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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Map drawing
Topographic } Sheet No. T-5543
Hydrographic }

State Florida

LOCALITY

Florida Keys

Marathon

VACA KEY - BAHIA HONDA KEY

Photographs flown January, 1935
Field Inspection with ground survey
to 1937

1937

CHIEF OF PARTY

E. R. McCarthy

5543

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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.

REGISTER NO. **2-5213**

State **Florida**

General locality **Florida Keys**

Locality **Marathon Yaca Key - Bahia Honda Key**

Scale **1:20,000** Date of ~~survey~~ **photographs** **January**, 19 **35**

Vessel **Shore Party No. 14**

Chief of party **R. E. McCarthy**

Surveyed by **See data sheet attached to descriptive report.**

Inked by * * * * *

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated **November 17**, 19 **33**

Remarks: **Compiled from air photographs at a scale of 1:20,000
for reproduction by the photo-lithographic process at the same scale.**

DATA SHEET

Sheet Register No. T-5543

Portion of work	Performed by	Date completed
Projection made by	Washington Office	March, 1937
Projection checked by	E. R. M.	April, 15, 1937
Control plotted by	E. R. M.	April 15, 1937
Control checked by	P. A. W.	April 16, 1937
Radial plot developed by	J. C. M.	July 29, 1937
Compiled in pencil by	J. C. M.	August 12, 1937
Inked by	J. C. M.	August 25, 1937

STATISTICS

Statute miles of shoreline and bridges	57.6
Statute miles of creeks and canals	4.7
Area, square statute miles, keys	6.5
Area, square statute miles, shoals	2.3

Reference station: Bahia Honda 3, 1935

Lat. 24° 40' 03.736" (+114.9 meters) unadjusted
 02.871" 88.3 m.
 Long. 81° 15' 01.869" (+52.5 meters)
 01.562" 43.9 m.

N. A. Datum

Figures in blue -
 North American 1927 Datum,
 adjusted

Photos taken Jan. 26, 1935
 Field Inspection with ground surveys to 1937

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP

REGISTER NO. T-5543

MARATHON

FLORIDA KEYS

FLORIDA

1937

Scale of compilation, 1:20,000

DESCRIPTION OF AREA:

The area shown on this map drawing covers an area of the Florida Keys lying between Key Vaccas on the east and Bahia Honda Key on the west and a section of Florida Bay northward to West Bahia Honda Key. The southern part of this area is traversed by the abandoned right of way of the Florida East Coast's Overseas Railroad which is, at the present time, being converted into a highway to be known as the Overseas Highway. *Vaca Key*

That portion of Key Vaccas which is traversed by the highway is high, fast land while most of the area lying to the south or ocean side of this area is low mangrove or flats. There are several short stretches of high land to the east and west of the south mouth of Sister Creek. These were no doubt deposited here by wave action and are made up of shell sand. The high water line on the bay side of the key is outcropping rock which breaks off to deep water at the shoreline. The small rocky islets in the vicinity of recoverable station MOON and triangulation station RACHEL are peculiar to this locality as they are found at no other place in Florida Bay. It is not known but it is thought that this formation is or might be due to the geologic change in formation which takes place in this approximate locality. From Key Vaccas westward it is understood that the formation is Miami Oolite, while from this point eastward it is a coral formation. *Vaca Key*

There are few permanent residents at Marathon on Key-Vaccas at the present time. At one time the vicinity was rather thickly settled. This fact is evident by the many cleared fields which have been abandoned. At the present time there is a construction camp at Hog Key and a store here and a store and postoffice at the railroad station at Marathon. During the winter season Sombrero Lodge, at Marathon, is patronized by a limited number of winter tourists. The *Vaca Key*

fish house on the mud trestle in Boot Key Harbor is now abandoned but there is a fish house on Hog Key, south of the highway, which is in operation. At this point there has been built a small pier and oil tanks erected by a Miami oil company.

Pigeon Key was, during the construction of the railroad, the main headquarters of the Florida East Coast Railroad. At the present time the buildings that were placed here are in poor condition. A pier has been built on the north side of the key, replacing the one which was partly demolished by hurricanes. When the railroad was first constructed, the right of way was carried over fills for a distance either side of Pigeon Key. These fills were washed out by hurricanes and viaducts were constructed but the wing walls remain. B. M. Z-69, (reset), 1936 is located on the north wing wall of the west pair and the east wing walls are shown on the sheet and noted on the name sheet.

The swing bridge at Moser Channel is one of the two openings between Lower Matecumbe Key and Key West affording passage for larger craft between Florida Bay and the ocean. This bridge has two openings of 100 feet horizontal clearance on either side of the bridge. The vertical clearance was not changed in converting the bridge from a railroad bridge to a highway bridge.

Molasses Keys and Big Money Key, lying south of Moser Channel Viaduct, are a formation of outcropping bed rock. The former are covered with a sparse growth of grass and scattered mangrove while the latter is covered with a heavy growth of tall grass.

The keys between Facet Key and Bahia Honda Key are generally fast land on the ocean side and mangrove on the bay side. The size of the pond in the interior of Bahia Honda Key was increased by the railroad construction crews in obtaining fill from the area on the south side of the key. The name sheet notes a clump of rather prominent palm trees, growing between the railroad and shoreline. It was impossible to show these on the sheet because of the limited space.

The keys in the northwest portion of this sheet are, generally, low mangrove. Coconut Key and the small key to the west of Sandfly Key have small areas of high land. Other keys in the area are above high water at ordinary tides in their interiors only because of the decayed vegetation.

There are series of many small connecting banks in the area of Florida Bay between ^{Vaca Key} Key Vaccas and East Bahia Honda Key. These banks are cut up into small areas with shoal passes between. Shoals exist in other areas of this sheet but they are not definite enough in the photographs to delineate accurately. Only the shoal areas which are definite on the photographs have been shown on this compilation,

GENERAL INFORMATION:

The main flight of air photographs covering the area of this

sheet is centered over the highway right of way. The photographs in this flight include photographs nos. 27 to 54, taken during January, 1935.

The center of photographs number 74, the first exposure of another flight of photographs, is located near the west neat line. A portion of a third flight, photographs nos. 331 to 333 inclusive, are centered in the extreme northwest corner of the sheet. These photographs were also secured during January, 1935.

Field inspection probably done during 1937

CONTROL:

This sheet is controlled by triangulation station ^s which ^{were} are on the North American Datum. The positions were obtained from the field computations and are, therefore, unadjusted.

The sources of the triangulation are as follows:

Publication, "Triangulation in Florida"
E. R. McCarthy, 1935 and 1936.
H. A. Cotton, 1934.
F. B. T. Simeas, 1920.

Due to the fact that it was necessary to apply an approximate field adjustment to some of these stations, a list of the control used in the compilation of this sheet is appended to this report. This list gives the plotting distances as used in plotting the positions on this sheet. *The adjustment was for the purpose of coordinating the triangulation of different years. See T 6498, P. 3, Des. Report.*

COMPILATION METHODS:

The usual radial line methods, with some variation, as described in the "Notes on the Compilation of Planimetric Line Maps" were used in the compilation of this sheet.

Because it was impossible to select radial points in the water area between Key Vaccas and Bahia Honda Key, it was impossible to develop a radial plot between these two points. Radial line methods were used to obtain locations in these two localities but in order to obtain the detail in the connecting link, it was necessary to accept the azimuth of Knight Key Viaduct and Moser Channel Viaduct from the Graphic Control sheets covering the area. This information together with triangulation stations and recoverable stations located on all of the important detail furnished locations to delineate the detail.

Some difficulty was experienced in obtaining the detail in regard to the keys in the northwest portion of the sheet. The flight in this area is controlled by only two wings which made it impossible to obtain strong radial intersections. It is believed that fair locations were obtained here, using the northern flight together with the first several photographs in the flight beginning with photographs number 74.

*clearances of bridges given on map drawing.
Information probably from field measurement or construction plans.
Vertical clearances probably refer to H.W. or M.H.W.*

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INTERPRETATION OF PHOTOGRAPHS:

With few exceptions, the photographs of the area covered by this sheet were clear and adequate for charting purposes. Some difficulty was experienced in obtaining the delineation of the Molasses Keys and the small key lying south of and between Little Duck Key and Bahia Honda Key. These keys are of outcropping rock and the high water line did not appear very well in the photographs. The delineation was obtained after field inspection.

The location of all of the wrecks and obstructions in Boot Key Harbor were obtained from the photographs. These were determined by field inspection also. The location of the submerged marine railway on the west side of Hog Key was spotted on the photographs. The railway is abandoned.

INFORMATION FROM OTHER SOURCES: **

All topographic information appearing on this sheet was obtained from the photographs. The detail of the small pier and oil tanks on the west side of Hog Key was obtained by sextant fix.

The location and detail of the new dock on the north side of Pigeon Key as well as the cross-over of the highway to the railroad right of way at the west end of Key Vaccas was obtained from the Overseas Road and Toll Bridge Commission of Monroe County. This authority was also consulted in regard to the details in the conversion of the abandoned railroad to a highway.

COMPARISON WITH CONTEMPORARY SURVEYS:

The area of this sheet is also covered by graphic control surveys made during 1935. These surveys are shown on Sheet Register Nos. 6479a and 6479b.

Little detail is shown on these graphic control sheets but that that is shown shows good agreement. A comparison with the short stretches on the south side of Boot Key and the high water line to the east of Sister Creek as well as the mud trestles in Boot Key Harbor shows good agreement.

The detail in regard to Knight Key Viaduct and Moser Channel Viaduct of course show agreement as this detail was obtained from the graphic control sheets.

In agreement also are the short stretches of shoreline shown either side of the abutments of the bridge between Pacet Key and Bahia Honda Key.

** The emergency landing field, road and two houses near triangulation station VACA were constructed since the photographs were obtained. This detail was obtained from field measurements.

Aeronautical Chart Section advised of field.

COMPARISON WITH PREVIOUS SURVEYS:

The area of this sheet is covered by several previous surveys. The area of Bahia Honda Key eastward and including Knight Key and the eastern portion of Boot Key is shown on Sheet Register No. 339, surveyed in 1851. From this point eastward to the east neat line of the sheet is shown on Sheet Register No. T-651, survey in 1857. A small sheet with little detail was surveyed in 1920 and Boot Key Harbor and is shown on Sheet Register No. 3830. The previous survey in the vicinity of East Bahia Honda Key is shown on Sheet Register No. 627.

As a general rule, the agreement in location of detail shows very few changes. The major changes, which are no doubt due to natural alterations, are as follows:

Sheet Register No. T-339 as well as the published chart, shows two small keys at the location of Big Money Key. There is only one key here and is charted as Big Money Key.

The same sheet shows four keys and the present published chart, five keys, in the Molasses Keys group. There are only three keys in this group.

It is also noted that the size of Little Money Key is represented about twice as large as it is on the present compilation. Differences are also noted in the ponds on Bahia Honda Key. The large pond that is shown on the western half of the key does not exist.

Since the date of the survey of Sheet Register No. T-651 mangrove has grown in the water gap between Key Vaccas and the key noted as "Part of Boot Key" to form one land. This is also true of the key immediately south of Rachel Key, where mangrove has filled in to form this key into a point of Key Vaccas.

LANDMARKS:

A list of Landmarks for Charts were previously submitted by the party to cover the area of this sheet.

On May 25, 1937 a supplemental list was submitted to cover additional non floating aids to navigation. A copy of this list is attached to this report. This list includes a lighted beacon and day marked and two beacons which are privately maintained which were located by sextant fixes during the course of the field inspection in the area.

An additional private beacon was transferred from T-6479a upon review. This bn. is still in existence on this date (Jan. 21 '38) but all private bns. are scheduled for removal about April, 1938.

RECOVERABLE STATIONS:

Three recoverable stations were lost due to the conversion of the railroad right of way to a highway. These stations are RAIN, GEM and PILE. The loss of these station have been previously reported by this party.

*Marked lost on Form 524 and sheet T-6479b
(sheet T-6479b not in office)*

Several errors were noted in the positions of recoverable stations as reported on Form 524. The longitude of station WEST is given as $81^{\circ} 05' 859$ meters. This should be $81^{\circ} 05' 841$ meters. The longitude of stations MOON and B. M. #1, MARATHON TIDE GAUGE are given as 80° and they should have been recorded as 81° . All three of these stations appear on Graphic Control Sheet Register No. T-6479a.

*Above forms 524 corrected. T.M.P.
Position of O Wing 2(d) also listed 1° in error.*

GEOGRAPHIC NAMES:

As has been explained in previously in descriptive reports submitted on this project and in various special reports on geographic names, the proper names and spelling are difficult to determine. The area of this sheet is no exception. A considerable time was spent in interviewing various residents of Key West who frequent the area in question while sponging and the few local residents who reside at Marathon and on Key Vaccas. The results of these interviews are herewith given.

Reference is made to two reports previously submitted by this party in which the names are discussed. These are a "Report on Geographic Names to Accompany Hydrographic Sheet No. 15" (Register No. 6113) and a "Report on Geographic Names to Accompany Hydrographic Sheet No. 17" (Register No. 6137). The information given here partly supplements and supersedes the information given in these reports.

All existing maps covering the area of this sheet have been used to determine the correct names. These maps include the previous Coast Survey topographic maps, the railroad right of maps, the land plats of Monroe County and various others.

The following names of ~~some~~ features are at present charted on the published charts of the area and are in local use:

East Bahia Honda Key (see below)
West Bahia Honda Key (see below)
Bahia Honda Key (see below)
Molasses Keys
Cocconut Key
Pigeon Key
Knight Key
Hog Key (see below)
Rachel Key
Marathon
Moser Channel
Knight Key Channel
Bethel Bank
Boot Key Harbor

The local use in regard to East Bahia Honda Key, West Bahia Honda Key and Bahia Honda Key is different from that charted on this sheet. Local people when referring to Bahia Honda Key have in mind East and West Bahia Honda Key and refer to Bahia Honda Key as Bahia Honda. Formerly, East Bahia Honda Key was known as East Orange Key

and Big Bahia Honda Key while West Bahia Honda Key was known as West Orange Key and Little Bahia Honda Key. In order to avoid confusion it is recommended that these keys be charted as they now appear on the present editions of the published charts.

The small key lying about a mile south of West Bahia Honda Key is known locally as Sandfly Key. This is an old name in the locality and is recommended for charting. The name is from one of two sources, i.e. the small size of the key or due to the fact that there are many sand flies on the key.

Hardup Key and Teakettle Key are names in local use. The origin of these names are not known by the oldest local inhabitants of the area. They are in universal local usage and recommended for charting.

The three keys along the highway from Bahia Honda Key eastward are known in this order as Little Duck Key, Little Grassy Key and Pacet Key. The railroad names for these keys in the same order are Ohio Key, Missouri Key and Little Duck Key. It was found impossible to determine the origin of these names but they are in strong local use and are recommended for charting.

Little Money Key and Big Money Key are the local name for these two keys. The railroad right of way maps refers to these as Delaware Key and Pacet Key but these have no local use. The origin of the name Little and Big Money Key is believed to be due to the fact that at one time the local people thought that treasure was buried there and some went to the trouble of digging for same.

Sheet Register No. T-651, surveyed during 1857, gives the name of the key on which Marathon is located as Key Vaccas. This seems to be the correct name and the preferred spelling. Local people refer to a rather large area in this locality as Key Vaccas Land. This area comprises the area of Hog Key, Key Vaccas, the mangrove area east of Sister Creek (charted on the 1857 survey as "Part of Boot Key"), the two keys west of Key Vaccas Cut and the keys which are charted on the present published chart as Fat Deer Key. The local pronunciation of the key is "Wak-kus". The name, Key Vaccas, is strongly recommended for charting.

The older inhabitants of the area have no name for the key which is shown as Hog Key on the present editions of the chart. This key is included in the area of Key Vaccas Land. The 1857 survey shows the small mangrove between the present charted Hog Key and Knight Key as being called Hog Key. There seems to be considerable difference in opinion as to the proper placing of Hog Key as some of the local people refer to the west one of the Fanny Keys as Hog Key. It is recommended that the name retain its present location on the chart as this name is in use by the Monroe County authorities and most of the present residents of the area.

Pretty Joe Rock is the name of the largest rocky islet lying between Marathon and Rachel Key on the inside. This is apparently a very old name in the locality and the islet is prominent in coasting.

The three small keys to the north of Key Vaccas and northeast of the ferry slip on Hog Key are known locally as Fanny Keys. As has been stated earlier in this report, the west one of these keys is known by some of the inhabitants as Hog Key. These keys are not often referred to and a great many of the people who frequent the area have never heard the name. The origin is not known.

The Report on Geographic Names to Accompany Hydrographic Sheet No. 15 (Register No. 6113) recommends that names East Boot Key and West Boot Key. Further investigation discloses the fact that only the key lying to the west of Sister Creek is known as Boot Key and the land area lying to the east of the creek is known as part of Key Vaccas Land. It is recommended that these features be charted as indicated.

East Sister Rock and West Sister Rock are names in local use. These keys are almost bare rock with a small amount of scattered grass and the name rock is appropriate.

Sister Creek is a well established local name but it is also referred to by some of the inhabitants as Boot Key Creek. In this creek the local residents make reference to the Eastern Arm and the Western Arm.

At one time there were two keys at this locality which were referred to as Big Rachel Key and Little Rachel Key. Since this time Big Rachel Key has been connected to the area of Key Vaccas by mangrove and the smaller key is known locally as Rachel Key. The present editions of the published chart has the name erroneously placed.

Williams Hammock, appearing near the east neat line of this sheet is a very old name in the area. In the area of this hammock (as shown on Sheet Register No. T-5542 to the east) are located Williams Hammock Wells. These wells are much used by the spongers in obtaining fresh water.

The bank that is charted as Palmetto Bank on the present edition of the published chart is known locally as Rachel Key Bank. The name is in local use and is recommended for charting.

Use
Rachel
Bank

In like manner, Crescent Shoal is known by the local people as John Sawyer Bank. The origin of this name is unknown but it was no doubt named after some local resident.

Elbow Bank and Friend Key Bank are names in local use.

NAME SHEET:

Weber's waterproof black drawing ink and Craftint's water soluble celluloid ink were tried in making the name sheet on celluloid. These inks did not furnish a full, even line and it was found necessary

to use the regular celluloid ink on these name sheets. This ink takes equally as well as any other and results in a more even letter which will print much better.

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this survey fully covers the area and that further surveys are not needed in the area at the present time.

The location of well defined detail of importance for charting is believed to be within the allowable limits for accuracy.

Respectfully submitted,



John C. Mathisson,
Jr. H. & G. Engr.
U. S. Coast and Geodetic Survey.

Key West, Florida.
October 18, 1937.

Notes in red by:
T. M. Price,
upon review,
Jan. 21, 1938.

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5543

DATA RECORD

Triangulation, 1856, 1909, 1920, 1934-37.
Recoverable stations of less than 3rd order accuracy, 1935, 1936
Photographs taken January 1935
Field inspection, 1937
Planetable graphic control surveys, 1935-36

The field inspection was for the dual purpose of interpreting the photographs and of surveying by ground methods changes since the photographs were taken. The detail of T-5543 is of the date of the photographs, except for the following:

- (1) From 1935-36 graphic control surveys:
 - (a) Azimuth of Knight Key Viaduct and Moser Channel Viaduct
 - (b) Recoverable hydrographic and topographic stations
 - (c) One temporary station (private beacon)

- (2) From field inspection information to August 1937:
 - (a) Bridge data
 - (b) Certain new piers and structures adjacent thereto
 - (c) Abandonment of railroad and its conversion to highway
 - (d) Certain lights and beacons
 - (e) Emergency landing field and structures related thereto

- (3) Low water line: added in Washington office January 15, 1938 from a comparison of the photographs and the 1935-37 hydrographic sheets. Shoal lines revised in office at same time.

(4) *H-6134: In Boat Key Harbor, certain trestle information and piles*
COMPARISON WITH RECENT GRAPHIC CONTROL SURVEYS

T-6479a and b (1935), 1:20,000
T-6498 (1935-6), 1:20,000

General

- (1) The graphic control surveys were made for the purpose of locating signals, aids to navigation, dangers to navigation, additional control, etc. Very little shoreline or other topographic detail is shown.

- (2) T-5543 has been carefully compared with each of the above graphic control surveys, the photographs, and recent hydrographic sheets. In general the photographs show the detail clearly; the field inspection is adequate together with the ground surveys made to determine changes subsequent to the date of the photographs. T-5543 has been corrected against the above sources of information and in case of any differences between the above graphic control surveys and T-5543, the latter should now be taken as correct.

(3) All detail on the above graphic control surveys within the area of T-5543 is now shown on T-5543 except:

- (a) Magnetic declination,
- (b) Temporary topographic stations (except one beacon, station GOT, on T-6479a, which was transferred)
- (c) Recoverable topographic stations or triangulation stations destroyed, or other detail no longer existing or changed,
- (d) Temporary channel stakes.

T-6498

(1) Triangulation station Beacon 12, 1935, has been destroyed; therefore it is not on T-5543.

(2) Triangulation station West Bahia Honda 3, 1920, is incorrectly plotted on T-6498. (It is 8 m. too far east and 18 m. too far north.) This station does not appear on the hydrographic sheets. It probably was not used for control in the planetable graphic control survey because the station was not recovered until late in the season.

(3) The only topographic detail covered by T-5543 is at the extreme west end of Bahia Honda Key. This is in agreement ~~with~~ except the railroad has been converted into a highway.

(4) This survey was placed on a datum in the field which was considered to be the N.A. 1927 datum. It was thus called on the sheet and in the descriptive report and factors were given for conversion to the N.A. datum. Upon review the projection was found not to be truly on the N.A. 1927 datum (in error approx. 4 m. in lat. and 17 m. in long.). A projection on the N.A. datum has been drawn in red in the office. ^{on T-6498} The former projection and the conversion factors should be disregarded. Recent hydrographic sheets, recoverable H. & T. station descriptions, and air photographic surveys in the area covered by T-6498 have been examined for possible errors caused by the above datum error. Other surveys and records appear to be unaffected.

T-6479a

(1) Numerous name changes to be made on T-6479a.

(2) Difference of 10 m. in shoreline on south side of Boot Key between temporary topographic stations Phi and Shay. T-5543 accepted as correct.

(3) 10 m. difference in location of private beacon (temporary topographic station HIS). T-5543 accepted as correct because location is of later date.

(4) The following triangulation stations which appeared on T-6479a have been destroyed: Knight, 1935; Bn. 6, 1935. These stations were recently ^{note 1937} revised on this survey in the field.

(5) Bn. 9, now called Palmetto Bank Beacon 15 and was relocated in 1937.

(6) Beacon (private), temporary topographic station "GOT", transferred to T-5543 upon review. Planetable location used.

T-6479b

- (1) Triangulation stations Bn. 6, 1934; Bn. 8 (old), 1935; Duck, 1935 have been lost.
- (2) Position of private beacon topographic station HIS differs 10 m. between T-5543 and T-6479b. Position on T-5543 is later and is accepted as correct.
- (3) Triangulation stations Knight, 1920 and Knight 2, 1936 are plotted approximately 8 m. in error.
- (4) The position of triangulation station Duck 2, 1937 is not given although the name appears.
- (5) The viaducts shown on T-6479b as carrying a railroad will carry a highway in the near future and it is shown the later way on T-5543.
- (6) The azimuth of the viaducts between Vaca Key and Pacet Key as shown on T-5543 was taken from T-6479b. The two representations differ in various places to a limit of 5 m.
- (7) Subsequent to its first registration in Washington the original survey T-6479 underwent certain alterations and corrections in the field.

COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T- 339 (1851), 1:20,000
 T- 627 (1857), "
 T- 651 (1857), "
 T-3830 (1920), 1:5,000

H-2991 (1909), 1:20,000

T-339

- (1) Additional small keys adjoining Money Key, and Molasses Key do not exist. Discussed on page 5 in descriptive report. These points are shoals, not islands. Similarly the former island near the ruined pier northeast of Marathon, is now a shoal.
- (2) The island shown formerly just S. of east end of Pacet Key does not exist. It is shown on current charts by mangrove symbol. There is no evidence of mangrove on the photographs at this place; bare sand shoal only.
- (3) There are, as well, numerous differences ~~of such a nature~~ ^{that} as might easily arise from the scarcity of control in the earlier survey and the long span of years between the two. The differences have been examined and T-5543 is adequate to supersede.

T-627, T-651, T-3830, H-2991

There are no differences except that which would be caused either by the considerable difference in dates of the surveys or by lack of control in the early surveys. The differences have been examined and T-5543 is adequate to supersede.

COMPARISON WITH RECENT HYDROGRAPHIC SURVEYS

H-6113 (1935) 1:20,000
 H-6133 (1935-6) "
 H-6134 (1935-6) 1:10,000
 H-6137 (1935-7) 1:20,000
 H-6158 (1936) "

H-6113

(1) Triangulation station Beacon 6, 1935 has been destroyed. ^WA new position was obtained in 1937 for the private beacon at lat. 24° 42.8', long. 81° 07.5'.

(2) Approximate low water line, shoal lines and a channel line have been delineated on T-5543 by a comparison of the photos and the hydrographic sheet. (See General, below.)

(3) There are no conflicts between the soundings and T-5543.

H-6133

(1) There is no conflict between the soundings and T-5543.

(2) There is some difference in the interpretation of the low water line. T-5543 is considered the more nearly correct. The area enclosed by the low water line on either sheet will probably be covered by 1/2 ft. of water at mean low water. *see next page.*

H-6134

(1) This survey is on a scale of 1:10,000 whereas T-5543 is 1:20,000.

(2) Because of the above scale difference a precise comparison was not made.

(3) No conflicts were observed except as follows: (1) Small channel at lat. 24° 42.2', long. 81° 07.7' is 20 m. farther west on T-5543 than on this hydrographic survey. T-5543 was checked and found to agree with the photos. (2) *Certain barge wrecks W. of S. end of Hog Key conflict with hydrographic locations. The latter are 3 pt. fix locations, followed by made after the hurricane and are considered correct.*

H-6137

(1) The projection is 10 m. too wide per minute of latitude and 5 m. too wide per minute of longitude. *However the difference was so small that T-5543 was not corrected. The Hydrographic location should be taken as correct. T.M.P.*

(2) The following triangulation stations have been lost or given a new name: Bn. 11, 1935; Bn. 12, 1935; Bn. 8, 1935 (old and new); Duck, 1935; Rail, 1935.

(3) East side of Teakettle Key: 1 ft. sounding touches mangrove line. East side of Coconut Key: 2 ft. soundings fall along mangrove line.

(4) Lat. 24° 45.48', long. 81° 09.30'. The hydrography shows 5 to 8 ft. over a small shoal which appears from the photos to have not more than 3 feet of water covering it at mean low water.

H-6158

(1) There is no conflict between the soundings and T-5543.

(2) There is some difference in the interpretation of the low

water line. T-5543 is considered more nearly correct.

General

(1) The dotted line offshore on T-5543 represents a close approximation to the low water line as obtained from a careful comparison of the photographs against the recent hydrographic sheets. Unless a specific note in the sounding record should contradict the low water line now shown on T-5543 at any place, this low water line should be used instead of the approximate low water line now shown on these hydrographic sheets.

(2) The dashed line shown offshore on T-5543 represents (a) edge of channel, (b) limits of shoal areas. In either case it does not represent a depth curve but only a break between very shallow water and deeper water.

The edges of channels are well defined on the photographs and their position as shown on T-5543 is reliable. They may be used to better align the channels obtained by hydrography.

The shoal limit is a very approximate line, but will serve in certain places to supplement the hydrography.

(3) ~~(a)~~ The additional low water line information described above, and ~~(b)~~ the above described differences between T-5543 and the hydrographic sheets, have been brought to the attention of the hydrographic reviewing section.

(4) All shoals, channels, and low water line that fall within the area have not been shown on T-5543; only those places where the photos could supplement the hydrography have received attention.

COMPARISON WITH CHARTS

Chart 1251 (edition 9/27/37), 1:80,000
Chart 1250 (edition 9/27/37), 1:80,000

April 29, 1938
Some minor changes made this date to T-5543 in Boat Key Harbor, subsequent to registration. These changes are noted on the file copy and have been reported to Standards. T.M. Price.

The important changes to be made to these charts are noted on a section of the charts attached to this report.

REMARKS

Recoverable hydrographic and topographic stations.

It is not stated in the descriptive report whether the recoverable h. and t. stations were used for the controlling of the radial plot or whether they were checked by the radial plot. The descriptions for the recoverable h. and t. stations which appear on this sheet are filed as follows:

- 7 Form #524 under number T-6479a
- 4 Form #524 under number T-6479b

Of the above 11 descriptions on Form 524, 4 had erroneous geographic positions listed on the card. These stations were Wing 2, Moon, West, B.M.1, Marathon Tide Gage. The description and sketch for B.M.2, Marathon Tide Gage, on Form 524, was quite erroneous.

Several stations have been reported lost, as mentioned in the descriptive report.

Corrections have been made to the above Forms 524.

Landmarks

(1) Lights - East Washerwoman Shoal Light "49" was located by triangulation in 1934. It is described as rebuilt in 1936 in the Light List. No notice of change in position has been received from the Lighthouse Service, so that the 1934 position is considered still correct *for charting.*

The position of Bethel Bank Light "16" on T-5543 is the 1937 sextant fix position. The current charts show this light out of position.

(2) Beacons - Palmetto Bank Bn. "15" as shown on T-5543 is the 1937 sextant position. Current charts show this beacon out of position.

Sister Creek Entrance Beacon, located by triangulation in 1935, has never been charted. It is still in existence.

Three private beacons and one private mooring buoy are shown on T-5543. These are not indicated in any way on current charts. Two of the private beacons were located in 1937 by sextant. One private beacon was transferred from T-6479a. The method of locating the mooring buoy is not known. These private beacons and buoy are scheduled for removal about April 1938. *Private aids are seldom charted.*

Bridges

The source of information for the bridge clearance data shown on T-5543 is not stated in the report. It is probable that the data for the Moser Channel Swing Bridge were taken from the construction plans for the conversion of the bridge from rail to highway. The other data may be either from ~~max~~ field measurement or from plans. The stage of tide at which the vertical clearances apply is not given on the sheet or in the report. It can be assumed that M.H.W. or H.W. is meant. Chart letter No. 897 (1936) from the same party gives the same vertical clearances and refers them to H.W.

It should be noted that the horizontal clearance of the Moser Channel Swing Bridge is shown as 100 ft. on T-5543. This information should supersede the clearances of 106 ft. (current charts and Inside Route Pilot) and 112 ft. (U.S. Engineers 1935 Bridge Book).

Inside Route Pilot, Edition 1936, page 210, gives the vertical clearance of Knight Key Viaduct as 18 ft., M.L.W. This should read 18 ft. at H.W. The Coast Pilot Section has been advised of this correction. The names of the bridges and viaducts were given in detail in chart letter 939 (1937), from the same party. T-5543 does not differ sufficiently from this later information to make changes on T-5543 necessary, but that letter should be referred to if the exact names and ~~limits~~ ^{the extent} of the various ^{structures} are desired.

It is believed that the clearances of the Moser Channel Draw Bridge and the clearances of the adjoining fixed girder bridge would be more clearly understood if they were separated for the two structures instead of combined into one as on the current chart.

Special Symbols

The following special symbols, not mentioned in the descriptive report, appear on this sheet:

- (1) A single line of short dashes indicates the alignment of abandoned railroad beds.
- (2) The light line outside mangrove indicates the outer edge of vegetation visible at high water; the heavy line along shore indicates M.H.W. on fast land.
- (3) The dotted line offshore represents the approximate low water line and it is recommended that it be charted. The areas within this line are largely bare or awash at low water.
- (4) The dashed line offshore represents channel limits and boundaries of shoal areas. It is not a depth curve but only represents the approximate break between very shallow water and considerably deeper water.
- (5) The boundaries of fields are shown with a short dashed line. It is not stated in the report whether the boundaries so designated are of a semi-permanent nature.
- (6) Dangers to navigation in Boot Key Harbor have been shown by a small circle when the object is too small to outline in true size and shape. This is fully described by a note on the sheet.
- (7) A short dashed line on this survey may indicate any one of the following features: abandoned railroad embankment; well defined trail; field outline, perhaps with a dim trail; ruined piers, ruined trestles, pile remains; shoal and channel limits; borrow pit outline.

Changes

The following changes have been made to this sheet upon review:

- (1) Geographic names changed to agree with approved name list.
- (2) Names of lights and beacons amplified to conform to Intra-coastal Waterway Aids to Navigation list, 1937.
- (3) Shoal water lines revised and L.W.L. added, as discussed elsewhere.
- (4) Pier ruins added at lat. $24^{\circ} 42.8'$, long. $81^{\circ} 05.7'$, from note on field photographs.
- (5) "At H.W." added after vertical clearances of bridges.
- (6) Private beacon at lat. $24^{\circ} 42.2'$, long. $81^{\circ} 06.9'$ added.
(Reference: Letter from McCarthy dated Jan. 18, 1938, filed in Chart Division.)

Accuracy

No numerical statement of accuracy was given in the descriptive report, but from a review of the sheet it is believed that a probable error of 5 to 10 meters obtains throughout most of the work, because the control was good and the drafting scale was close to the scale

of the photographs. This probable error does not include the positions of ~~these features located by the field inspection party by field measurement or taken from the plans;~~ the low water, shoal, and channel lines.

Additional Work

This survey is complete and adequate for chart compilation.

January 26, 1938.

T. M. Price, Jr.
T. M. Price, Jr.

B. G. Jones

T 554 3

PROJECTION

As submitted from the field, this map drawing carried a projection on the North American Datum based on the unadjusted field positions resulting from the 1935 triangulation of E. R. McCarthy which was carried from the east to this vicinity. Similarly all map drawings east of T-5543 as submitted from the field showed a projection based on McCarthy's unadjusted North American Datum triangulation values.

However, map drawing T-5544 (which joins T-5543 on the west), and the other map drawings to the westward, carried a projection on the North American Datum derived from the unadjusted field positions resulting from the 1935 triangulation of W. H. Bainbridge, as brought from the west. There was an error of closure between the arc of McCarthy and that of Bainbridge, as computed without adjustment on the North American Datum, which amounted to 10 meters in longitude.

This difference resulted in the failure of the North American Datum projection as shown on T-5544 to join that on T-5543, by 10 meters in longitude. Since receipt of the map drawings in Washington, the North American 1927 datum projection has been added using the final adjusted values of the triangulation. In order to avoid any difficulty caused by the difference in the two (old) North American datums, reference should be made only to the North American 1927 Datum projection, when air photo-topographic maps T-5544, T-5545, T-5546, T-5547 are used in connection with hydrographic or graphic control surveys.

The North American 1927 Datum projection is shown by ticks on T-5543 and the map drawings to the east (as far as longitude $80^{\circ} 40'$). On T-5544 and the drawings to the west, the North American Datum projection has been removed and the only projection shown is the North American 1927.

B. G. Jones
10/31/35

REVIEW OF AIR PHOTO COMPILATION NO. T-5543

Chief of Party: E. R. McCarthy

Compiled by: See data sheet.

Project: RT 158

Instructions dated: Nov., 17, 1933

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
None transmitted
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
There apparently was no comparison made with contemporary hydrographic surveys, in the field.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs." 11-27

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
Extensively revised upon review in order to supplement contemporary hydrographic surveys.
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is North American and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
The joining sheets have not been completed at this time.
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

E. R. McCarthy
E. R. McCarthy
Chief of Party

19. Remarks after review in office:

Drafting on this survey is neat, accurate, and complete.

Reviewed in office by: *T. M. Price*
Jan. 21, 1938

Examined and approved: *WBR*

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts

L. O. Lobert
Chief, Division of Charts

Fred. L. Beard
Chief, Section of Field Work

Shude
Chief, Division of Hydrography and Topography.

TABLE OF TRIANGULATION CONTROL

Sheet Register No. T-5543

N.A. 1927
DATUM

Station	Position	(1)	(2) Correction in meters applied to listed field comp. position to give col. I position	METERS	DIFF
DOCK, 1935 ✓	Lat. 24° 46' Long. 81° 16'	1380.0 (466.0) 469.6 (1215.9)	00.0 00.0	1352.8 461.5	-27.2 -8.1
TRADE, 1935 ✓	Lat. 24° 46' Long. 81° 13'	1013.9 (832.1) 1263.8 (421.7)	00.0 00.0	987.3 1255.3	-26.6 -8.5
CROSS, 1935 ✓	Lat. 24° 45' Long. 81° 14'	778.6 (1067.4) 1396.1 (289.8)	00.0 00.0	751.8 1387.8	-26.8 -8.3
INTRACOASTAL WATER- WAY BN. 2, MOSER CHANNEL, 1935 ✓	Lat. 24° 45' Long. 81° 10'	438.1 (1407.9) 470.1 (1215.8)	00.0 00.0	411.6 462.2	-26.5 -7.9
✓ CRESCENT, 1934 ✓	Lat. 24° 45' Long. 81° 06'	923.0 (923.0) 752.9 (933.0)	00.0 00.0	891.3 745.0	-25.7 -7.9
probably "3"		1195.1 -26.7			
✓ COCONUT KEY 2, 1935 ✓	Lat. 24° 44' Long. 81° 14'	1221.8 (624.2) + 0.9 224.4 (1461.7) + 9.6 216.2 -8.2	0.9 9.6	1221.8 1461.7	-26.7 -8.2
INTRACOASTAL WATER- WAY LT. 6, (BETHEL BANK), 1934	Lat. 24° 43' Long. 81° 07'	1528.6 (317.4) 779.5 (906.8)			
1934 difference					
1935 difference is zero					
RACHEL, 1935 ✓	Lat. 24° 43' Long. 81° 04'	1046.4 (799.7) 1010.0 (676.2)	00.0 00.0	1020.9 1001.6	-25.5 -8.4
INTRACOASTAL WATER- WAY BN. 8, (COCOANUT KEY), 1935 ✓	Lat. 24° 42' Long. 81° 13'	304.6 (1541.4) 698.1 (988.2)	00.0 00.0	278.1 689.7	-26.5 -8.4
✓ MOSER, 1935 ✓	Lat. 24° 42' Long. 81° 09'	354.6 (1491.4) 566.4 (1120.2)	00.0 00.0	328.4 558.2	-26.2 -8.2
KNIGHT 2, 1936 ✓	Lat. 24° 42' Long. 81° 07'	755.5 (1090.6) 847.6 (839.0)	00.0 00.0		-29.5 -7.5
✓ MARATHON NORTH TWIN TANK, 1935 ✓	Lat. 24° 42' Long. 81° 05'	1212.7 (633.4) 1201.9 (484.7)	00.0 00.0	1186.6 1193.3	-26.1 -8.6
✓ MARATHON SOUTH TWIN TANK, 1935 ✓	Lat. 24° 42' Long. 81° 05'	1209.7 (636.3) 1211.2 (475.1)	00.0 00.0	1183.4 1202.4	-26.3 -8.7
VACA, 1934 ✓	Lat. 24° 42' Long. 81° 03'	1713.3 (132.7) 1391.4 (295.0)	00.0 00.0	1687.7 1383.0	-25.6 -8.4
INTRACOASTAL WATER WAY, LT. 10 (BAHIA HONDA), 1935 ✓	Lat. 24° 40' Long. 81° 15'	1820.3 (25.7) 1113.4 (573.4)	00.0 00.0	1793.6 1104.6	-26.7 -8.8

Station	Position			N. A. 1927 DATUM	
INTRACOASTAL WATERWAY BN. 13 (CERION KEY), 1935	Lat. 24° 41' Long. 81° 14'	74.5 (1771.5) 824.3 (862.5)	00.0 00.0	METERS 47.8 815.7	DIFF. -26.7 -8.6
INTRACOASTAL WATERWAY LT. 11 (MOLASSES KEY), 1935	Lat. 24° 41' Long. 81° 12'	1377.5 (468.5) 762.0 (924.6)	00.0 00.0	1350.8 422.9 824.6 753.4	-26.7 -26.2 -8.2 -9.6
RAIL 2, 1936	Lat. 24° 41' Long. 81° 12'	479.1 (1367.0) 1083.2 (603.6)	00.0 00.0	453.0 1073.6	-26.1 -9.6
MOSER CHANNEL DRAW-BRIDGE LIGHT, 1935	Lat. 24° 41' Long. 81° 10'	1845.0 (1.0) 332.4 (1354.4)	00.0 00.0	1818.8 324.0	-26.2 -8.4
KNIGHT, 1920	Lat. 24° 42' Long. 81° 07'	436.9 (1409.1) 404.9 (1281.7)			
BOOT, 1920	Lat. 24° 42' Long. 81° 06'	0.0 (1846.0) 144.3 (245.3)			
BOOT, 1935	Lat. 24° 41' Long. 81° 06'	5549.4 (1296.6) 830.7 (856.1)	00.0 00.0	523.5 822.3	-25.9 -8.4
SISTER CREEK ENT. BN. 1935	Lat. 24° 41' Long. 81° 05'	639.2 (1206.8) 454.1 (1232.7)	00.0 00.0	613.5 445.9	-25.7 -9.2
EAST SISTER KEY 2, 1935	Lat. 24° 41' Long. 81° 04'	404.4 (1441.6) 817.3 (869.5)	00.0 00.0	378.8 808.8	
BAHIA HONDA 3, 1935	Lat. 24° 40' Long. 81° 15'	114.9 (1731.1) 52.5 (1634.5)			
MOLASSES KEY, 1856	Lat. 24° 40' Long. 81° 11'	1756.1 (89.9) 828.8 (858.0)	00.0 00.0	1729.9 824.6	-26.2 -8.2
HAWK CHANNEL LT. 49 (E. WASHERWOMAN SHL), 1935	Lat. 24° 40' Long. 81° 04'	1.2 (1844.8) 643.0 (1044.0)	00.0 00.0	1821.5 634.3	-25.7 -8.7
W. BAHIA HONDA 3, 1920	Lat. 24° 39' Long. 81° 16'	448.6 (1397.4) 1408.1 (279.1)	00.0 +08.3		
W. BAHIA, 1935	Lat. 24° 39' Long. 81° 16'	496.7 (1349.3) 1539.7 (147.5)	00.0 00.0	470.0 1530.9	-26.7 -8.8
PIGEON KEY 2, 1909	Lat. 24° 42' Long. 81° 09'	340.5 (1505.5) 576.4 (1110.2)		314.4 568.1	-26.1 -8.3
DUCK KEY 2, 1937	Lat. 24° 40' Long. 81° 13'	1723.8 (122.2) 1215.1 (472.9)	00.0 00.0		

not same station as Knight, 1935 see GTZ G 2696 400 meters difference

1924 difference 25.6
1935 difference 26.85

+00.3 datum
+10.3 station
(listed "1934" on list of G. Ps. for T5543)

mean corr'n. from 28 values

-26.264 -8.452

Remarks

Decisions

	Remarks	Decisions
1		see T-5442
2		see H-6158
3		" "
4		see H-6137
5		" "
6		" "
7		" "
8		" "
9		" "
10		" "
11		
12		see H-6137
13		see H-6137
14		" "
15		" "
16		see H-6158
17		" " H-6137
18		" " "
19	USGB (1938)	" "
20		" H-6137
21		" "
22		Not mentioned in D.R.
23		" "
24		
25		
26		
27		

GEOGRAPHIC NAMES
Survey No. T-5543

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
✓ <u>Florida Bay</u>	✓										1
✓ <u>West Bahia Honda Key</u>	✓										2
<u>Sandfly Key</u>	GNS			D.R. Pg. 7							3
✓ <u>Friend Key Bank</u>	GNS			D.R. Pg. 7							4
✓ <u>Bahia Honda Key</u>	GNS			D.R.							5
✓ <u>Little Duck Key</u>	GNS			D.R. Pg. 7							6
✓ <u>Little Grassy Key</u>	GNS			D.R. Pg. 7							7
✓ <u>Pacet Key</u>	GNS			D.R. Pg. 7							8
✓ <u>Little Money Key</u>	GNS			D.R. Pg. 7							9
✓ <u>Big Money Key</u>	GNS			D.R. Pg. 7							10
✓ <u>Moser Chan. Viaduct</u>											11
✓ <u>Molasses Keys</u>	✓			D.R. Pg. 6							12
✓ <u>Teakettle Key</u>				D.R. Pg. 7							13
✓ <u>Cocoanut Key</u>	✓			D.R. Pg. 6							14
✓ <u>Hardup Key</u>				D.R. Pg. 7							15
✓ <u>East Bahia Honda Key</u>	✓			D.R. Pg. 6							16
✓ <u>Elbow Bank</u>	GNS										17
✓ <u>Moser Channel</u>	✓			D.R. Pg. 6							18
✓ <u>Paloma Key</u>	✓			D.R. Pg. 6							19
✓ <u>Knight Key Viaduct</u>											20
✓ <u>Hawk Channel</u>	✓			D.R. Pg. 6							21
Key West Bank											22
✓ <u>Knight Key</u>	✓			D.R. Pg. 6							23
✓ <u>Knight Key channel</u>	✓			"							24
✓ <u>Hog Key</u>	✓			"							25
✓ <u>Fanny Keys</u>				D.R. Pg. 8							26
✓ <u>Bethel Bank</u>	✓			D.R. Pg. 6							27

Remarks.

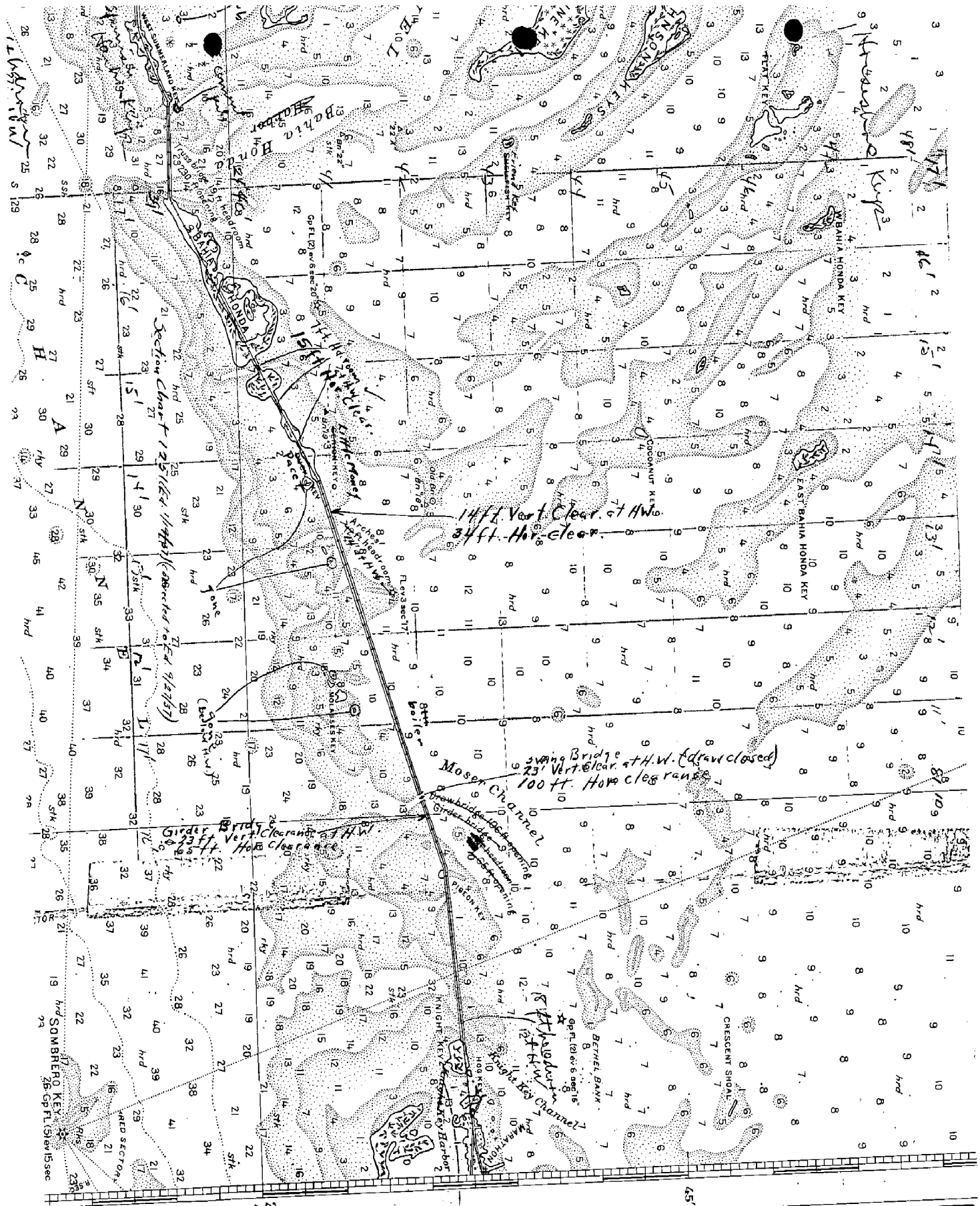
Decisions

1		
2		<i>submitted 1/13/57 to USGB Decision</i>
3		
4		
5		
6		<i>see H-6113</i>
7	<i>This sheet shows E. Boot Key a part of Key Vaca</i>	
8		
9		
10		
11	<i>USGB (1938)</i> <u>Rachel Bank</u>	<i>see H-6113</i>
12		<i>see also S.R. 3 pg 6</i>
13		<i>see H-6133</i>
14		
15		
16		
17		
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27		

GEOGRAPHIC NAMES
 Survey No. T-5543

Name on Survey	Source									
	A	B	C	D	E	F	G	H	K	
	On Chart No. 1251, 1250	On previous survey No.	On U. S. Maps	U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
✓ <u>Marathon</u> (See U.S. A. -)	✓			D.R. Pg. 6						1
Vaca Key Key <u>Key</u> (R)				D.R. Pg. 7						2
✓ <u>Pretty Joe Rock</u>				D.R. Pg. 7						3
✓ <u>Rachel Key</u>	✓			D.R. Pg. 6						4
✓ <u>East Sister Rock</u>	✓			D.R. Pg. 8						5
✓ <u>Sister Creek</u>	GNS			D.R. Pg. 8						6
✓ <u>Boot Key</u>	W. Boot Key GNS.			D.R. Pg. 8						7
✓ <u>West Sister Rock</u>	✓			"						8
✓ <u>Boot Key Harbor</u>	GNS			D.R. Pg. 6						9
<u>Williams Hammock</u>				D.R. Pg. 8						10
Palmetto ✓ <u>Rachel Key Bank</u>	Palmetto Bank	Palmetto Bank H-1926		D.R. Pg. 8				Palmetto Bank		11
✓ <u>John Sawyer Bank</u>	Crescent shoal	Crescent shoal		D.R. Pg. 8						12
<u>East Washerwoman Shoal</u> Lt										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
 by GAE on 12/4/37



1:ART (250)

BRT

Applied to CHR 1751 - Nov. 1938 - S.V.B.