

8434

Diagd. on Diag. Ch. No. 1248-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. T-8131 Office No. _____

LOCALITY

State Florida

General locality Dade County

Locality Key Biscayne & Miami

1946

CHIEF OF PARTY

Lt. Comdr. George E. Morris, Jr.

LIBRARY & ARCHIVES

DATE June 7, 1948

B-1870-1 (1)

8434

DATA RECORD

T-8434

Quadrangle (II): Key Biscayne

Project No. (II): CS 312-B

Field Office: Tampa, Fla.

Chief of Party: Lt. Comdr. George E. Morris, Jr.

Compilation Office: Tampa, Fla.

Chief of Party: Lt. Comdr. George E. Morris, Jr.

Instructions dated (II III):
May 25, 1945Copy filed in ~~Descriptive~~
~~Report Book~~ (SD)
Div. of Photogrammetry
Office Files

Completed survey received in office: 30 April 1947

Reported to Nautical Chart Section:

Reviewed: 19 Mar. 1948

Applied to chart No. 847

Date: 6-4-47

Redrafting Completed:

Registered: ~~5 April~~^{May} 1948

Published:

Compilation Scale: 1:20,000

Published Scale: 1:24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): Hurricane, 1935

Lat.: $25^{\circ}41'09''011$ (277.3m) Long.: $80^{\circ}10'40''318$ (1124.2m) Adjusted
~~Standard~~

State Plane Coordinates (VI): Florida East Zone

X = 770,754.91 feet

Y = 492,328.91 feet

Military Grid Zone (VI)

STATISTICS (III)

Land Area (Sq. Statute Miles): 19.16

Shoreline (More than 200 meters to opposite shore): 19.0

Shoreline (Less than 200 meters to opposite shore): 4.1

Number of Recoverable Topographic Stations established: none

Number of Temporary Hydrographic Stations located by radial plot: none

Leveling (to control contours) - miles: none

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

G.W.A. Survey - sheet 6, quad. 267 covers part of T-8434 (N.W. corner).

MAP T. 8434 PROJECT NO. C.S. 312B SCALE OF MAP SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD	(BACK)	FORWARD	(BACK)
Coast, 1935		✓							
Hurricane, 1935	✓	✓							
Cape Florida Old Tower, 1883	✓	✓	Light List	name = Cape Florida Daybeacon					
Flashing red light (Cape Florida Shoal 2), 1930		✓	"	" = Cape Florida Shoal Light 2					
Light #8 (Biscayne Channel Inner Range front), 1930		✓	"	" = Inner Range Front Light 8					
Cape Florida Channel, rear range beacon, 1930		✓	"	" = Inner Range Rear Light					
Mattheson's tower, 1908		✓							
Pen American, 1935		✓							
Virginia Key (NE.) old rear range beacon, 1934		✓	"	" = Miami Entrance Range Rear Light					
New, 1913	P465A	NA27	25 42 59.658	1835.8 (10.5)	+20.3	43	9.8 (1836.5)	Plots in ocean;	
Key Biscayne, 1894		✓	80 08 56.692	1580.4 (92.2)	+2.0		1588.4 (94.2)	not shown on original script.	
Miami, south channel, front entrance beacon, 1935		✓	Light List	name = South Channel Entrance Range, Front Light					

1 FT. = 3048006 METER COMPUTED BY: DATE: CHECKED BY: J.R. DATE: M. 2388-12

FIELD INSPECTION REPORT
TO ACCOMPANY
"KEY BISCAYNE" QUADRANGLE T-8434

1. DESCRIPTION OF AREA:

This 7 $\frac{1}{2}$ ' quadrangle includes the area between Lat. 25° 37' 30" N. and Lat. 25° 45' 00" N., and between Long. 80° 07' 30" W. and Long. 80° 15' 00" W., in Dade County, Florida.

There is approximately 19.2 square statute miles of land area within the limits of this quadrangle, which consists of all of Key Biscayne, most of Virginia Key, and a small area of the mainland, lying chiefly in the City of Miami. Virginia Key is mainly low and swampy, with a low sandy ridge along the shoreline in the northeastern part of the key. Key Biscayne is low and swampy in the western and southern parts, with slightly higher ground in the eastern part; a low sandy ridge runs along and parallel to the east shoreline of the key. The mainland area is primarily urban.

The balance of the area within this quadrangle is water, Biscayne Bay and the Atlantic Ocean.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection was begun by L. F. Hepburn, 19 Aug. 1945, and completed by W. W. Dawsey, 2 March 1946. The field inspection is believed to be complete and in accordance with the instructions.

3. INTERPRETATION OF PHOTOGRAPHS:

The dark, dense growth on Virginia Key and Key Biscayne is mangrove swamp. The area on Key Biscayne having a rather regular speckled appearance has a growth of palm trees; the hardwood growth on this key is dark, quite dense, and rather rough in appearance.

4. HORIZONTAL CONTROL:

A search was made for all known horizontal control. Recovery and pricking cards have been submitted, all control recovered having been established by the U. S. Coast and Geodetic Survey. Control recovery was done by L. F. Hepburn, H. A. Duffy, W. A. Rasure and B. F. Lampton, Jr. from 13 Aug. 1945 to 14 Jan. 1946.

5. VERTICAL CONTROL:

Vertical control by the U. S. Coast and Geodetic Survey, Florida Geodetic Survey, and City of Miami. The only supplemental level lines necessary were on Key Biscayne and Virginia Key.

6. CONTOURS AND DRAINAGE:

All of the mainland area of this quadrangle is covered by the CWA survey of Dade County; see "Revision Contouring, CWA, Dade County" by Joseph K. Wilson for report on the accuracy of this survey and revisions required.

In addition to the revision work by Wilson, one borrow pit and an omitted 5' contour required further contouring. This additional contouring was done by B. F. Lampton, Jr., by planetable methods, contouring on single-lens (1:20,000) photographs Nos. C-1557 and C-1625.

Contouring on Virginia Key and Key Biscayne was done by L. F. Hepburn, using planetable methods and contouring on photograph No. 11829.

7. MEAN HIGHWATER LINE:

The shoreline inspection was accomplished by L. F. Hepburn, H. A. Duffy and G. E. Varnadoe, from 19 Aug. - 19 Dec. 1945. The inspection was made from a boat running close along the shoreline, and by walking along the shoreline in the accessible areas.

8. LOWWATER LINE:

The lowwater line was inspected by the personnel listed in paragraph 7, from a boat running along the shoreline.

9. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, bulkheads, and shoreline structures were identified on the field inspection photographs at the time of the shoreline inspection.

10. DETAILS OFFSHORE FROM THE HIGHWATER LINE:

(Shoreline-inspection photos not available to writer, no information at hand.)

11. LANDMARKS AND AIDS TO NAVIGATION:

All aids to navigation (fixed) were located by H. A. Duffy, 10 Sept. 1945, and W. H. Shearouse, 3 April 1946, by sextant angles using the three-point fix method. *See Chart Letter No. 304 (1946)*

12. HYDROGRAPHIC CONTROL: *3 Rec Topo Stations on the west shore of Biscayne Bay are filed under T-5626 and T-5628.*
(See shoreline-inspection photographs, no information available.) *J.R.*

13. LANDING FIELD AND AERONAUTICAL AIDS:

The Pan-American Airways seaplane base* at Dinner Key falls within this sheet, also the U. S. Coast Guard Air Station adjacent to the Pan-American base. Except for aids at these bases there are no aeronautical aids within this quadrangle. **Key no longer exists.*

14. ROAD CLASSIFICATION:

All roads and streets have been classified on the field inspection photographs in accordance with instructions of 30 June 1945.

15. BRIDGES:

There are at present no bridges over navigable waterways within the limits of this quadrangle.

16. BUILDINGS AND STRUCTURES:

All buildings and structures to be shown have been circled in red, with appropriate notes where needed, and those not to be shown have been crossed out in green. The limits of the area in which only public buildings and landmark buildings are to be shown are indicated by a red line and note on the photographs.

17. BOUNDARY MONUMENTS AND LINES:

Pricking cards for all section corners recovered have been submitted.

For a description of the city limits of the City of Coral Gables see the attached excerpt from the "Charter of the City of Coral Gables". For the Miami Beach city limits between Virginia Key and Key Biscayne, the line through Bear Cut as shown on the "Official Map of Dade County" is accepted as the correct line by the officials of the city. The eastern limits of the City of Miami should be projected southwardly along the line determined on quadrangle T-8433 from points on McArthur and North Bay Causeways. *In appendix of this report.*

The election precinct limits and numbers may be taken directly from the Official Election Commissioners' Map of Dade County, since all precinct boundaries follow street lines. } Precincts not to be shown. JR

18. GEOGRAPHIC NAMES: *224*

Refer to project report on this subject submitted by Lowell I. Bass, *Filed in Geographic Names Section, Div of Nautical Charts.*

19. NOTES FOR FIELD EDIT:

The following items are noted to be investigated by the Field Edit party, since no final information was possible at the time of field inspection:

- (a) The grounds for the new Mercy Hospital to be built in what was part of the Deering Estate are undergoing extensive changes, leveling of hills and filling canals preparatory to construction. *See Field Edit Sheet*
- (b) The City of Miami is negotiating for the purchase of the Pan-American base at Dinner Key, to be converted to a city park and yacht basin. *The city has purchased this base.*
- (c) Progress of construction on the Rickenbacker Causeway to be checked. *See Field Edit Report.*

Respectfully submitted,

Lewis V. Evans III
Lewis V. Evans, III
Lieut. (jg), U.S.C. & G.S.

APPROVED AND FORWARDED:

George E. Morris, Jr.
Lt. Comdr. George E. Morris, Jr.
Chief of Party

COMPILATION REPORT
TO ACCOMPANY
"KEY BISCAYNE"
QUADRANGLE T-8434

26 AND 27 CONTROL AND RADIAL PLOTS:

A special report has been prepared by M.M. Slavney and submitted with quadrangle T-8431.

28 DELINEATION:

The nine lens photographs were used for cutting in detail points. They were of poor scale and were used for delineating only that part of the proposed Rickenbacker Causeway which was not covered by the single lens photographs. The single lens photographs were of good scale and being of 1945 date were naturally more accurate from a standpoint of new features than the nine lens photographs which were flown in 1942.

This map manuscript is completely covered by old planimetric maps, No. T-5626, T-5627 and T-5628 which were revised as to shoreline details (shoreline revision numbers T-8597, T-8598 and T-8599) during December 1945. There were few discrepancies except in woodland classifications on Key Biscayne. These were corrected in accordance with the latest instructions. A few roads and houses in the Miami area were added from the single lens photographs.

The contours on the mainland were taken from CWA photographic prints and the contours on the island were taken from the nine lens field photographs. For further information concerning contours consult the report submitted by Joseph K. Wilson and entitled "Revision Contouring C.W.A. Dade County, Project C.S. 312-B", a hectographed copy of which is being submitted with this report.

The field inspection was adequate.

29 SUPPLEMENTAL DATA:

See report submitted by J. K. Wilson entitled "Revision Contouring, C.W.A. Dade County".

30 MEAN HIGH WATER LINE:

Reference descriptive reports T-8597 and T-8598.

31 LOW WATER AND SHOAL LINES:

Reference descriptive reports T-8597 and T-8598.

The shoal areas in the southeastern area of this quadrangle were detailed from single lens photographs. The eastern limits of this area could not be delineated because of insufficient photographic coverage. These shoal areas were shown by blue dashed lines as per instruction.

32 DETAILS OFFSHORE FROM HIGH WATER LINE:

See descriptive reports for T-8597 and T-8598.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves, piers and outstanding buildings noted by the field inspection have been delineated accordingly.

34 LANDMARKS AND AIDS TO NAVIGATION:

See descriptive reports T-8597 and T-8598 for aids to navigation.

Only one landmark falls within the limits of this quadrangle and is being submitted on Form No. 567.

*See Chart Letter
No. 201 (1948)*

35 HYDROGRAPHIC CONTROL:

No hydrographic control was established. *See IP 12.*

36 LANDING FIELD AND AERONAUTICAL AIDS:

See Field Inspection Report.

37 BRIDGES:

See Field Inspection Report.

38 SECTION CORNERS:

One section corner, two quarter section corners and one section marker were recovered within the quadrangle and shown accordingly. The public land lines will be added at the time of field edit.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A comparison was made with that portion of C.W.A. quadrangle No. 267 which is covered by the map manuscript. The two areas proved to be in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with U.S. C. & G.S. Nautical Chart No. 848, bearing a print date of 27 October 1945.

No discrepancies were noted. The shoreline generally, being in good agreement.

Respectfully submitted,

Charles H. Baldwin

C.H. Baldwin, Engr. Draftsman

Approved and forwarded:

George E. Morris, Jr.
George E. Morris, Jr.
Chief of Party.

FIELD EDIT REPORT

QUADRANGLE T-8434

"KEY BISCAYNE"

PROJECT CS-312-B

Field edit of this quadrangle was made by John D. Weiler,
Photogrammetrist, during January and February 1947.

46. Methods-In field editing the map manuscript, all roads were traversed by truck, both on the mainland and on Key Biscayne. Because of the water area covered by the quadrangle, considerable boat work was necessary. This was done with a 24 ft. personnel boat borrowed from the U.S. Coast Guard at Dinner Key. All cultural data added to the map manuscript was either plotted from topographic features, or cut in by planetable methods. Fixed Aids to Navigation were checked by planetable cuts on a double weight print of the map manuscript and by theodolite angles from triangulation stations not within the quadrangle limits. Unfortunately, the boat in which field edit was being done capsized on one occasion and this accounts for the poor condition of the original discrepancy print and some of the single lens, 1:10000 photographs.
47. Adequacy of the MAP MANUSCRIPT.-The map manuscript was adequate and correct except for numerous changes made since the date of the original field inspection, and numerous details omitted during that inspection. It was noted that planetable cuts to identifiable objects gave very good checks at a distance of 4 to 5 miles. Attention is called to the contouring requested in the Deering Estate. (Lat. 25-44-30, Long 80-12-45). Because of the number of roads in the area, it may be difficult for the compilation section to interpret the contours correctly, therefore, an enlarged rough sketch of the area is submitted, drawn on the back of the field edit print (heavy weight).

The fill for the Mercy Hospital Site, just south of the Deering Estate, has been added to the map manuscript, as well as the main entrance road and hospital building itself which are presently under construction. The island just east of the hospital site is no longer there, having been dredged for fill.

It was noted that many houses in the area southeast of Bay Shore Drive, outside of the urban limits, were omitted by the compilation section although they appeared on the photographs. Proper notes for their delineation have been made.

47. Adequacy of the MAP MANUSCRIPT.(cont'd)

The Pan American Airway no longer is located at Dinner Key. Their grounds have been acquired by the city and will be made into a park, at some future date, connecting with Coconut Grove Bay Front Park. The hangars are presently used for storage space and the remaining buildings as temporary housing by the Veterans Administration.

The boundary of the Florida Adirondaek Prep. School has been delineated in photograph C 1558 as well as the location of the administration building.

The vegetation classification between Bay Shore Drive and the shoreline, asked for on the discrepancy overlay, is mostly scattered softwoods and easily interpreted on the photographs. It should be added to the map manuscript by the compilation section.

Rickenbacker Causeway is rapidly approaching completion. The fill is in and bridge piles capped for the flooring. Road areas are completed except for final surfacing. A complete set of plans is submitted, and it is believed that necessary data concerning construction and bridge clearances can be obtained from them.

A map of Crandon Park on Key Biscayne is submitted. Actual construction work has been shown on this map and enough ties to our work indicated to facilitate plotting. This was not done in the field because it was felt that a much better job could be done with a ratio projector. The scale of this map checks our quadrangle sheet very well.

Vegetation classification on Key Biscayne and Virginia Key has been clarified on the map manuscript as well as on the photographs.

The east end of the channel that cuts off the south end of Biscayne Key is not navigable due to a sand bar. Appropriate notes have been made on the map manuscript.

The city limits of Miami Beach running between Key Biscayne and Virginia Key have been delineated on the map manuscript. It should be noted that the legal description of this boundary is ambiguous. These boundaries will be clearly defined within the next month by the state legislature.

Attention is called to the area south of Cape Florida. The houses that appear on the photographs with the exception of the Quarterdeck Yacht Club, were destroyed in the 1945 hurricane. Groups of piling remain at their sites, however, and should be delineated on the map manuscript. They have been identified on photo C 1820.

48. Vertical accuracy test.-The vertical accuracy tests were run as a part of revision contouring of C.W.A. sheets for Dade Co. See report by Joseph K. Wilson.

49. Fixed Aids to Navigation. -Considerable difficulty was encountered in checking aids to navigation. The compilation section omitted plotting quite a number of aids on the copy of the map manuscript, which appeared later on the copy of the manuscript transmitted for Public Land Line edit. In addition to this, errors in plotting or original sextant work were noted. This is readily apparent along Biscayne channel where new positions on pile beacons are plotted, yet 4 plane table cuts checked the original positions. Further inquiry proved out the fact that they are the original piles and were not destroyed in the 1945 hurricane. In addition, ten pile markers along the Quarter-deck Yacht Club channel have been out in by planetable and added to the map manuscript.

Either three, and in most instances four, cuts were used, and excellent results obtained. The weakest cuts obtained were Cape Florida Shoal "2", Bn "4", and Bn "6", so positions of these aids were determined by triangulation.

Off shore from Coconut Grove, the manuscript shows a great number of pile beacons that do not exist. These were probably carried over from old T sheets. Deletions have been made.

Two private range lights were located on the Matheson channel at Coconut Grove. *These lights will not be shown on the published map.*
J.R.

Form 567 is submitted for all new aids, and for charted aids *See* where new positions were determined. Positions of pile beacons *Chart* along the Deering Channel and Dinner Key Channel were checked *Letter No.* and found to be correctly plotted, except for deletions shown. *280 (1947)*.

50. Public Land Line Discrepancy Overlay. -Notes concerning section corners have been made directly on the Section Line Discrepancy Overlay. Although no new corners could be recovered on Key Biscayne and Virginia Key, a survey map of Key Biscayne by the M. B. Garris Company, Engineers, and the plans of the Rickenbacker Causeway were compared with our data and notes made that should aid the compilation section in their section line reconstruction.

The map manuscript was reviewed by M. B. Garris, Miami, engineer for the last half century, who has surveyed almost every foot of the area covered by the quadrangle. He could find no errors.

Respectfully submitted

John D. Weiler
John D. Weiler
Photogrammetrist

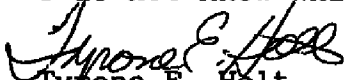
Approved and Forwarded
Ross A. Gilmore
Ross A. Gilmore, Chief of Party

June 8. 1993 time 08:08

To Mr. Stephen Verry

The Topographic Descriptive Reports from T - 3770 thru t - 3772
is charged to Jeannette O'Connor who was in WSC-1 room 815, 496-
8757. 22 November 1972.

I do not know what room she has in the new SSMC 3 building.


Tyfone E. Holt
Security Vault

PROJECT CS-512 B
Quadrangle T-8454

PUBLIC LAND LINES:

Section lines have been shown on the front of the map manuscript in red acetate ink, with the number of each section being shown in its approximate center.

A plat of a survey by the General Land Office, dated 1845, was used for T54S, R41E. Extension of roads along section lines was used mainly in constructing the lines in this area due to the inaccuracies of the old General Land Office surveys.

For the area along Virginia Key and Key Biscayne, a plat of a survey made by the U. S. Coast Survey in 1870, T54S, R42E, was used in constructing the lines. Due to the scarcity of cultural detail in this area, the field edit party was requested to carefully check the lines as constructed. Some additional information was obtained by the field editor from Mr. M. B. Garris, Civil Engineer in Miami, Florida. (Reference section line discrepancy print). This additional information moved a few of the lines as constructed from the original survey of 1870. The greatest discrepancy being 1.0mm.

No survey plat of T55S, R42E was available to this office and lines in this area were constructed by extension from the adjoining Township and one section-line marker on the south end of Key Biscayne.

It is believed that the lines are fairly accurate as constructed.

Respectfully submitted,

William A. Rasure
William A. Rasure
Photogrammetric Engineer

Approved and Forwarded:

George E. Morris Jr.
George E. Morris Jr.
Chief of Party

REVISION CONTOURING C.7.A. DDD
COUNTY PROJECT C.S. 312 B
QUAD SHEETS T-8130, T-8131,
T-8132, T-8133, T-8134, T-8135,
T-8136 AND T-8137

The revision survey of the C.7.A. contours was made by Joseph E. Allen, Principal Photo-Interpreter, under the immediate supervision of G. L. Varnadoe from September 24, 1945 to January 1, 1946. Vertical accuracy tests were also run during this period.

1. DESCRIPTION OF THE AREA

The revision of these quadrangles cover an area chiefly in Dade County, ~~from latitude 25° 30' to latitude 25° 40' and approximately longitude~~
~~79° 50' 00" to 80° 00" 00"~~

This portion of Florida is in general a low flat area with elevations ranging from sea level to 20 feet. The drainage greatly consists of canals and run-in ditches.

2. METHOD:

The revision of the contours was done on photographic prints of the original bench plane-table sheets of Dade County, except the quadrangle T-8137 where three photostat copies of negative prints were used. The photographic prints proved to be of very good scale where the photostats were slightly off scale and a small factor was applied. This work was accomplished by a two-man party. All roads were traversed by truck, and a visual inspection was made of the contours. Evidently when these contours were run by the C.7.A., except on a very few sheets, they disregarded the super-elevations of roads, railroads, fills, etc.,. Special attention was given these areas. In some cases it was possible to correct these contours visually, but where there was any doubt they were corrected by the use of a hand level and topo rod, and where necessary a plane-table was used.

Where cumulative changes have taken place such as borrow pits, spoil banks, etc., they were noted on the C.7.A. sheets to be contoured on a photo copy at a later date and also in some instances where the contours could not be raised up except by extensive plane-table work, this too was marked and left to be done by the contour party when contouring borrow pits, etc.

All contours visible from the roads were examined for shape and relative position.

The original contours of the C.W.A. proved to be very good (See accuracy tests below) and have been inked in red while the corrections to these contours have been shown with purple ink. Where contours are too congested to be drawn, i.e., along fills, canals, etc., the turning points have been shown and sufficient notes made so that the contours can be shown accurately. These notes are self explanatory.

3. VERTICAL ACCURACY TESTS:

An accuracy test has been run in each of the quadrangles mentioned above. This work was done by a four-man plane-table party. These tests were done on the sheets mentioned above. These tests started at a bench mark and closed at a bench mark. All tests closed within 0.3 of a foot.

While running these tests the scale of the C.W.A. points were found to be very good except for a negative print used in quadrangle T-8437 which had a small factor. Also it was found that the C.W.A. contours are very good both in shape and position.

The accuracy tests in respect to their sheet number are listed as follows:

- | | |
|-----------------------|--------------------------|
| T-8430 - sheet 261-4 | T-8434 - sheet 267-6 |
| T-8431 - sheet 260-11 | T-8435 - sheet 266-11 |
| T-8432 - sheet 260-23 | T-8436 - sheet 266-9 |
| T-8433 - sheet 261-30 | T-8437 - sheet 266-28 NP |

4. JUNCTIONS

Junctions were made with the respective sheets of the C.W.A. and they were in good agreement.

A junction has been made with quadrangle T-8428, which has been contoured by the Coast and Geodetic Survey, and these contours were found to be in good agreement.

Respectfully submitted,

Approved and Forwarded:

Joseph K. Wilson,
Photo. Aid

George R. Morris, Jr.
Chief of Party.

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8434

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control.--Two triangulation stations, New, 1913 and Virginia, 1914, not reported by the field parties, plotted in the ocean. Recovery cards recommending that they be considered lost were sent to the Division of Geodesy. Recovery cards were also made and sent to Geodesy for three other stations, Biscayne Bay, Beacon #28, 1935, Biscayne Channel, Beacon #5, 1930, and Light #20, 1930. These three stations were marked for deletion on the Field Edit Sheet, but were not reported on Form 526.

The triangulation stations not reported lost or destroyed have been listed, during review, on Form M2388-12. The list will be found in this Descriptive Report immediately following the Data Record.

28. Detailing.--The field edit corrections have been applied to the shoreline surveys as well as this map manuscript.

The delineation of shoal areas south of Cape Florida had previously been requested by the Division of Nautical Charts. Refer to paragraph 31. The outlines of the shoal areas have been left on the manuscript, but they will not be shown on the published map.

Notes to the effect that the work on Mercy Hospital, Rickenbacker Causeway, and Crandon Park development was incomplete at the time of the field edit have been made on the manuscript.

43. Comparisons with Previous Surveys:

This survey supersedes:

T-336 (1851)	1:20,000	T-4529 (1927)	1:20,000
T-3375 (1913)	1:20,000	T-6526 (1935)	1:10,000
T-3758 (1919)	1:20,000	T-6527 (1935)	1:10,000
T-3760 (1919)	1:20,000	T-6528 (1935)	1:10,000
T-4528 (1927-8)	1:20,000		

for the areas in common.

45. Comparisons with Nautical Charts.--This survey was applied to chart #847 prior to review. The number of corrections to this chart and to chart #848 are 60. Numerous that sections of the charts (see appendix) have been used to indicate the changes. Similar sections of the charts with the corrections indicated have been sent to the Nautical Chart Division.

48. Accuracy Tests.--The vertical accuracy test will be found on sheet #6 of CWA, quadrangle #267. The contouring meets the accuracy requirements for this project. This map manuscript complies with the national map accuracy standards.

49. Overlay.--An overlay has been prepared showing road classifications, control, etc. and the new format for topographic quadrangles. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:

Reviewed under direction of:

Jack Rahn
Jack Rahn
19 March 1948

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED:

B. J. Jones 5/48
Technical Assistant to the
Chief, Div. of Photogrammetry

[Signature]
Chief, Nautical Chart Branch
Division of Photogrammetry

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys

Note: The 1:20 000 scale registered copy of this map is illegible but is the best that can be obtained without redrafting. A 1:24 000 scale color print will also be registered when the map is published. Meanwhile all wharves details ~~are shown~~ covered by T 8434 are also included on T 8597 and T 8598 (1:10 000).
M.J.

GEOGRAPHIC NAMES

Survey No. T-8434

KEY BISCAYNE, Fla

Name on Survey

On Chart No. / On previous survey No. / On U. S. Quadrangle Maps / From local information / On local Maps / P. O. Guide or Map / Rand McNally Atlas / U. S. Light List

	A	B	C	D	E	F	G	H	K	
Florida									USGB	1
Dade County										2
Atlantic Ocean										3
Biscayne Bay									USGB	4
Florida East Coast										5
U.S. Mxx No.1/Fla. No. 5 (2-11)										6
Miami									USGB	7
Miami Beach										8
										9
Biscayne Flats										10
Quarterdeck Yacht Club										11
Biscayne Channel										12
Key Biscayne										13
Cape Florida										14
Cape Florida Channel										15
The Pine Canal										16
The Pines										17
South Basin										18
Hurricane Harbor										19
Monkey Island										20
Southwest Point										21
Swan Pond										22
Flamingo Island										22
West Point										23
Clandon Park										24
Northwest Point										25
Bear Cut										26
Bear Cut Bridge										27

GEOGRAPHIC NAMES

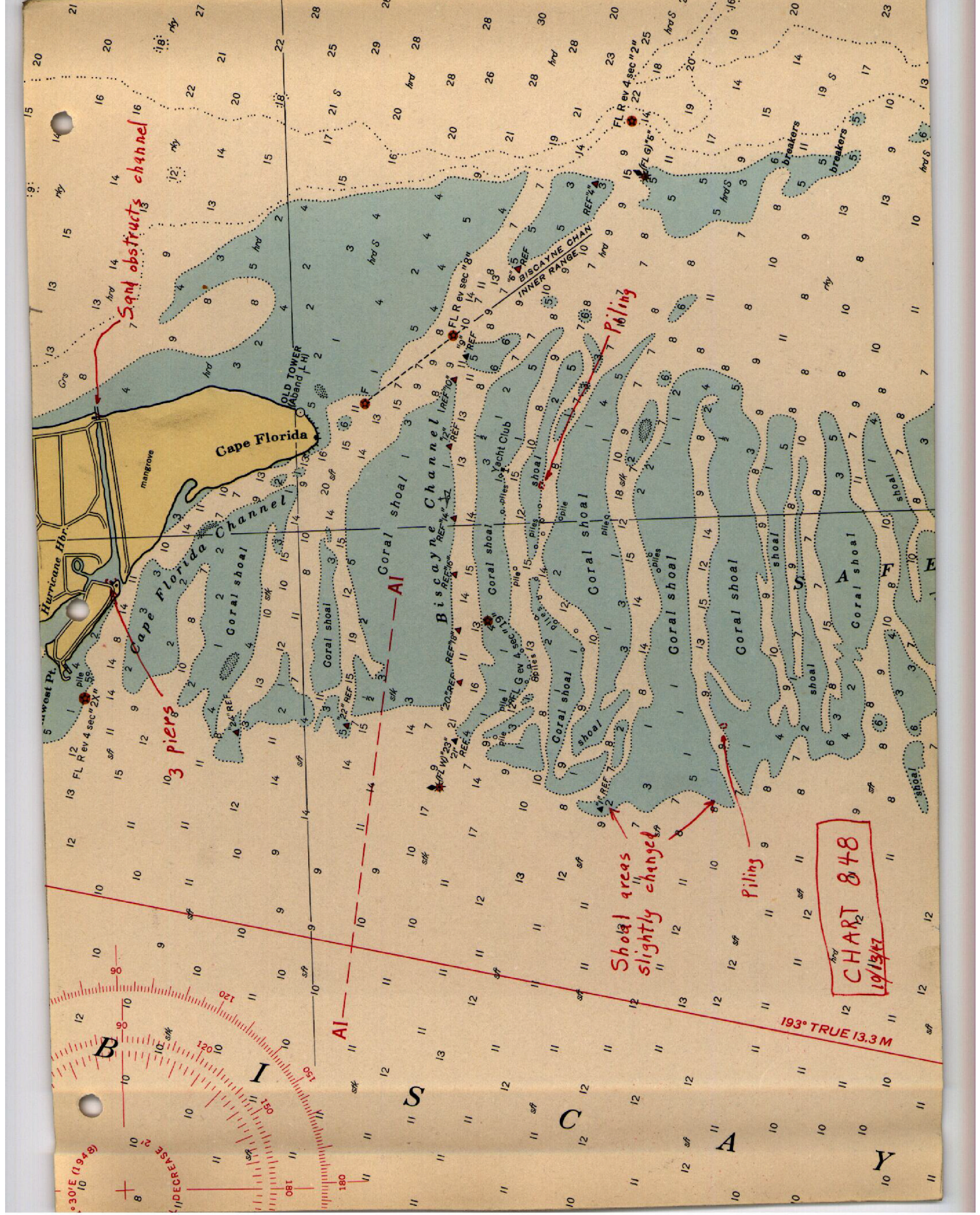
Survey No. T-8434

2 Name on Survey

On Chart No. A
 On previous survey No. B
 On U. S. quadrangle Maps C
 From local information D
 On local Maps E
 P. O. Guide or Map F
 Rand McNally Atlas G
 U. S. Light List H
 K

	A	B	C	D	E	F	G	H	K
✓ Virginia Key									1
✓ Virginia Beach									2
✓ Duck Lake									3
✓ Rickenbecker Causeway									4
✓ Bay Bridge									5
✓ Brickell Hammock									6
✓ James Deering Estate									7
✓ Deering Channel									8
✓ Mercy Hospital									9
✓ Fair Isle									10
✓ Silver Bluff									11
✓ Bay Shore Drive									12
✓ Bay Biscayne Yacht Club									13
✓ U.S. Coast Guard Air Station									14
✓ Dinner Key Channel									15
✓ Dinner Key City Park									16
✓ Coconut Grove Bay Front Park									17
✓ Oak Avenue Park									18
✓ Coconut Grove								USGB	19
✓ Florida Adirondack Preparatory School									20
✓ Coral Gables Waterway									21
✓ Tahiti Beach									22
									23
									24
									25
									26
									27

Names underlined in red are approved. 3/17/48 S. Heck.



Sand obstructs channel

3 piers

Shoal areas slightly changed

Piling

CHART 848
19/15/47

193° TRUE 13.3 M

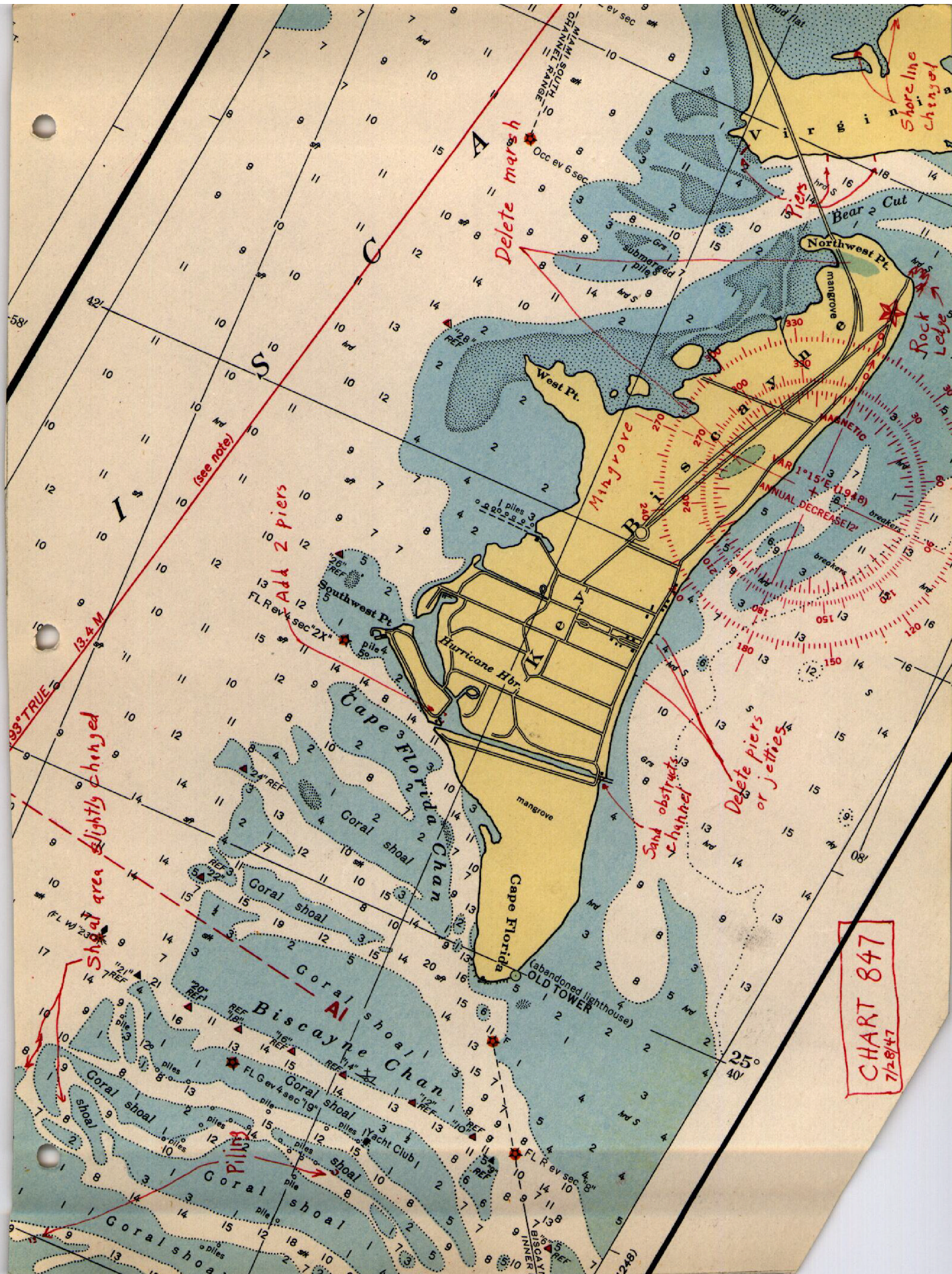


CHART 847
7/26/47

EXCERPT FROM "CHARTER OF THE CITY OF CORAL GABLES, FLORIDA"

(The following excerpt contains the description of the city limits of Coral Gables from the S'ly part of the west boundary, Quads T-8435 and T-8438, thru the S'ly and E'ly boundaries to the city limits on Key Biscayne, thence to the mainland, Quads T-8434 and T-8640. The balance of the Coral Gables city limits has been indicated on the field inspection photographs.)

----- 25 feet W of the NE corner of Section 24 (T558, R40E); thence S parallel to and 25 feet W of range line 40-41 to point 1500 feet S of the most S'ly point of Section 30 (T558, R41E); thence SE'ly on direct line to point midway between most S'ly point of Ragged Keys and most N'ly point of Sands Key; thence E 1500 feet; thence N'ly parallel to and 1500 feet E of E'ly shores of Ragged Keys to point opposite most N'ly of Ragged Keys; thence N'ly to point 1500 feet E of most E'ly point of Soldier Key; thence N'ly to point 1500 feet S of most S'ly point of Key Biscayne; thence N'ly along line parallel to and 1500 feet E of E'ly shore of Key Biscayne to the N line of the S $\frac{1}{4}$ of Section 28 (T54S, R42E); thence W along the N line of the S $\frac{1}{4}$ of Sections 28, 29 and 30 (T54S, R42E) and the N line of the S $\frac{1}{4}$ of Sections 25, 26, 27, 28, and 29 (T54S, R41E).

Note:

(Copied from Charter of City of Coral Gables at Coral Gables City Hall 15 April 1946).

Lieut. (j.g.) Lewis V. Evans III

