

5544

4 from 524  
descriptions  
2nd ed. 1935

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

DESCRIPTIVE REPORT

Photo  
Topographic } Sheet No. T-5544  
~~Hydrographic~~

5544

State Florida

LOCALITY

Florida Keys

Big Pine Key.

Photographs ~~1938~~ taken Jan. <sup>15</sup> 15, 1935

CHIEF OF PARTY

E. R. McCarthy

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. **T-5544**

State Florida

General locality Florida Keys

Locality Big Pine Key

Scale 1:20,000 Date of photographs ~~Survey~~ January, 1935

Vessel Shore Party No. 14

Chief of party E. R. 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, 1933

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

DATA SHEET

Sheet Register No. T-5544

Portion of work	Performed by	Date completed
Projection made by	Washington Office	March, 1937
Projection checked by	E. R. McC.	April 16, 1937
Control Plotted by	E. R. M.	April 16, 1937
Control checked by	P. A. W.	April 19, 1937
Radial plot developed by	J. C. M.	August 24, 1937
Compiled in pencil by	J. C. M.	November 17, 1937
Inked by (shoreline)	D. R. S.	December 9, 1937
(symbols)	J. C. M.	January 27, 1938
(shoals)	D. R. S.	March 21, 1938

STATISTICS

Statute miles of shoreline and bridges	209.1
Statute miles of shoreline, ponds and creeks	<u>30.2</u>
Total statute miles	239.3
Area, square statute miles, keys	34.5
Area, square statute miles, shoals	<u>9.3</u>
Total area, square statute miles	43.8

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP

REGISTER NO. T-5544

BIG PINE KEY

FLORIDA KEYS

FLORIDA

1938

Scale of compilation, 1:20,000

DESCRIPTION OF AREA:

This map drawing is centered over Big Pine Key and covers a group of keys in this vicinity from Spanish Harbor Keys on the east to Summerland Key and Upper Harbor Key on the west. There are many keys in this area which more or less lie in groups and are separated by channels lying in a northwest and southeast direction.

The keys in the area are probably higher than in any other area of this project. Big Pine Key has large areas of hammock land and a great deal of its area given over to a thick growth of caribbean pine trees. These trees are also found on Little Pine Key and No Name Key. The keys that lie north of the northern latitude of Big Pine Key are composed mostly of mangrove growth and are not as high as the keys found in the southern area of the sheet.

The western end of the Overseas Highway is located on this sheet. This highway extends to the county road on Big Pine Key. Traffic to Key West is carried over this county road to join Florida State Highway No. 4A to the north. At the present time the Overseas Highway is not entirely complete but it has been opened to traffic. This highway was built on the abandoned right of way of the Florida East Coast's Overseas Railroad. Due to the destruction caused by the hurricane of September, 1935, the railroad was abandoned leaving Key West without connections, other than by boat, with the mainland. The Overseas Highway is distinct from the existing Florida State Highway No. 4A. The latter is a free road whereas the former is operated as a toll road.

Up to the present time the area of this sheet has seen very little commercial development. The waters of the area have, of course, been used to a great extent in sponging and fishing but there has been very little development of the land area which is at present almost in its virgin state. The only development in the land area has been the construction of

the now abandoned railroad which has been converted into a highway and the several roads found in the area. There is a fishing camp and store near the ferry slip on No Name Key. The several cleared fields on this key indicates that there were more residents on this key in times past. It is said that there were quite a few people from the Bahamas living on the east side of this key at one time. These people were known locally as 'Bogies'. There are several houses at this locality at the present time and one group of these are a 'ranch' owned by people who reside in Key West.

When the railroad was in operation there were a few residents at Big Pine Junction on Big Pine Key. At the present time a great number of these houses are not occupied. The school located at this point serves all of this area. The pier and net racks on the east side of the key at this locality are an abandoned shark camp. This pier and most of the buildings are in a dilapidated condition. There are several other houses on this side of the key to the north and two houses on Southeast Point and one house on the southwest point of the key. There is a large hotel, known as Big Pine Inn, located near the junction of the Overseas Highway with the county road. The two borrow areas south of the highway, one immediately east of B. M. G-70, 1934 and the other to the southeast were made recently by the construction crews.

There are two lime groves on Little Torch Key. The one to the east of the highway is primarily a private estate while the other is a commercial lime grove.

There is a small store on Ramrod Key which houses the post office serving this area. Most of the other houses on this key were in connection with the railroad and are now abandoned. Isolated houses are also noted on the southern tip of Big Torch Key and on Howell Key. These were apparently built by homesteaders and are now abandoned. The house on piles, lying off the southwest shore of ~~Howe~~ <sup>Howe</sup> Key, is probably used by spongers.

*Names are spelled as of Newfound Harbor Keys.*

Three of the keys in the Newfound Harbor Keys group are occupied by private fishing camps. To the east of Clopton Key a small channel has been dug into the natural basin that exists on this side of the key. The abandoned coaling pier in this latitude was built in connection with the construction of the Overseas Railroad. Only a small section of the decking remains on this pier but there is an area of sunken piles to the southwest of the remaining decking.

The fish house and pier on the west side of Spanish Harbor Keys has been abandoned and the pier and house are in a dilapidated condition.

Two construction trestles have been located in Spanish Harbor and one in Pine Chammel. These trestles were built by the railroad construction crews to obtain material for fills for the railroad grade. Only piles remain in the trestles in Spanish Harbor and most of these have been broken off so that they are covered at high water. Two or three bents have been removed so that boats might pass through without danger. This passage is marked by stakes on the bents to either side. This information was obtained from the graphic control sheet covering the area. Most of

the pile bents in the trestle in Pine Channel remain in place with the caps in place. These are at all times visible above high water.

GENERAL INFORMATION:

The area of this sheet is covered by portions of four strips of five lens photographs.

The southern flight strip covering this sheet is centered over the Overseas Highway on the east and continues westward to cover the Newfoundland Harbor Keys on the 'B' prints. This flight is composed of photographs Nos. 54 to 72 inclusive. The last photograph in this flight, No. 73, was too badly tilted to use in the compilation.

The next flight north is roughly centered over the existing highway and enters the area of this sheet with Photo. No. 75 and continues westward with Photo. No. 96 near the west neat line.

The next flight northward is a broken flight. Photo. No. 182 enters the area of this sheet near the west neat line just north of Top Tree Hammock and continues eastward to a point just north of Little Pine Tree Hammock, where Photo. No. 196 is centered. This flight was continued later with Photos No. 323 and leaves the area of the sheet with Photo. No. 338 near the east neat line just north of Horseshoe Key.

Only one exposure of the northern flight of photographs covering this area is centered on this sheet. This is Photo. No. 271 which is located in the extreme northwest corner of the sheet near Upper Harbor Key.

All of the above photographs were obtained during January, 1935.

CONTROL:

This sheet is controlled by triangulation stations which are on the North American Datum. The positions were obtained from the field computations of the various schemes and are unadjusted. The sources of the triangulation are as follows:

- F. B. T. Siems, 1920
- W. H. Bainbridge, 1934 and 1935.
- E. R. McCarthy, 1935
- Publication 'Triangulation in Florida'

Due to the fact that there was an adjustment necessary to bring the two main schemes of triangulation that met at this locality to a common datum, a table of control is appended to this report showing the positions used in plotting the stations on this sheet. The positions as brought forward from the west have been used in compiling this sheet

Triangulation station BAHIA HONDA BRIDGE, CENTER OF ARCHES TRUSS, 1920 has been shown on this sheet as a recoverable topographic station. It was impossible to recover the exact point of the station and at the present time the truss is covered by the roadway (see later discussion in this report).

*Refer to review regarding Datum. N.A. 1927  
datum added in office*

\* The notes on T 55.44 at Lat.  $24^{\circ} 46'$   
Long.  $81^{\circ} 20'$  were noted in approximate  
position by the field inspection. Exact  
positions and elevations were taken  
from H 6155.  
Bgg.

COMPILATION METHODS:

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

Due to the great number of control stations located in the area of this sheet, the radial plot was developed without adjustment.

There was no control afforded to control the northern wings of the photographs in the extreme northeast section of the sheet and for this reason it was impossible to delineate all of the shoals in this area.

INTERPRETATION OF PHOTOGRAPHS:

In general, the photographs covering the area of this sheet are clear and adequate for charting purposes. The shoreline was very definite in areas of fast land and heavy mangrove growth. In areas of mud flats and scattered mangrove growth the edges of the vegetation did not show as well on the photographs. This condition held true in the case of the shoreline on the east side of Big Pine Key, north of the highway and in some cases on the east side of the Torch Keys. The most satisfactory photographs to use in delineating these areas would have been the flight over the highway, but on these photographs the areas were found to be light struck and the detail did not show clearly. It was found advisable to compile the areas approximately from these photographs and then check the compilation from the photographs which centered further north and on which the light conditions were more favorable and the detail registered clearly.

It will be noted that the shoreline has not been completed at two localities on this sheet. One of these is immediately south of the second class road running south from junction of the highway and the county road on Big Pine Key and the other is on the west shore of No Name Key, north of the highway bridge. These small inlets enter into an area of mud flats and scattered mangrove where it was impossible to interpret ~~the~~ the detail from the photographs. These areas have been left on the map drawing with the mud flat merging into the higher land in both cases.

The three areas of sunken rocks to the south of the Newfound Harbor Keys were delineated from the photographs. These are areas of large groups of rocks that are covered at low tide but show breakers or swirls in most weather. These foul areas appeared very well in the photographs. \* *see also note on opposite page*

It was found impossible to cover the entire area of this sheet for the purpose of field inspection of the culture. The inspection for this feature was made in accessible areas and these inspections used as a guide in the inaccessible areas. Because of this some small errors might be found in the interpretation of the culture in the interior of some of these keys but it is believed that these errors will be slight.

INFORMATION FROM OTHER SOURCES:

All shoreline detail and culture appearing on this map drawing

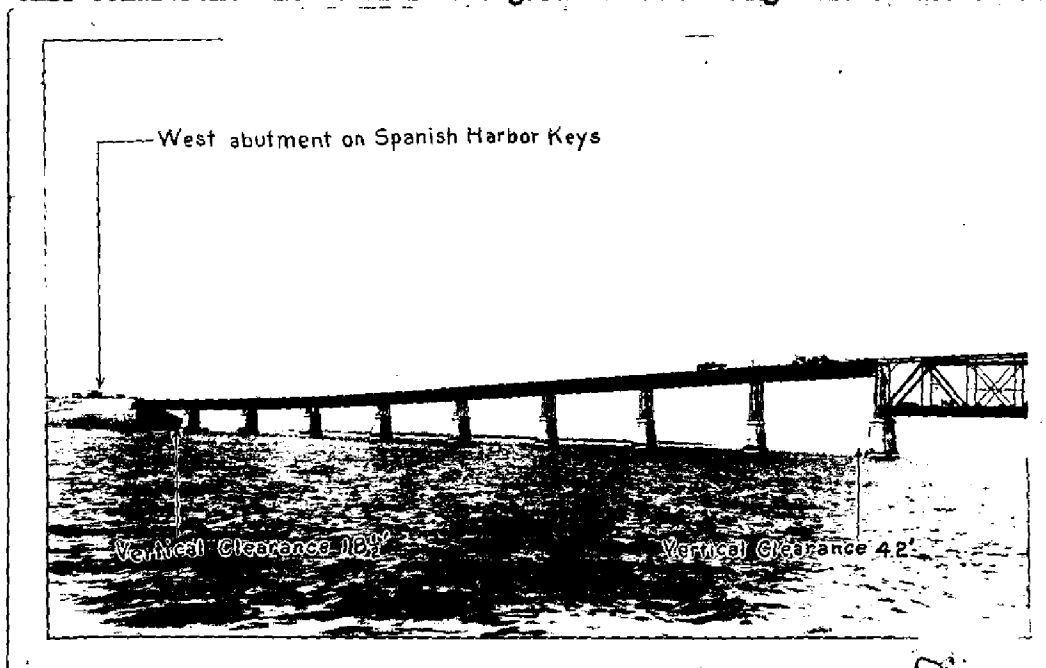


was obtained from the photographs covering the area of this sheet. The location of bench marks were obtained from this source after field inspection. *Exact date of field inspection not given. but Field inspection carried on at various times up to April 1938.*

The location of the two piles to the south of the railroad bridges in Pine Channel and the fish crawl, piles and stake beacon in Newfound Harbor were transferred from the graphic control sheet of the area. The concrete pile on the east side of the largest of the Johnson Keys just north of triangulation station JOHN, 1935 was also transferred from the graphic control sheet. This concrete pile is the remains of a barge load of cement in sack that was grounded during a storm at the time the Overseas Railroad was under construction. *charted as \** The locations of the sunken coral heads in the area between the Johnson Keys and Little Spanish Key were obtained from the contemporary hydrographic sheet of the area.

*H 6137 (1935 to 1937) and T 6498, T 6509 (1935 to 1936)*

The conversion of the Bahia Honda Bridge for highway traffic resulted in an increase in vertical clearance under the deck truss section on the west end of this bridge. These trusses were raised gradually from the west abutment to carry the traffic over the top of the through trusses on the east end of this bridge. The attached photograph illustrates this condition. The detail in regard to this change was obtained from



the engineers of the Overseas Bridge Commission. From this source was also obtained the details of the connection of the Overseas Highway with Florida State Highway No. 1A. At present it is planned to eliminate the loop over the county road etc. on Big Pine Key and convert the abandoned railroad bridges in Pine Channel to highway traffic. This is apparently to be done by the Florida State Highway Commission as this agency has jurisdiction over the railroad grade from Big Pine Key to Key West.

Except those beacons that were located by triangulation and Little Pine Key Bn. 22 and Big Spanish Key Bn. 32, all beacons appearing on this sheet were transferred from the graphic control sheet. Little Pine Key Bn. 22 and Big Spanish Key Bn. 32 were located by sextant fixes taken during the field inspection of the area and plotted on the map drawing. This was necessary because these beacons were moved after the graphic control survey was made.

*Exact date of location of beacons not known. Graphic control surveys T6498 and T6509 was surveyed in 1935 and 1936 and T6509 in 1936 to 1939.*

RECOVERABLE STATIONS:

All of the recoverable topographic stations located in the area of this sheet have been shown on the map drawing.

Topo. station AL (not recoverable), located on the southern tip of the next key east of Cook Key has been shown on the map drawing with a small circle. This location, obtained from the radial plot on this sheet, was used in running a traverse on the graphic control sheet during 1937. Recoverable station ~~BONE~~ was also located on the sheet by radial intersections. All of these stations have been previously reported on Form 524.

*BLON*

COMPARISON WITH CONTEMPORARY SURVEYS:

The small amount of topographic detail appearing on the graphic control sheets covering this area have been compared with this sheet and found to be in agreement.

The area from Southeast Point to ~~Spice~~ <sup>*Pye*</sup> Key is shown on graphic control sheet, Field Letters L and LL, 1937. The area of Big Spanish Channel is covered by graphic control sheet Register No. T-6509. The area from the Spanish Harbor Keys to the Johnson Keys is covered by graphic control sheet Register No. T-6498.

COMPARISON WITH PREVIOUS SURVEYS:

The previous topographic surveys in the area of this map drawing were furnished on an enlarged scale of 1:10,000 and because of the difficulty and time necessary to make an accurate comparison, the survey was not compared for accuracy of location. The published chart (No. 1251) shows the results of these former surveys and this was used in making an approximate comparison of detail.

The delineation of the shoreline detail as shown on chart of the area shows very good agreement with the present survey. In this area, unlike other areas in this project, there are very few places where mangrove has appeared to increase the land area of keys. The extension of the mangrove growth is noted in several places however. On the chart the largest key in the Horseshoe Key group is shown as two keys. This is now one key as mangrove has filled the channel between them. The chart shows a small ~~island~~ <sup>*island*</sup> lying to the northwest of Little Pine Key.

Survey of Little Pine Key - 871-36  
901  
633-36  
380-37

At present this key is a part of Little Pine Key as mangrove has grown in the water area which formerly separated the two. It is interesting to note that the approximate outline of this formerly detached key is traceable in the area of grass and scattered mangrove as delineated on this compilation. A marked change is also noted in the delineation of Little Spanish Key and Cutoe Key, changes which have resulted from the growth of mangrove during the intervening years between the dates of these two surveys. Other small changes have taken place which alter the topography shown on this sheet but these are of a minor nature.

As a whole, the representation of culture in the interior of the several keys as shown on the previous topographic survey sheets is very good. In the area of this project it is unusual to find that most of the larger ponds in the interior of the keys have been delineated on these older surveys. It is the opinion of the writer that these former surveys were very thoroughly executed and represented a true picture of the topography as it existed at that time.

LANDMARKS:

A list of Landmarks for Charts were previously submitted by this party and the party of W. H. Bainbridge to cover the area of this sheet. Those submitted by the latter party were dated August 23, 1935 while the lists submitted by this party were dated September 1 and 16 and December 28, 1936.

901 '35  
901 '35

MISCELLANEOUS:

The many beacons along the Inside Route between Porpoise Key Bn. 2 and the western limits of the sheet were not located. These are more or less temporary beacons and a large number of them are no longer in place and those that remain no longer carry the number of the beacon. Because the original location was very approximate it is difficult to identify those beacons that remain in place with certainty.

633 (1936)  
380 '37  
721 '37

See also Page 12

On an advance print of Sheet Register No. T-5540 it is noticed that the lines outlining the shoal areas have been changed from a broken line to a dashed line. The shoal lines on this sheet were ~~broken~~ broken ~~and~~ before this information was received and because time was limited, they were not changed.

Because of limited space the hachures indicating the fills along the railroad grade were not shown on the sheet. These fills are about 12 or 14 feet above high water.

GEOGRAPHIC NAMES:

In investigating the geographic names in the area covered by this sheet, it has been found that better agreement has been found among the local people than has been noted in other areas of this project. This is probably due to the fact that most of the people frequenting

the area are from the same locality, Key West. It might be well to explain that the fishermen and spongers of this area are generally in agreement in regard to the names and generally use the names that have been passed down to them from their parents whereas the people who spend most of their time on land, and these are generally later settlers, used the names as they appear at present charted. An attempt has been made to determine the best name and most often used name of the several features.

A previous report has been made by this party covering some of the geographic names appearing in the area of this sheet. This is a "Report on Geographic Names to Accompany Hydrographic Sheet # 20 (Register No. 6158). SR 8

The following geographic names are now charted on the most recent copy of the published chart of the area and are in local use:

Big Spanish Key  
Little Spanish Key  
Johnson Keys  
Crawl Key  
Little Pine Key  
Porpoise Key  
No Name Key  
Big Pine Key  
Water Keys  
Ramrod Key  
Newfound Harbor Keys (This name is in use for the group but three of the group have individual names also)

Summerland Key  
Horseshoe Keys  
Friend Key  
Water Key  
Spanish Harbor Keys  
Bahia Honda

Big Spanish Channel is also charted on some editions of the published chart but on the most recent it appears as Spanish Channel. The correct name for this channel seems to be BIG SPANISH CHANNEL. See the report mentioned in paragraph two above.

As explained in the report on Geographic Names for Sheet No. 20, UPPER HARBOR KEY is the name in most local use for the key that is now charted as Harbor Key. The local inhabitants speak of the keys in the area of this sheet as the 'upper keys' and distinguish this key from the Lower Harbor Keys appearing on Sheet Register No. T-5546 the designation seems appropriate. To a less extent this key is also known as East Harbor Key.

The natural channel running in a southwest direction south of Upper Harbor Key is known locally as HARBOR CHANNEL. This name is also discussed in the above mentioned report.

The small key in approximate Latitude  $25^{\circ} 47.4'$ , Longitude  $81^{\circ} 27.2'$  on the northwest side of Harbor Channel is known by some of the local people as Little Crawl Key. The name does not seem to be in sufficient local use to warrant charting.

CUTOE KEY is a local name that is used by most of the spongers and fishermen of this area. The proper designation might be Cut Toe Key as it is said that the origin is from someone cutting their toe on the sharp rocks or shells in wading ashore here. This key seems to be distinguished from the Buttonwood Strips to the southeast although some of the local spongers include this key in the group.

The origin of BUTTONWOOD STRIPS is said to be from the narrow strips of bottomwood trees that are found on these two keys. See page 3 and 7 of the Report on Geographic Names to accompany Hydrographic Sheet No. 17 (Register No. 6137).

The present chart shows a group of keys charted as Torch Keys. At the present time these are known as BIG TORCH KEY, MIDDLE TORCH KEY and LITTLE TORCH KEY. These names are in local use and are recommended for future charts. The origin is from the torchwood tree that is said to grow in abundance on these three keys.

The chart of the area as well as the Monroe County land plats show the small key south of Summerland Key as Pye Harbor Key. The name in local use for this key is SPICE KEY. The origin of this name is not known but most of the local spongers and fishermen are very definite about this designation. A few of the local people refer to the key as Spy Key and say that the reason for this name is because there was at one time a lookout on this key to watch for wrecks on the reefs. This does not seem probable however when the Newfound Harbor Keys or Loggerhead Key are so much nearer to the reefs and afford high land.

REFUGE KEY, BIG MANGROVE KEY, DON QUIXOTE KEY and SOUTHEAST POINT as geographic names are discussed on page 3 of the Report on Geographic Names to accompany Hydrographic Sheet No. 17 (Register No. 6137).

The chart shows a group of keys charted as Summerland Key. The northwest key is known locally as LITTLE KNOCKEMDOWN KEY. Because the key is of little importance in navigation the name is not used or known to any great extent. The feature is only partially shown on this sheet.

In this locality there is a key that is known as TOP TREE HAMMOCK. The origin of the name has some reference to the hammock growth on the key but the reference was not made clear to the writer. The name is known only among the older spongers of the area.

It is not known whether the names LONG BEACH and LONG BEACH POINT are extensively used in the locality or not. The people living on Southeast Point claim that the features are known by this name and they have been shown on the name sheet.

WATER KEY MANGROVE, HOUSE KEY MANGROVE, LITTLE PINE KEY MANGROVE and LITTLE SPANISH KEY MANGROVE are local names for the small mangrove keys found on this sheet. These features are of more importance to

the spongers and fishermen of the area than the keys from which they take their names because they are smaller and serve as better landmarks.

The chart of the area shows the large key lying off the northwest end of Big Pine Key as Howes Key. It has been definitely established that the local name for this key is HOUSE KEY. The origin is said to be from a house that stood on this key and served for a landmark. The house is now destroyed. The origin of the name is not from the house on piles that now stands off the southwest side as this is a more recent construction.

In the Newfound Harbor Keys group there are three keys that take their names from the people that own them. These are MUNSON KEY, CLOPTON KEY, and COOK KEY. Charles Newton Munson and U. A. Clopton are now deceased but Percy Cook is living. The origin of the names of these three keys are from the names of these three men. All three of the names have been shown on the name sheet. It might be added that, because the owners designated these keys as islands, they are known locally as 'islands'. The former designation has been retained on the name sheet.

The largest key in Niles Channel is known locally as HOWELL KEY. This is the oldest name of the key and the one used by the spongers in the area. A recent land plat of this key shows the name of the key to be Drummond Key. The name is from the former owner of the key and is used to some extent by the local residents. The former name as recorded above is recommended for charting.

NEWFOUND HARBOR and NEWFOUND HARBOR CHANNEL are names in local use that do not appear on present published charts covering this area. These names are well established. Above the abandoned railroad bridges Newfound Harbor Channel becomes PINE CHANNEL. This name is discussed in the supplement to the Report on Geographic Names to accompany Hydrographic Sheet No. 17 (Register No. 6137).

COUPON BIGHT is the local name of a shoal bight in Newfound Harbor. The place is little used locally and the name finds slight use among the local people.

The origin of NILES CHANNEL is from the railroad authorities. This name is most used locally but the channel is also known to some extent as SUMMERLAND CHANNEL. The former name is recommended for charting.

Reference is made to the Report on Geographic Names to accompany Hydrographic Sheet No. 20 (Register No. 6158) for a discussion of ROCKY CHANNEL.

The water area between the northern end of Big Pine Key and Buttonwood Strips is known locally as THE GRASSES. In this area the bottom is very irregular and broken and covered with grass. From this fact the name is derived.

BOGIE CHANNEL, SPANISH HARBOR, and DOCTORS ARM as geographic names are discussed in the Report on Geographic Names to accompany Hydrographic Sheet No. 17 (Register No. 6137).

ROCK GUT is the local name of the dredged channel made by the railroad construction crews just north of Spanish Harbor Keys. This name is discussed in the Descriptive Report for Hydrographic Sheet No. 17 (Register No. 6137).

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this map drawing fully cover the area and that further surveys are not needed 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*  
John C. Mathisson,  
Jr. H. & G. Engr.,  
U. S. Coast and Geodetic Survey.

Key West, Florida.  
April 4, 1938.

*Mathisson reported that Field Inspection was carried out at various times up to completion of the compilation in April, 1938.*

The following supplemental information is furnished:

Page 2- Clopton Key

The channel to the north and east of the key is no longer used and has filled in. The north pier is in ruins.

Page 7- Miscellaneous.

The Lighthouse Bureau has recently inspected the beacons along the Inside Route and has replaced the missing beacons, repainted and repaired the damaged ones.

Page 9- Spice Key.

There seems to be some local difference about the correct spelling and designation of the key. As noted in previous reports, the informants are rather poor spellers and, sometimes, in order to obtain the correct spelling it is necessary to determine the origins. It has been stated by some of the authorities that the correct name for the key is Spy or Spy's Key and that it takes its name from a small sheltered anchorage between the key and the south point of Summerland Key which anchorage is known as Spy or Spy's Harbor. Spice sounds somewhat like Spy's and Pye Harbor Key (the charted name) sounds somewhat like Spy Harbor. Decision, because of local conflict, is left to the office.

Page 10- Coupon Bight.

There is little doubt as to the correctness of the name. The several authorities fail to agree on the limits and it is suggested that these be left open until opportunity is afforded for further investigation.

*E. R. McCarthy*

E. R. McCarthy  
Chief of Party



## REVIEW OF AIR PHOTO COMPILATION NO. T-5544

Chief of Party: E. R. McCarthy

Compiled by: See data sheet.

Project: Shore Party No. 14

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*
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.
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."

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)
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. *(unadjusted)*  
*changed to N.A. 1927 during office review.*
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is *excellent* ~~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. P. McCarthy*  
E. P. McCarthy  
Chief of Party

19. Remarks after review in office:

TABLE OF CONTROL

Sheet Register No. T - 5544

N.A. 1927 DATUM  
(ADJUSTED)

Station	Position		METERS	DIFF.
Harbor 2, 1935 ✓	Lat. 24° 48' ✓ Long. 81° 26' ✓	1405.0 ( 441.1 ) 883.6 ( 801.4 )	1379.5 886.1	-25.5 +2.5
Spanish, 1935 ✓	Lat. 24° 47' ✓ Long. 81° 24' ✓	656.6 (1189.5) 1163.5 ( 522.0 )	831.1 1165.9	-25.5 +2.4
Wat, 1935 ✓	Lat. 24° 46' ✓ Long. 81° 27' ✓	621.5 (1224.6) 701.4 ( 984.3 )	595.8 703.9	-25.7 +2.5
Little, 1935 ✓	Lat. 24° 46' ✓ Long. 81° 22' ✓	1613.6 ( 232.5 ) 1210.0 ( 475.6 )	1587.9 1212.1	-25.7 +2.1
Water Key, 1934.5 ✓	Lat. 24° 45' ✓ Long. 81° 26' ✓	67.0 (1779.1) 1313.2 ( 372.7 )	41.3 1315.7	-25.7 +2.5
How, 1935 ✓	Lat. 24° 45' ✓ Long. 81° 25' ✓	655.9 (1190.2) 1261.5 ( 424.4 )	630.1 1264.0	+25.8 +2.5
Ann, 1935 ✓	Lat. 24° 45' ✓ Long. 81° 23' ✓	901.5 ( 944.6 ) 769.0 ( 916.9 )	876.0 771.1	-25.5 +2.1
Crawl Key, 1934.5 ✓	Lat. 24° 45' ✓ Long. 81° 21' ✓	644.3 (1201.6) 816.1 ( 869.8 )	618.7 818.2	-25.6 +2.1
Sonny, 1935 ✓	Lat. 24° 45' ✓ Long. 81° 19' ✓	1391.0 ( 455.0 ) 1029.6 ( 656.1 )	1365.4 1032.3	-25.6 +2.7
Horseshoe Key 2, 1935 ✓	Lat. 24° 46' ✓ Long. 81° 17' ✓	123.2 (1722.8) 133.7 (1552.0)	97.7 136.5	-25.5 +2.8
Piney, 1935 ✓	Lat. 24° 44' ✓ Long. 81° 23' ✓	1169.4 ( 676.7 ) 1206.1 ( 479.8 )	1143.6 1208.3	-25.8 +2.2
Net, 1935 ✓	Lat. 24° 44' ✓ Long. 81° 22' ✓	693.9 (1152.2) 691.4 ( 994.7 )	668.3 693.6	-25.6 +2.2
Grassy, 1935 ✓	Lat. 24° 44' ✓ Long. 81° 20' ✓	493.4 (1352.6) 842.3 ( 843.8 )	467.9 844.6	-25.5 +2.3
Span, 1935 ✓	Lat. 24° 44' ✓ Long. 81° 19' ✓	1767.7 ( 78.3 ) 1272.6 ( 413.3 )	1742.2 1275.1	-25.5 +2.5
John, 1935 ✓	Lat. 24° 44' ✓ Long. 81° 17' ✓	1326.0 ( 520.0 ) 1668.3 ( 17.6 )	1300.5 1671.2	-25.5 * +2.9
Bill, 1935 ✓	Lat. 24° 43' ✓ Long. 81° 25' ✓	1750.1 ( 96.0 ) 1579.2 ( 106.9 )	1724.2 1581.5	-25.9 +2.3

N.A. 1927 DATUM  
(ADJUSTED.)

Station	Position		METERS	DIFF.	
Pinkey, 1935	Lat. 24° 43' Long. 81° 24'	1124.2 683.5	{ 721.9 } { 1002.6 }	1098.3 685.8	-25.9 +2.3
Porpoise Key, 1935	Lat. 24° 43' Long. 81° 21'	341.6 216.7	{ 1504.5 } { 1469.6 }	315.8 218.7	-25.9 +2.0
Summerland Key, 1935	Lat. 24° 42' Long. 81° 27'	1189.4 564.7	{ 656.7 } { 1121.6 }	1163.5 567.3	-25.9 +2.6
Torkey, 1935	Lat. 24° 42' Long. 81° 25'	1176.6 1372.0	{ 669.5 } { 314.3 }	1150.6 1374.3	-26.0 +2.3
Intracoastal W'way Bn. 14, (Little Pine Key), 1935	Lat. 24° 42' Long. 81° 19'	1361.2 561.4	{ 484.8 } { 1124.9 }	1335.8 563.7	-25.4 +2.3
Enip, 1935	Lat. 24° 42' Long. 81° 18'	1675.3 152.8	{ 170.7 } { 1533.5 }	1650.0 155.3	-25.3 +2.5
Ferry Bn., 1935	Lat. 24° 42' Long. 81° 17'	34.9 938.5	{ 1811.1 } { 748.1 }	9.6 941.1	+25.3 +2.6
Merl, 1935	Lat. 24° 41' Long. 81° 27'	1129.8 119.9	{ 716.3 } { 1566.7 }	1103.9 122.4	-25.9 +2.5
Torch, 1935	Lat. 24° 41' Long. 81° 25'	613.3 951.5	{ 1232.8 } { 735.3 }	587.2 953.9	-26.1 +2.4
Big Pine, 1935	Lat. 24° 41' Long. 81° 22'	860.3 1627.6	{ 985.8 } { 59.2 }	834.3 1629.6	-26.0 +2.3
Pike, 1935	Lat. 24° 41' Long. 81° 20'	1567.2 1575.7	{ 278.8 } { 111.1 }	1541.2 1577.8	-26.0 +2.1
Section Corner, No Name Key, 1935	Lat. 24° 41' Long. 81° 19'	949.2 62.5	{ 896.8 } { 1624.1 }	923.2 64.3	+26.0 * +1.8
Torch Key Farms Windmill, 1935	Lat. 24° 40' Long. 81° 23'	1613.9 1326.1	{ 202.2 } { 360.7 }	1617.8 1328.2	-26.1 +2.1
Ult, 1935	Lat. 24° 40' Long. 81° 22'	351.2 449.9	{ 1494.9 } { 1237.1 }	325.0 452.2	-26.2 +2.3
Sand, 1909	Lat. 24° 40' Long. 81° 20'	436.6 606.4	{ 1409.5 } { 1080.6 }	410.4 608.4	-26.2 +2.0
Harbor, 1935	Lat. 24° 40' Long. 81° 18'	903.4 1221.2	{ 942.6 } { 465.8 }	878.0 1223.3	-25.4 +2.1
Land, 1934	Lat. 24° 49' Long. 81° 26'	1311.1 830.7	{ 535.0 } { 856.3 }	1284.9 832.8	-26.2 +2.1
Ramrod Key, 1934 <sup>5</sup>	Lat. 24° 39' Long. 81° 25'	1263.2 450.8	{ 582.9 } { 1236.2 }	1237.0 453.1	-26.2 +2.4
Soto, 1935	Lat. 24° 39' Long. 81° 24'	1757.1 82.9	{ 89.0 } { 1604.1 }	1730.9 85.2	-26.2 +2.3

N.A. 1927 DATUM  
(ADJUSTED)

Station	Position		METERS	DIFF.
✓ Truss, 1935 ✓	Lat. 24° 39' Long. 81° 17'	571.7 (1274.3) 1397.1 (290.1)	546.5 1399.2	* -25.2 +2.1
Rick, 1935 ✓	Lat. 24° 38' Long. 81° 26'	905.3 (940.7) 1301.6 (385.9)	879.0 1304.9	-26.3 +2.5
Ram, 1935 ✓	Lat. 24° 38' Long. 81° 25'	1482.3 (363.8) 813.3 (873.9)	1456.0 815.7	-26.3 +2.4
Mar, 1935 ✓	Lat. 24° 38' Long. 81° 24'	839.5 (1007.5) 453.4 (1234.1)	813.2 455.7	-26.3 +2.3
Gone, 1935 ✓	Lat. 24° 38' Long. 81° 22'	1386.8 (459.3) 748.4 (938.8)	1360.5 750.7	-26.3 +2.3
✓ Gib, 1935 ✓	Lat. 24° 39' (36.3) Long. 81° 20' 28.8	35.6 (1810.4) 28.8 (1658.4)	10.1 30.8	-25.5 +2.1
Newfound, 1920 ✓	Lat. 24° 37' Long. 81° 23'	613.3 (1232.7) 726.9 (960.8)	586.9 729.3	-26.4 ✓ +2.4
Rockwell's No Name, 1856	Lat. 24° 41' Long. 81° 20'	1649.0 (196.9) 830.3 (856.5)		
Hawk Channel Bn. 2 (Newfound Harbor Anchorage), 1935 ✓	Lat. 24° 37' Long. 81° 24'	213.5 (1632.5) 936.4 (751.3)	187.0 938.7	* -26.5 +2.3

\* Lowest & Highest

Remarks.

Decisions

1		
2		
3	OK for Planimetric Map decision withheld for GNS	see decision on House K
4		
5	'Torch Key' on T-652 applies to the 3 separate keys	
6		
7		
8		
9	'Summerland Key' on 1251 applied to two keys from T-568	
10		
11		
12	'Pye's Key' in pencil on T-568 Local Usage not certain	
13		
14		
15		
16	Limits to <del>Hay</del> Bridge R.R.	
17	Names from owners of Keys Two deceased	Part of Newfound Harbor Keys }
18	Cook still living	
19		
20	No importance - Name in slight use - cave not a light	
21		
22	No importance as a point	
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-5544

Name on Survey	On Chart No. 125d		On previous survey No.	On U. S. quadrangle Maps	From local information D.R. 852.B	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
	A,	B,								
✓ <u>Upper Harbor Key</u>	Harbor Key	T-6522 Harbor Key							Harbor Key	1
✓ <u>Harbor channel</u>	GNS									2
✓ <u>House Key Mangrove</u>										3
✓ <u>Water Keys</u>	✓	✓								4
✓ <u>Big Torch Key</u>	Torch Key	✓								5
✓ <u>Middle Torch Key</u>										6
✓ <u>Little Torch Key</u>										7
✓ <u>Top tree Top tree Hammock Key</u>		Burnt Keys								8
✓ <u>Little Knockemdown Key</u>										9
✓ <u>Summerland Key</u>	✓	✓								10
✓ <u>Niles Channel</u>										11
✓ <u>Pye Spise Key</u>	Pye Key									12
✓ <u>Ramrod Key</u>	✓	✓								13
✓ <u>Newfound Harbor Keys</u>	✓	T-625								14
✓ <u>Newfound Harbor</u>										15
✓ <u>Newfound Harbor Chan</u>										16
<u>Munsan Key</u>										17
<u>Clopton Key</u>										18
<u>Cobk Key</u>										19
<u>Southern Right</u>										20
✓ <u>Long Beach</u>										21
<u>Long Beach Point</u>										22
✓ <u>Southeast Point</u>	GNS									23
✓ <u>Hawk Channel</u>	✓									24
✓ <u>Spanish Harbor Key</u>	GNS									25
✓ <u>Spanish Harbor</u>	GNS									26
✓ <u>Rock Cut</u>	GNS									27



Remarks

Decisions

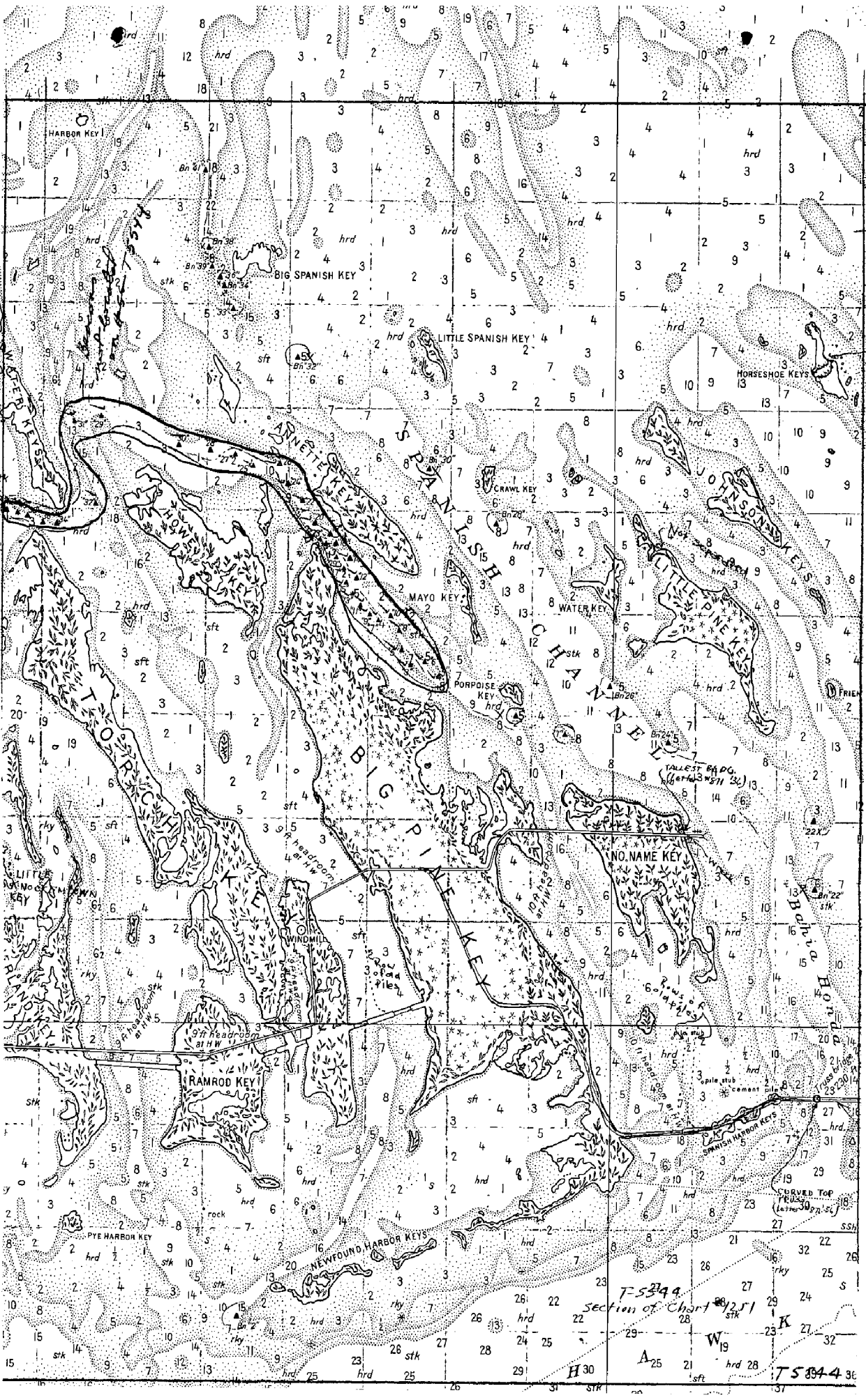
1		
2		
3		
4		
5		
6		
7	D.R. states 'Pine Chan.' see report sk. 17 (S.R. 2) but not mentioned in S.R. 2.	
8		
9		
10		
11		
12		
13		
14		
15	Buttonwood Strips applies to 2 Keys - Name is a general desc. name not considered a conflict with original names	
16	(1895) Ch. 168 - Howes Key Name dates back to 1857 - The name Howes has probably been handed down by local fishermen by ear and the story of its origin is probably a piece of local fiction in an attempt to interpret the origin of the supposedly name 'House Key.'	
17	Ch 1251 (1922) Howen Key	
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No. T-5544

Name on Survey	Source									
	A	B	C	D	E	F	G	H	K	
<u>Howell Key</u>				✓						1
<u>Don Quixote Key</u>	GNS			✓						2
<u>Big Mangrove Key</u>	GNS			✓						3
<u>Bahia Honda</u>	✓			✓						4
<u>Refuge Key</u>	GNS			✓						5
<u>Big Pine Key</u>	✓			✓						6
<u>Pine Channel</u>										7
<u>Doctors Arm</u>				✓						8
<u>No Name Key</u>	✓			✓						9
<u>Porpoise Key</u>	✓			✓						10
<u>Bogie Channel</u>	GNS			✓						11
<u>Big Spanish Channel</u>	spanish chan.			✓						12
<u>Little Pine Key</u>	✓			✓						13
<u>Water Key</u>	GNS			✓						14
<u>Annette Key</u>	Annette	Annette	Annette	✓			Annette			15
<u>Buttonwood strips</u>	& MayoKeys	MayoKeys	MayoKeys				Mayo Keys			
<u>Mayo Key</u>				✓						
<u>The Grasses</u>										16
<u>Howe Key</u>	Howe	Howe's	Howe's							17
<u>House Key</u>	Key	K. T. 626	Key				Howe's Key			
<u>Water Key Mangroves</u>				✓						18
<u>Crawl Key</u>	✓			✓						19
<u>Little Pine Key Mangrove</u>				✓						20
<u>Little Spanish Key</u>	✓			✓						21
<u>Little Spanish Key Mangrove</u>				✓						22
<u>Big Spanish Key</u>	✓			✓						23
<u>Cutoe Key</u>				✓						24
<u>Rocky Channel</u>	GNS			✓						25
<u>Johnson Keys</u>	✓			✓						26
<u>Horseshoe Keys</u>	GNS			✓						27
<u>Friend Key</u>	GNS			✓						28

Names underlined in red approved  
by DAE on 5/19/38



Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5544

Scale 1:20,000

Photographs taken January 15th and 18th, 1935

Compiled: August, 1937, to March, 1938

Chief of Party - E. R. McCarthy  
Radial Plot by - J. C. Mathisson  
Detailed by - J. C. Mathisson  
Inked by - J. C. Mathisson and D. R. S.

The details on T-5544 are of the date of the photographs, January 15 and January 18, 1935, except for the items listed on pages 5 and 6 of the Descriptive Report.

COMPARISON WITH GRAPHIC CONTROL SURVEYS

1. T-6498 (1935-1936), 1:20,000.

T-6498 was surveyed primarily for the location of control for hydrography and offshore details. No shoreline is shown.

Due to minor differences in the geographic datums used on the surveys in this area only the N. A. 1927 datum is shown on T-5544, whereas the North American Datum is shown on T-6498. Refer to a following paragraph in this review for a detailed discussion of the datum. The comparison and transfer of details from T-6498 to T-5544 was accomplished by holding to triangulation stations and ignoring the projection.

All Form 524 descriptions submitted with T-6498 within the area of T-5544 have been filed under T-5544 and the geographic positions corrected to N. A. 1927 datum.

The following details on T-6498 are not shown on T-5544:

- (1) Temporary topographic stations.
- (2) A number of permanent topographic stations such as lone trees, house gables, etc., which were not transferred because of the congested condition of details on T-5544.
- (3) Beacon 22, Lat.  $24^{\circ}04'$ , Long.  $81^{\circ}17'$  has been moved since the survey on T-6498. It was re-located by sextant during the field inspection and is shown in the new position on T-5544.

Most of the permanent details on T-6498 had been transferred to T-5544 in the field. Three private beacons, several piling, and a tank were transferred in this office.

2. T-6509a (1936-1939) 1:20,000  
T-6667b (1937-1939) 1:20,000

These surveys were made primarily for the location of hydrographic control and aids to navigation and show no topography. The surveys were made at various times between June, 1936, and January, 1939. The exact date of location of the beacons is not stated on the sheets or in the reports. The surveys were received in the office when the printing on T-5544 was nearly completed, April, 1939.

A few piling have been added to T-5544 from the above Graphic Control Surveys. The following details on the graphic control surveys are not shown on T-5544:

1. Intracoastal waterway beacons Nos. 3 to 42, inclusive. These beacons have been previously reported to the Nautical Chart Section in chart letters Nos. 765 (1938) and 671 (1938). They have not been added to T-5544 because of the considerable work involved and because they are not considered of value thereon. The Beacons are described in the graphic control survey reports as 2" x 2" poles and are evidently frequently destroyed and rebuilt. The graphic control surveys have been reported to the Nautical Chart Standards.
2. Temporary topographic stations.
3. Three permanent topographic stations, palm trees, located for control of hydrography.

#### COMPARISON WITH PREVIOUS TOPOGRAPHICAL SURVEYS

T-339 (1851) 1:20,000  
 T-461 (1854) 1:20,000  
 T-625 (1857) 1:20,000  
 T-626 (1857) 1:20,000  
 T-627 (1857) 1:20,000  
 T-652 (1857) 1:20,000

There have been numerous changes in shoreline details and cultural features in the area since these surveys were made, but considering the length of time involved the agreement in the general trend of the shoreline, mangrove lines, ponds, creeks, etc., is surprisingly good.

T-5544 is adequate to supersede the sections of the above surveys which it covers.

COMPARISON WITH RECENT HYDROGRAPHIC SURVEYS

H-6137 (1935-36-37) 1:20,000

H-6158 (1936) 1:20,000

H-6318 (1935-37-38) 1:20,000

H-6323 (1937-38) 1:20,000

H-6324 (1937-39) 1:20,000

1. H-6137

There is a difference of about 1 mm. in the alignment of the construction trestles in Spanish Harbor, but it is not considered necessary to correct H-6137. The trestles were located by sextant on H-6137 and traced from the photos on T-5544.

The following objects on H-6137 are from graphic control survey T-6498 and are out of position on H-6137 about 1 millimeter.

1. Three private beacons just east of Spanish Harbor.

2. Tank at Lat.  $24^{\circ}41'$ , Long.  $81^{\circ}20'$ .

Several of the beacons shown on H-6137 have been subsequently renumbered. Both the new and the old numbers are shown on graphic control survey T-6498.

2. H-6324

Minor differences in position of shoreline exist, but are not considered of sufficient importance for correction of the shoreline on H-6324. These can be readily examined by using the celluloid drawing of T-5544.

Shoal lines have been entirely or partly removed from T-5544 at Lat.  $24^{\circ}44'$ , Long.  $81^{\circ}22'$  and at Lat.  $24^{\circ}42.5'$ , Long.  $81^{\circ}26.5'$  because of conflict with the hydrography.

A number of small piers and 1 piling on T-5544 are not on H-6324. These have been noted in pencil on H-6324.

3. H-6323

Some minor differences in shoreline were noted, but were not considered of sufficient importance for correction of H-6323.

Several piers shown on T-5544 are not shown on H-6323. These have been noted in pencil on H-6323. No other discrepancies were noted.

4. H-6318 and H-6158 no discrepancies noted.

The differences discussed above have been called to the attention of the Hydrographic verifying unit.

COMPARISON WITH CHART NO. 1251 ( December, 1937)

The more important corrections to Chart No. 1251 are noted in red on the attached chart section.

All Beacons in this area are not shown on T-5544. Refer to the section of this review headed graphic control surveys.

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 W. H. Bainbridge which was carried from the west to this vicinity. Similarly all map drawings west of T-5544 as submitted from the field showed a projection based on Bainbridge's unadjusted North American Datum triangulation values.

However, map drawing T-5543 (which joins T-5544 on the east), and the other map drawings to the eastward, carried a projection on the North American Datum derived from the unadjusted field positions resulting from the 1935 triangulation of E. R. McCarthy, as brought from the east. 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.

In using map drawing T-5544 in connection with graphic control surveys T-6509 and T-6498, or with Hydrographic Surveys H-6137 and H-6158 the North American 1927 Datum should be used or the surveys fitted together by means of the triangulation points.

#### BRIDGE DATA

Data for bridge clearances for T-5544 are from measurements by the field inspection party, from the Hydrographic Surveys covering this area, or from the U. S. Engineer list of Bridges (1935). Conflicting information on the bridge mentioned below has been disposed of as follows:

<u>Bridge</u>	<u>Horiz. Clear</u>	<u>Vert. Clear (at H.W.)</u>	<u>Source</u>
No name Highway Bridge	23*	10.5	H-6137
" " " "	24	10*	T-5544
" " " "	12	7	U.S.E.

\* = Values shown T-5544.

#### RECOVERABLE TOPOGRAPHIC STATIONS

Four Forms 524 descriptions for recoverable Topographic stations in the area of T-5544 are filed under T-5544.


The drafting on T-5544 is very good and the compilation of map details and the report are complete.


Reviewed by - H. D. Reed, Jr.

Examined and approved by - B. G. Jones

  
Chief, Section of Field Records

  
Chief, Section of Field Work

  
Chief, Division of Charts

  
Chief, Division of Hydrography  
and Topography



Applicant 7 Oct. 1251 - Nov. 1938 - J. H. S.

" " " 1113 Oct. 11, 1940 J. H. S.