

4282

Form 504

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

....., Director

C. & G. SURVEY

L. & A.

NOV 26 1927

Acc. No.

State: Florida

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No.

5  
4282

LOCALITY

Caloosahatchee River

Fourmile Pt. to Beautiful

Island

1927

CHIEF OF PARTY

R. P. Eyman

GOVERNMENT PRINTING OFFICE

4282

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4282

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. 5 4282

REGISTER NO.

State Florida

General locality Gulf Coast of Florida, Caloosahatchee River

Locality ~~Caloosahatchee River, vicinity of Ft. Myers to Beautiful Island~~  
Fourmile Pt. to Beautiful Island

Scale 1-10,000 Date of survey Aug. 2 to Aug. 19, 1927

Vessel HYDROGRAPHER

Chief of Party Raymond P. Eymann, H. & G. E.

Surveyed by Ector B. Latham, Jr., H. & G. E.

Inked by Ector B. Latham,

Heights in feet above H. W. to ground ~~to tops of trees~~

Contour, Approximate contour, Form line interval feet

Instructions dated October 21, 1926

Remarks:

DESCRIPTIVE REPORT

4282

To Accompany Topographic Sheet # 5

Caloosahatchee River,  
Vicinity of Fort Myers, Florida.

Party of Steamer HYDROGRAPHER,

Raymond P. Eymann, H. & G. E. Com'dg.

## DESCRIPTIVE REPORT

To Accompany Topographic Sheet #5, Caloosahatchee River,  
Vicinity of Fort Myers, Florida.

### 1. Authority

Instructions from the Director, U.S. Coast & Geodetic Survey, dated October 21, 1926.

### 2. Limits, Scale 1/10,000

The topography includes both banks of the Caloosahatchee River, from three miles (statue) Southwest of the center of Fort Myers to four and one quarter miles Northeast of the center of town, together with the location of the principle streets, in the town, and the principle roads and railroads to the limits of the sheet.

Geographic Limits:

Lat. 26-43 Lon. 81-51 -----Lat 26-40.8 Lon.81-47.3  
Lat. 26-35 Lon. 81-52.3 --- Lat 26-37.7 Lon.81-55.8

### 3. General Description of the Coast.

The general trend of the shoreline on both sides of the River is from Southwest to Northeast.

The land along each side of the River is low, having an elevation of from two to four feet. There are numerous swamps and marshes, especially along the Northwest shore. These swamps are generally covered with tall saw grass, with small clumps of mangrove here and there.

Along the Southeastern shore of the River, the high ground generally extends down to the water line, due, in most cases, to the fact that bulkheads have been built, and the area filled with material dredged from the River.

The land around Fort Myers has an average elevation of about five feet.

The Southern limit of the topography, along the Northwest shore is about 0.8 mile from Fourmile Point, in a large shallow indentation in the shore. The land in this vicinity is swampy, covered with tall sawgrass, with a narrow strip of mangrove along the shore. This swamp extends  $\frac{3}{4}$  mile in a Northerly direction along the shore. From this point the land along the shore is high ground with grass, palmetto and pine trees growing down to the water's edge.

There are a few scattered houses along the Northwestern shore, but no settlement.

The Southeastern shore of the River is thickly settled from the limit of the topography on the South, to a point about one mile Northeast of the Highway Bridge.

Hancock Creek, locally known as Yellow Fever Creek, is a small cove with several arms and extends back into a swamp. It is used by fishermen and small pleasure craft as an anchorage, especially the arm extending in a Southerly direction from just inside the entrance.

There is a Railroad bridge (Seaboard Air Line R.R.), a

high tension power line, and a Highway bridge across the Caloosahatchee River,  $1\frac{1}{2}$  miles Northeast of the center of Fort Myers.

The small creek known as Billy Creek, one mile North-east of town, was once generally used, but is seldom used now. There is a swing bridge across this creek at First Street, but there is no draw tender. Boats using this creek must open the draw. The Railroad obtained permission to put in "Removable Span" bridges with a clearance of six feet at m.t.l. The spans must be removed, under the War Department ruling if 24 hours notice is given.

The draw spans across the Caloosahatchee River are regular tended swing spans.

Lofton's Island is a small island just off Ireland's Dock. The Island was a spoil bank thrown up while dredging operations were being carried on to dredge out a basin at Fort Myers. Some palm trees were planted and since then a house, one large shed and several small sheds have been built on the Island.

There is a large pile of scrap iron resting on the bottom of the River just North of the Island. This pile is what is left of a steamer that was burned up. This pile is bare at high water.

There is a wreck submerged South of the Island. There is a clear channel up to the dock on the Island, a straight line from the face of Ireland's Dock.

There are many broken piles and stobs in the vicinity of the Island.

The small tributary just North of the Atlantic Coast Line R.R. bridge, called Russel Park Lagoon, is a shallow pond put in by the developers of Russel Park Subdivision for drainage and beautification and is never used by boats.

The numerous small indentations along the Northwestern shore of the River are not used by boats, due to the fact that they are all shut off from the river by bars and shoals.

Dredging operations are being carried on in the South Channel, just North of the A.C.L.R.R. bridge and about  $\frac{1}{4}$  mi. Southwest of Triangulation station Russel.

#### OMMISSION

There is a controlling depth in Billy Creek, as far as it is shown on the sheet, of four feet at M.L.W. Above this point it is not navigable, being merely a drainage ditch.

There is a great deal of Water Hyacinth growing in the River above the S.A.L.R.R. Bridge and all the way back to Lake Okechobee. This Hyacinth does not attach itself to the bottom, but grows on the surface of the water. The plants grow together and it is a difficult matter to force a way through it at times.

The Hyacinth is carried down the River in the summer months, due to the high stage of the River on account of the summer rains, and in the fall with the cessation of the rains, they are packed by the winds, the channel often being blocked as far downstream as the S.A.L.R.R. Bridge.

When the Hyacinth is thick it constitutes a serious difficulty to the navigation of the River.

When topography was done, the shores of the River were packed with Hyacinths for a distance of about 300 meters offshore. The owners of bridges are required to push the Hyacinths through their bridges. Considerable difficulty was experienced by the hydrographic party from the presence of Hyacinths in the River.

#### 4. Bars and Channels

The main channel into Fort Myers is well marked with the exceptions noted below, and the markers are shown on the sheet.

It is suspected that the channel has shifted, and that these beacons do not mark the best water in the River, but the topographic party did not investigate this condition.

Cut "R" Front Range Beacon is a pile broken off near the water and with a small pointer nailed onto the broken stub. This pointer is very small, near the water, and hard to see.

Cut "S" Front Range Beacon is a single leaning pile with no slats or pointer.

The Beacon just off Ireland's Dock is broken off about one foot above the water.

There are numerous private beacons and channel markers all along the Southeastern bank of the River, they mark shallow channels into private wharves and boat houses.

#### 5. Dangers

The main shipchannel into Fort Myers passes through many dredged cuts. These cuts are marked by range beacons, and the channel should not be attempted except when these markers are visible, and can be identified, as the channel is narrow and there is considerable current (tidal and non-tidal).

Inshore from the channel there are numerous piles and stobs, many of them being rotted away and broken off below the water. Extreme caution should be exercised in cruising in these waters, especially as the water in the River is dark and murky, and dangers under water are not visible.

When the dredging was done in the cut South of the A.C.L.R.R. draw, piles were driven to hold the spoil bank North of Beacon 32. Since that time the spoil bank has been washed away, and the piles that were driven rotted away at the water's edge, leaving a row of submerged piles North of the cut. Care should be exercised to pass close to Bn. 32.

#### 6. Changes in Shoreline.

Extensive dredging along the Southeast shore of the River has caused the shore to extend out into the river, but the general tendency, where there has been no effort to hold the shoreline, has been to erode.

The spoil bank Southeast of the A.C.L.R.R. draw has eroded away until there is no portion of it visible.

Marsh Point has eroded away until the old triangulation station's location is out in the water about 0.5 meters.

Old triangulation Caloosa was found overturned, and about 3 meters out in the water.

Old triangulation station Experimental was plotted on the sheet and found to be about 3 meters outside the high water line.

At triangulation station Hancock the shoreline was found about as described.

7. New Place Names.

Hancock Creek is locally known as Yellow Fever Creek.

8. General Remarks.

Fort Myers claims a population of 20,000, is located on the Tamiami Trail, Seaboard Air Line Railroad and the Atlantic Coast Line Railroad.

Port Facilities.

Fort Myers Marine Ways. Two dry docks (Lift Ways) capable of taking out boats up to 65 feet length and 4 ft. draft. Can make all necessary repairs to gasoline engines, clutches etc. Complete stock of Ships Chandlery stores for small boats.

Williams Boat Ways. Two Marine Railways, capable of hauling out boats of up to 130 ft. length, drawing 5 ft. forward and 8 ft. aft. However, only about 5 ft. can be carried to the plant.

Boat building ways, Machine shop, at same location.

Fresh water can be obtained at Ireland's Dock and also at the Texas Company's Dock. Water is very poor quality for boilers.

Gulf Refining Co.'s gasoline and lubricating oils can be obtained at Ireland's Dock, and Texas Company's gasoline and lubricating oils can be obtained at the Texas Company's Dock.

Coal can be obtained, but at times, considerable delay is necessary. The coal is hauled out on the A.C.L.R.R. Dock, loaded on barges and loaded from the barge to the vessel. Coal may at times also be obtained from the Lofton Construction Company.

All varieties of foodstuffs can be obtained.

There is a hospital, The Lee Memorial Hospital, in town.

Regular steamboat service is maintained between Fort Myers and ports on Sanibel Island by Kinzie Bros. Steamship Co. and in the winter months between Fort Myers, Tampa, Punta Gorda, and Everglades by the Florida Railroad and Navigation Company.

Test borings for a proposed Highway bridge across the River were taken between the first dock North of the Royal Palm Dock and a point about 30 meters Southwest of Triangulation Station Sawmill 12. It is proposed to relocate the Tamiami Trail across this bridge.

9. Landmarks for Charts.

Triangulation Station "Tank" the large black water tank belonging to the City Water Supply is the most prominent landmark on the sheet. It is of the most value to the navigator. It is 125 feet high and can be seen down river from off Niggerhead Point. It can be used as a rear range object, with beacon 27 as a front object, in coming through the cut between beacons 23 and 25. (see Des. Report for Hydro. Sheet E).

The two prominent yellow domes on the Municipal Amusement Pier are quite prominent, but are of little value to the navigator.

The vegetation in areas not covered by vegetation symbols, consists generally of pine trees, palmetto and grass. There are numerous citrus groves and truck farms scattered about the countryside. The pine trees are from 90 to 120 feet high.

The country is entirely flat.

A blueprint of the city accompanies the sheet, areas populated are marked on the blue print.

99 Survey Methods

Regular topographic procedure was followed in the location of the shoreline and regular topographic features. Very frequent resections were obtainable and good results were obtained, except at the juncture of Sheet #4 and Sheet #5. At this point--- Topographic Station BIT, the position as determined on the two sheets failed to check by 20 meters. BIT marked the end of a traverse on both sheets. Bit was located by Plane Table Triangulation on both sheets, and the positions were still found to fail to check by 20 meters. Bit was then located by theodolite cuts from Stations POE and HANCOCK 2 and its geodetic position computed. The error was found to be entirely on sheet #5. The error came at the end of the traverse from HANCOCK 2, a distance of about  $2\frac{1}{4}$  miles, and was adjusted on the sheet.

In running in the road and railroads, a sounding wire tape was used, the orientation being obtained by setting up at the center of street intersections, P.I.'s of railroad curves etc. Better time could be made by employing this method. The results obtained on this work were very gratifying, the closing errors being negligible, wherever closures could be obtained.

10. Organization of Party.

Shore line and regular topographic features.

Topographer, E. B. Latham, Jr. H. & G.E.  
Umbrella man.  
Rodman.  
Engineer-Coxwain for Punt.

Roads and Railroads.

Topographer  
Umbrella man  
Two chainmen

An automobile belonging to Lieut's J. C. Sammons and E. B. Latham was used in running in the roads and railroads.

Respectfully Submitted.

  
Ector B. Latham, Jr. H. & G.E.



TOPOGRAPHIC SHEET # 5

NAME	LATITUDE	LONGITUDE	REMARKS
Beg	26°36'-660 m	81°53'-982 m	Flag pole on red roof of boat house.
Pol	26-36-1268	81-53-809	Flag pole on red roof of boat house near Statler's House.
Stad (P.T. pos.)	26-36-1352	81-53-648	Chimney on Statler's House.
Beacon 31	26-36-1727	81-53-1378	-----
Bn. 31A	26-37-592	81-53-1180	-----
Out	26-37-1165	81-53-419	Green roofed boathouse.
Cut R. F.R.B.	26-38-339	81-53-540	Beacon broken off, Pointer about 2' out of water.
Cut S, F.R.B.	26-38-903	81-52-1613	Leaning pile Beacon.
Stub Bn.	26-38-1555	81-52-598	Bn. near Ireland's dock.
Bn. 43	26-38-1790	81-52-399	-----
Doc	26-38-1685	81-52-237	Pole on Royal Palm Wharf.
Roy	26-38-1453	81-52-91	Royal Palm tank.
Elk	26-38-1783	81-51-1180	Elks Club.
Tow	26-38-1807	81-51-1166	Weather tower.
Cop	26-39-233	81-51-757	Tripod signal
Jine	26-39-806	81-51-293	Eabutment, R.R. Bridge
Meet	26-39-1093	81-50-1655	E. " Hwy. "
* But	26-39-1491	81-50-1196	Flag on boat house.
Jam	26-39-1468	81-50-1100	Windmill
Green	26-40-523	81-50-55	Chimney on green roof.
Ban	26-40-1592	81-49-156	Bandstand in Royal Palm Park.
Sop	26-40-1751	81-48-1526	Sign on R.R.
Pog	26-40-1837	81-48-1539	" "
Cat	26-41-154	81-48-1526	" "
Lip	26-41-278	81-48-1523	" "

NAME	LATITUDE	LONGITUDE	REMARKS
Bop	26 <sup>o</sup> 41'-537 m	81 <sup>o</sup> 48'-1531 m	Sign on R.R.
Got	26-41-635	81-48-1622	Flag on Mangroves.
Nob	26-41-673	81-49-255	" " "
Jim	26-41-674	81-49-424	" " "
Go	26-41-1051	81-48-1522	" " "
Dip	26-41-1315	81-48-1512	Draw house on R.R. (ACL) Bridge.
Stop	26-41-1390	81-48-1527	Sign on R.R.
Poy	26-41-1307	81-49-256	White strip on palmetto.
Bay	26-41-1261	81-49-629	Flag on stick.
Brik	26-41-827	81-50-844	Brick chimney on house.
Yap	26-41-524	81-50-1084	Tripod signal.
But	26-40-687	81-52-1460	No. Abut., Hwy. Bridge.
Sign	26-40-618	81-52-114	Sign on R.R. Bridge.
Egg	26-38-1227	81-54-164	Banner on prominent tree.
Bee	26-38-465	81-54-703	Banner on pole.
Tin	26-38-104	81-54-1187	N.E. eave tin roof.
Mik	26-37-1333	81-54-1513	Tripod signal.
Bit	26-37-307	81-54-1564	Banner on pole.
Ro	26-39-1624	81-51-520	Topographic station.