G.C. MATTISON-R.L. SCHOPPE-R.C. OVERTON

Protracted by G.E. MORRIS JR.

Soundings penciled by G.E. MORRIS JR.

Soundings in ~~fathoms~~ feet

Plane of reference MEAN LOW WATER

Subdivision of wire dragged areas by \_\_\_\_\_

Inked by J. D. Torrey

Verified by J. H. T.

Instructions dated January 3, 19 28

Remarks: G.C. Mattison transferred command to B.H. Rigg on  
April 11 and B.H. Rigg transferred command to R.L. Schoppe on  
April 16th.

4811a

4811a

Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

R. S. Patton Director

C. & G. SURVEY

L. & A.

NOV 21 1929

Acc. No.

State: Florida

DESCRIPTIVE REPORT

~~Topographic~~  
Hydrographic

} Sheet No. 4811a

LOCALITY

East Coast of Florida

New River Inlet to Miami Beach

~~Miami Beach & Fort Lauderdale~~

19 29

CHIEF OF PARTY

R. L. Schoppe - Charles Shaw

DESCRIPTIVE REPORT

to accompany

Sheet No. 4811a

Florida 1929

INSTRUCTIONS:

Work on this sheet was executed under instructions dated December 27, 1928.

SURVEY METHODS:

Signals used in this work were recovered from signals located in 1928. ✓

All soundings were taken with hand lead. Part of the work was done using the RANGER and part using the 22 foot motor dinghy. Standard methods were used. ✓

The work on this sheet consists of close development and examination of several uncertain areas. Each area will be discussed separately. ✓

Reference - Paragraph 25(a) Instructions dated Dec. 27, 1928. One mile east of signal "So" in approximately Lat. 25° - 53.3. This area was examined for a 19 foot spot, a least depth of 17 feet was found. ✓

Reference - Paragraph 25(b) 9 foot sounding at approximately Lat. 25° - 52.3, Long. 80° - 06.6. Least depth 15 feet. A mistake in reading the lead of 1 fathom The 9 foot spot should be rejected. ✓

Nine foot sounding at approximately Lat. 25° - 53.1, Long 80° - 06.5. Least Depth found 18 feet. The 9 foot spot should be rejected. ✓

Reference - Paragraph 25(c). Examination of area in vicinity of Lat. 25° - 52' - 36" N., Long. 80° - 05' - 30" W. for an obstruction with less than 28 feet nine inches on it.

This area was covered with a system of cross lines approximately 3/4 of a mile square. Lines were spaced approximately 60 meters apart. The shoalest depth found was 51 feet, one half a mile west of this spot there is a 27 foot sounding. *a 50 ft spot was also found.* ✓

Development of ridge marked on photostat copy of 4811. Ridge extends from  $\Delta$ Note to  $\Delta$ Start approximately 1-1/4 miles offshore. A system of lines was run along the ridge. The least depth found was 25 feet at Lat. 25° - 51', Long. 80° - 06'. ✓

Obstruction reported by Steamer ESKBRIDGE. An area of approximately 1 mile square was developed and no indication of an obstruction was obtained. ✓

Reference - Paragraph 27(c) The S. S. PENOBSCOT grounded in 20 to 22 feet,  $4\frac{1}{8}$  miles south of New River Inlet one half mile offshore. ✓

This area was developed and 19 feet found outside the spot the PENOBSCOT grounded. The depth at the spot designated is 21 feet while two 19 foot spots and a 15 foot spot are within a radius of of 400 meters. ✓

Reference - Paragraph 27(a). Obstruction P. D. at Lat.  $26^{\circ} - 03'.5$ , 1.15 miles offshore, was searched for and nothing found. This area was sounded over by the ship and a careful watch was kept for any indication of a shoal spot or wreck. There is nothing there now. ✓

STATISTICS

Sheet No. 4811a

Florida 1929

Date	Volume	Day	Soundings	Positions	Miles (Stat. )	Remarks
March 20	1	A	320	123	17.5	Ship
" 21	1	B	336	97	12.0	
" 27	1	C	299	79	14.3	
" 28	1	D	338	115	18.4	
" 29	2	E	<u>267</u>	<u>105</u>	<u>13.9</u>	
TOTALS -			1560	519	76.1	
March 28	1	a	<u>297</u>	<u>63</u>	<u>5.3</u>	Launch
TOTALS -			297	63	5.3	

Area sounded in square statute miles - 3.5

STATISTICS

Sheet No. 4811a

Florida 1929

Signals used on this sheet:

Triangulation

Alli 1928

Note 1928

Start 1928

Bridge 1928

Track 1928

Wood 1928

Nail 1928

Traverse record 1928

Gas

Blue

Pon

Dania

Red, Sty - Transferred from Miami  
Mosaic photostat.

Sheet 4811 a - 1929 was done by R. L. Schoppe, Chief of Party.  
The records were reduced and the field work was smooth plotted after  
Captain Schoppe was detached.

Mr. Rigg, executive officer, during all this time has inspected,  
approved the sheet and written the descriptive report.

The present chief of party has endeavored to have this sheet and  
records completed in finished form. It is approved.

Norfolk, Va.,  
November 18th, 1929.

*Charles Shaw*  
Charles Shaw,  
Chief of Party.

Section of Field Records.  
Report on Hydrographic Sheet No. 4811a  
East Coast of Florida.

Surveyed in 1928.

Instructions dated December 27, 1928 (Ranger)

Chief of Party, R. L. Schoppa and C. Shaw.

Surveyed by R. L. Schoppa.

Plotted and soundings plotted by  
M. E. Wennemark.

Verified and inked by J. D. Tarrey.

1. The records conform to the requirements of the General Instructions.
2. The plan and character of development conform to the requirements of the General Instructions.
3. The plan and extent of development satisfy the specific instructions.
4. The sounding line crossings are adequate.
5. The information is sufficient for drawing the depth curves.
6. The usual field work was done on the sheet and is satisfactory.
7. The overlay with Sheet H-4811 is satisfactory and the junction with Sheet H-4801 is satisfactory except the 9 foot sounding at approximately Lat.  $25^{\circ} 53' 1''$  Long.  $80^{\circ} 06' 5''$  and the 9 foot sounding at approximately Lat.  $25^{\circ} 52' 36''$  N, Long.  $80^{\circ} 05' 30''$  W. These soundings.

The Chief of Party <sup>states</sup> ~~sates~~ are in error and  
should be rejected.

8 Reviewed by J. V. Torrey.

DEPARTMENT OF COMMERCE

AND REFER TO NO. 11-DRM

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

May 23, 1930.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4811<sup>a</sup>

Examination of Detached Area - East Coast of Florida

Surveyed in 1929

Instructions dated December 27, 1928 (RANGER)

Chief of Party, R. L. Schoppe, Charles Shaw.

Surveyed by R. L. S. and R. C. Overton

Protracted and soundings plotted by M. E. Wennermark

Verified and inked by J. D. Torrey

1. The work will be considered with respect to the various examinations requested in the specific instructions and final disposition will be made in each case.
  - a. The 19 foot sounding from H. 4811 one mile east of  $\odot$  So.  
(Paragraph 25-a, specific instructions)  
The 19 foot sounding is corroborated by 17 and 20 foot soundings close by.  
It is recommended that this spot be dragged.
  - b. The 9 foot sounding in Lat.  $25^{\circ} 53' 100$  m., Long.  $80^{\circ} 06' 880$  m.  
(Paragraph 25-b, specific instructions). (Authority, H. 4801)  
The examination over this spot shows depths of 20 to 21 feet, and corroborates the theory advanced in the review of H. 4801 (see paragraph 1, a, additional notes on H. 4801) that the sounding is probably erroneous. The present examination extends far enough to the southward to disprove the 12 and 15 foot soundings just below the 9. It appears that the soundings were recorded 1 fathom too shoal.

The three soundings have been removed from the original sheet (H. 4801) since they were never applied to the charts. An appropriate note has also been made in the sounding record.

Immediately to the south of the 9, 12 and 15 foot soundings just mentioned there are a number of other shoal soundings on H. 4801 that have the appearance of being 1 fathom in error.

The present survey fails to cover these and therefore they should be charted until such time as they are definitely disproved.

- c. The 9 foot sounding in Lat. 25° 52' 440 m., Long. 80° 06' 910 m. (Paragraph 25-b, specific instructions) (Authority, H. 4801)

The present examination disproves the existence of this sounding and corroborates the theory advanced in the review for H. 4801 that an error of a fathom was made (see paragraph 1, a, additional notes on H. 4801).

This sounding has never been charted and therefore it was removed from the original sheet and an appropriate note made in the sounding record.

- d. The striking of the President Wilson (Letter 413 - 1928) (Reference paragraph 25-c, specific instructions)

The area in the vicinity of the reported striking has been adequately examined and no indications of a shoal found. There is a ridge with a least depth of 49 feet (see H. 4811) about 300 meters to the northeast and there is also a ridge about 1/2 mile to the westward with a least depth of 27 feet. It is quite likely that the vessel struck on one of these ridges and both should be wire dragged.

The striking of the President Wilson should not be charted.

- e. The grounding of the S. S. Panobscot (approx. Lat. 26°02', Long. 80°06 1/2' -- reference 25-c, specific instructions)

No authority could be found on the standards for this grounding. It was not considered worth while making a further search since the depths reported agree well with the depths shown on the charts for this location. In the examination that was made 15 feet was found near by. No further consideration need be given this grounding.

- f. The obstruction (P.D.) on chart 1248 referred to in paragraph 27-a of the specific instructions has been disposed of in the review of H. 4811.

2. No further work is necessary to comply with the specific instructions.

3. Reviewed by A. L. Shalowitz, January, 1930.

Approved:

  
Chief, Section of Field Records (Charts)

  
Chief, Section of Field Work (H. & T.)

Section of Field Records.

ecm

November 23, 1929.

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in  
3 volumes of sounding records for

HYDROGRAPHIC SHEET 4811 A

Locality: Florida East Coast (South of Hillsboro Light)

Chief of Party: R. J. Schoppe, in 1929

Plane of reference is mean low water, reading  
ft. on tide staff at Port Everglades.

1.3 ft. below B. M.  
~~xxxxxxxxxxxxxxxx~~

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

PAUL C. ...

Chief, Division of Tides and Currents.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

C. & G. SURVEY  
L. & A.  
NOV 21 1929  
Acc. No.

REG. NO.  
4811a

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 4811a

REGISTER NO. 4811a

State Florida

General locality East Coast

New River Inlet to near Miami Beach  
Locality ~~Miami Beach - Fort Lauderdale~~

Scale 1:20,000 Date of survey March 20 - 28, 19 29

Vessel RANGER

Chief of Party R. L. Schoppe and Charles Shaw

Surveyed by R. L. Schoppe

Protracted by M. E. Wennermark

Soundings penciled by M. E. Wennermark

Soundings in ~~fathoms~~ feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by J. D. Torrey

Verified by J. D. T.

Instructions dated December 27, 1928, 19

Remarks:

Applied to chit 140-4 11-28-60 RKO  
Applied to chit 140-3 12-1-60 RKO