

5545

1257

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

DESCRIPTIVE REPORT

Photo

Topographic

~~Hydrographic~~

Sheet No. T-5545

State Florida

LOCALITY

Florida Keys

Sugarloaf Key

And Vicinity

~~1937-38~~
Photographs taken January 1935

CHIEF OF PARTY

E. R. McCarthy

5545

Applied to call 1251 - Aug. 1938 - H.S.D.

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-5545**

State Florida

General locality Florida Keys

Locality Sugarloaf Key and vicinity

Scale 1:20,000 Date of ^{photographs} survey January, 19 35

Vessel Shore Party No. 11

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-5545

Portion of work	Performed by	Date completed
Projection made by	Washington Office	March, 1937
Projection checked by	E. R. M.	April 20, 1937
Control plotted by	E. R. M.	April 21, 1937
Control checked by	P. A. W.	April 22, 1937
Radial plot developed by	J. C. M.	September 3, 1937
Compiled in pencil by	J. C. M.	January 6, 1938
Inked by (shoreline)	D. R. S.	January 18, 1938
(symbols)	J. C. M. & D. R. S.	March 10, 1938
(shoals)	D. R. S.	March 18, 1938

STATISTICS

Statute miles of shoreline and bridges	227.9
Statute miles of shoreline, ponds, creeks & canals	<u>61.3</u>
Total statute miles of shoreline	288.2
Area, square statute miles, keys	35.0
Area, square statute miles, shoals	<u>9.3</u>
Total area, square statute miles	44.3

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP

REGISTER NO. T-5545

SUGARLOAF KEY

FLORIDA KEYS

FLORIDA

1937-38

Scale of compilation 1:20,000

✓ DESCRIPTION OF AREA:

The topography shown on this map drawing covers a portion of the lower Florida Keys lying between No Name Key and Key West. The keys covered in this area are from Knockemdown Key on the east to Boca Chica Key on the west and extending northward to the Barracuda Keys.

Large areas of the keys shown on this sheet are low and either covered with a thick growth of mangrove or ~~xxx~~ mud flats with a scattered growth of mangrove and grass. Other areas of the keys are high hammock land which contain a thick semi-tropical growth of trees and vines. There are areas of caribbean pine trees on Gudjoe Key and Sugarloaf Key.

Florida State Highway No. 4A is located near the southern edge of this group of keys. The abandoned right of way of the Florida East Coast Railroad's Overseas Railroad is also located in this area further to the north. Because of the damage cause by the hurricane of September, 1935 this railroad was abandoned.

Pirates Cove and Perky are two private developments located in the area of this sheet. Pirates Cove is a fishing camp catering to Winter Tourists. There is a small store and post office located here and gasoline may be obtained in limited quantities. At Perky there are a group of buildings located around a private residence. This place is owned by Mr. R. C. Perky and is occupied by him occasionally during the Winter Season. The place is listed on page 682 of the Official Postal Guide, Part I and a post office is located here. Some years ago an attempt was made to cultivate sponges in the waters of Upper Sugarloaf Sound and a canal was dredged through the key at the southeast end of the sound to allow better circulation of water. At this time the place was known as Chase after the man who was in charge of the development. At the present time the remains of a concrete mixing plant and quarter houses still stand near the shoreline

*

on the west side of Upper Sugarloaf Sound. These are located a short distance northwest of triangulation station SWEET, 1935.

The use of the land area of this sheet for cultivation has been very limited. There are a few fields on Cudjoe Key and on Sugarloaf Key, northwest of Pirates Cove, that are cultivated at the present time. Most of this cultivation is done by negroes from the Bahamas who also burn charcoal during the summer months.

The temporary construction trestles in Kemp Channel, Sugarloaf Channel and Similar Sound were built by the railroad construction crews to obtain fill material in building the railroad. Most of the piles in these trestles are bare at high water. The narrow channel on the east side of Halfmoon Key was dug by the railroad also. There is a short section of dredged channel and shoal area made by the spoil from this cut in Sugarloaf Channel.

The Inside Route between No Name Key and Key West crosses the area of this sheet. This is a very shoal channel and is temporarily marked by the Lighthouse Service. Most of the beacons marking the channel are gone and only the ones that were located by triangulation have been shown on the sheet. The dredged cut at the Inner Narrows is the only improvement that has been made in the route.

GENERAL INFORMATION:

The area of this sheet is covered by three flights of five lens air photographs. The south one of these flights is centered between the highway and abandoned railroad grade and contains Photo Nos. 97 to 126. The center flight is centered over the north end of Knockemdown Key at the east neat line and just north of Duck Key at the west neat line. This flight is from west to east and contains Photo Nos. 158 to 179. The third flight cuts across the extreme northwest corner of the sheet. The photographs in this flight are from No. 300 to 303.

All of these photographs were obtained during January, 1935.

CONTROL:

The triangulation stations used in the control of this sheet are computed on the North American Datum. The positions were obtained from the field computations and are unadjusted.

A majority of the control is from the scheme executed by the party of W. H. Bainbridge during 1934 and 1935. Only two of the older triangulation stations were recovered by the triangulation party

Refer to review of book regarding Datum.

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.

* graphic control sheet 44 1937 not in
office at time of review of TSS45. comparison
to be made ~~on copy~~ upon receipt of
the graphic control sheet.

No difficulty was experienced in obtaining the radial plot for this sheet. The large number of triangulation stations afforded control and no supplemental control was necessary. The radial plot was completed on the first trial and no adjustment was found necessary.

Some difficulty was experienced in picking over-lapping points on the wing prints in the water areas when these areas were light struck on the photographs. This did not cause any trouble in the radial plot because enough points were picked on the land areas to complete the plot.

INTERPRETATION OF PHOTOGRAPHS:

With few exceptions, the photographs covering the area of this sheet were clear and adequate for charting purposes. The shoreline on fast land and the edges of very thick areas of mangrove were clear on the photographs but in areas of mud flats and scattered mangrove the edge of vegetation did not appear well in the photographs. This condition was caused by the photographs being light struck in some of the areas and the detail did not register. In these areas it was necessary to compile the detail from photographs beyond the center of the wing prints. The northwest side of Cudjoe Key and mud flat area on Saddlebunch Keys near triangulation station SADSUN, 1935 were compiled in this manner.

INFORMATION FROM OTHER SOURCES: *Field Inspection, etc.*

All of the shoreline detail and culture as shown on this sheet was obtained from the photographs covering the area. With the exception of the tidal bench marks on Loggerhead Key, all of the first order bench marks and tidal bench marks located in the area of the sheet were obtained from the photographs after field inspection.

The three bench marks on Loggerhead Key and the beacons in Sugarloaf Channel below the railroad bridge were transferred from Graphic Control Sheet LL, 1937.* In this group the following beacons are broken off above the water line, Nos. 12, 8, 9, 2A, and 14. The position of the stake beacon was also obtained from this sheet. In the Local Light Lists it is noted that two of the beacons in Sugarloaf Channel are named Pirates Key and the rest are named Pirates Cove. This apparent discrepancy has been carried forward on the name sheet for the map drawing.

The beacons along the Inside Route and along Sugarloaf Channel north of the highway bridge are shown on the contemporary hydrographic sheets covering these areas but these were not transferred to the map drawing because most of them are gone and also it was found impossible to recover the exact locations on the hydrographic sheets because the beacons were shown by symbol.

The clearances on the bridges between Geiger Creek and Tarpon Creek were obtained by field measurements. The vertical clearances under most of these bridges are limited by long spikes driven through the floor planking and the sills and extend down from 12 to 18 inches. The clearances as given on the name sheet is from high water to the ends of these spikes.

Refer to review at back for additional information on wdg clearances.

In order to determine the areas that are bare or awash at low water it was necessary to transfer the shoal and minus soundings to the map drawing. These were obtained from the contemporary hydrographic sheets. These sheets are on a scale of 1:10,000 and it was necessary to project them to the scale of the sheet which is 1:20,000. This was done on the projector.

COMPARISON WITH CONTEMPORARY SURVEYS:

No topographic detail is shown on Graphic Control Sheet LL-1937 therefore no comparison was necessary. The sheet was used to obtain the positions of certain detail as discussed above and also used to obtain the location of the house on Cudjoe Key that was built since the photographs were made.

The remaining area of this sheet is covered by contemporary hydrographic sheets only and a comparison was made with these in transferring the sounding. It was found necessary to correct the topography after this comparison at one locality on the north end of Cudjoe Key where a sounding line of minus soundings ran through an area that was delineated as vegetation. This was changed and at the present time no soundings plot on the land area of the topography shown on this sheet.

COMPARISON WITH PREVIOUS SURVEYS:

In general, the previous surveys agree very well with the topography as shown on this map drawing. Fair agreement is also noted in the representation of the culture in the area. Small differences are noted in the delineation of the intricate system of channels and keys in the northwest portion of the Snipe Keys group but this can be expected when the method of obtaining the original survey is considered. The agreement in the case of the inland ponds on most of the keys is surprising. In a few places mangrove has grown to alter the size and shape of the keys in the area of this sheet but not to any great extent.

The published chart covering the area of this map drawing was used to make this approximate comparison and the two were not compared for accuracy of location.

LANDMARKS:

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

~~A duplicate copy of a landmark to be deleted is attached to this report. The original copy is being transmitted by this party. The deletion is made necessary because these tanks were torn down and moved to a location in Key West after the railroad was abandoned.~~

No landmarks were recommended within the area of T 5545.

Examined by section of geographic names
GEOGRAPHIC NAMES:

In general, the geographic names in the area of this sheet are in general local use and few conflicts were found. The spongers and fishermen from Key West are about the only people who frequent this area and they all seem to use the same names for the various features. To determine these names most of the spongers and fishermen were interviewed and it is believed that the names as shown on the name sheet are those that are in present local use.

Certain features are at present charted and used by the local inhabitants. These are as follows:

- LOGGERHEAD KEY
- SUMMERLAND KEY
- CUDJOE KEY
- SUGARLOAF KEY
- SUGARLOAF CREEK
- SADDLEBUNCH KEYS
- BIRD KEY
- PELICAN KEY
- SNIFE KEYS
- GOPHER KEY
- GEIGER KEY
- BOCA CHICA KEY
- O'HARA KEY
- HALFMOON KEY
- BIG COPPITT KEY
- ROCKLAND KEY
- EAST ROCKLAND KEY

The last five of these are not used to any great extent locally as they are in an area that is not often visited by the spongers and fishermen. The north point of Halfmoon Key is important to the local inhabitants and they call this JIM PENT POINT. This name is probably after a local resident who frequented this locality some years ago.

The present chart shows Sacarma Bay to the east of Pirates Cove. This name is not in use at the present time and the local residents have no name for the bay. The owners of Pirates Cove Fishing Camp refer to this body of water as Pirates Cove but this name has no general use.

Also charted on the present chart of the area is SADDLEBUNCH HARBOR. This name is in local use but it is used to apply to the anchorage area between Pelican Key and the highway bridge. On the chart the name is placed to the south and covers the general area.

In this locality the chart shows a key charted as Saddlehill. The local use in regard to the key is SADDLEHILL KEY. The original information was probably obtained from the land plats of Monroe County as this source shows the key as it is charted at present.

KNOCKEMDOWN KEY is correctly charted at present but the local people refer to two keys in this vicinity as Knockemdown Key and LITTLE KNOCKEMDOWN KEY. There is a swash channel dividing this key into two parts. (See also the descriptive report for Sheet Register No. T-5544.)

A discussion of Barracuda Keys, Big Swash Keys and Little Swash Keys is contained in the descriptive report for Sheet Register No. T-5547.

SNIPLE POINT is used to designate this point by all of the local spongers and fishermen. It is the most prominent point along the north edge of this group of keys. All of the keys between Snipe Point and the Inner Narrows are known as Snipe Keys and it is believed that the key that is at present charted as Mallory Key is also in this group. The name Mallory Key is not in use at the present time but local people call the north point of the key TURKEY POINT. This name is in general local use and recommended for charting.

The local name for the key that is at present charted as Blake Key is SQUIRREL KEY. This name is also in general local use. The two small areas of mangrove lying off of this key are known as Squirrel Key Mangroves but the name is not important and has not been shown on the name sheet.

GALDIN KEY is in universal local use in the area. This name is from the local name of one of the species of birds or crane that frequent this area. The small key to the northwest of Galdin Key is known to some of the local inhabitants as Pigeon Key. The name is not in general local use and not recommended for charting.

HAPPY JACK KEY and HAPPY JACK MANGROVE are two very small mangrove keys lying off the northwest end of Sugarloaf Key. The origin of these names were not determined but they are in general use and important to the spongers and fishermen in going to and from the sponging and fishing grounds.

In a like manner, MARJOE KEY and BILL FINDS KEY are in strong local use but it was impossible to determine the origin of them. The latter is probably after a local resident.

DREGUEZ KEY is the local name of the key lying north of Perky. The southern limit of the ^{KEY} was not definitely defined but the key includes the land down to the passages into Upper Sugarloaf Sound. The name is a local contraction of Rodríguez. The only information obtained was that it is a Spanish name. The local pronunciation is 'drāgus'.

The chart shows Wall Key on the present editions but the correct local name for this key is WALTZ KEY. The origin is said to be due to the fact that the key appears to dance in the afternoon sun when it is first sighted in passing through the Inner Narrows. This explanation seems reasonable and the change is recommended.

At this locality the chart shows one key as Whiting Key, another as Round Key and a group of three as Crane Keys. The local name of this group of five keys is THE FIVE KEYS. This is a favored anchorage for spongers operating in the area and the name is used by all of the local people.

DUCK KEY is used to some extent by the local inhabitants but most of them speak of the northwest point (shown on T-5546) as DUCK KEY POINT. The name of the key is in some local use but because the point is of

importance in navigation the name of the point is most used. This key is charted as Snake Key on the present chart of the area but the name could not be verified locally.

The chart of the area shows Stark Key between Halfmoon Key and O'Hara Key. This name is seldom used at the present time and those who use it call the key SHARK KEY. The land plats of Monroe County also show the key as Shark Key. It is believed that the name should be changed.

The group of three keys in Similar Sound are known to some extent as LITTLE SANDY KEYS. There are small areas of sand beach on these keys and the local spongers use them during bad weather for 'beating out' their sponges.

The group of low mangrove keys lying to the northwest of Cudjoe Key are known locally as RATTLESNAKE LUMPS. These are all low keys with small humps of higher land and from this, it is supposed, the name was derived. The name is not in general use and only the older spongers seem to use it.

PERKY and PIRATES COVE are place names assigned by the people owning the developments. These names are used by all of the local residents. Perky is named after Mr. R. C. Perky and is a private residence used by him during the winter season. The bat tower constructed at this place was used to house bats in an attempt to rid the area of mosquitoes.

The local inhabitants of the area refer to the railroad right of way as THE GRADE and in speaking of the bridges call them THE ARCHES. These two names have not been placed on the name sheet.

The land plats of Monroe County show the largest key in Upper Sugarloaf Sound north of the railroad grade to be Buttonwood Key and the railroad right of way maps show the long key that triangulation station LAKE, 1935 is located on to be Park Key. These two names have very little local use and are not recommended for charting.

KEMP CHANNEL is a well established local name and also used by the railroad. The origin is probably after a local resident. The north end of this channel from the point north of the Inside Route is known as Cudjoe Channel. (See the Descriptive Report for Sheet Register No. T-5547)

SUGARLOAF CHANNEL is also a well established local name. The railroad right of way maps show this channel to be Bow Channel but this name is not in use at the present time. The origin of the name Sugarloaf Channel is, of course, from Sugarloaf Key.

UPPER SUGARLOAF SOUND and LOWER SUGARLOAF SOUND are names that were used by the railroad. These waters are seldom visited by the local spongers and fishermen and they have no well established local name for them. Upper Sugarloaf Sound is sometimes called Perky Lake but the name is not recommended.

OUTER NARROWS, MIDDLE NARROWS and INNER NARROWS are the local names of the passes through Snipe Keys. The latter is well established and is often called The Narrows. The other two names are used to some

extent and occasionally the general area is called the Narrow Land. This name is not as well established as Snipe Keys.

WALTZ KEY BASIN and TURKEY BASIN are names in local use. The former is better established than the latter because it is visited more frequently by the spongers and fishermen. The local use in regard to these bodies of water is to call them lakes but this name has not been used on the name sheet.

The local name of the body of water between the highway bridge and the railroad grade on the west side of Saddlebunch Keys is SIMILAR SOUND. The origin of this name is due to the fact that there are similar shaped bodies of water on either side of the main body. The area is also known as Saddlebunch Sound but to a less extent.

OLD FINDS BIGHT is a very old name in the area that is seldom used by the local spongers at the present time. Only the older spongers recall this name. The origin is probably from a man by this name using the bight as a base of operations in sponging.

FIVE MILE CREEK is the well established name of the rather long creek into the upper part of Lower Sugarloaf Sound. The origin of the name is said to be due to the fact that it seems like five mile through the creek after pulling a skiff through from one end to the other. This creek affords excellent hurricane protection.

The local name of the creek between Geiger Key and Boca Chica Key is GEIGER CREEK. The chart of the area shows this creek to be Pelota Creek but this name could not be verified.

TARPON CREEK is a fairly well established local name and the oldest name for the creek into the lower end of Upper Sugarloaf Sound. There is some confusion in regard to this name because the people that dredged the cut across the key at this point call the creek Gandolpho Creek. This name is in local use to some extent but it is believed that Tarpon Creek is most use and for this reason is recommended.

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this survey fully covers 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 9, 1938

Mathisson reported that field inspection was carried out at various times up to completion of the compilation.
J.C.M.

REVIEW OF AIR PHOTO COMPILATION NO. T-5545

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)
- ✓ 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." 11-47

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)
See attached review.
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 ¹⁹²⁷ and the reference station is correctly noted. (unadjusted)
See attached review.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following: *See attached review*
 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:

Remarks.

Decisions

	Remarks.	Decisions
1		
2		
3		
4	<i>Name little used - Keys of no importance</i>	
5		
6		
7		
8		
9		
10		
11		
12	<i>Bay not named locally</i>	<i>USGB decision</i>
13		
14	<i>Names applied by R.R. - not used locally</i>	<i>ok for</i>
15	<i>Sounds of little importance.</i>	<i>Planimetric Maps</i> } #
16		
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27		

GEOGRAPHIC NAMES

Survey No. T-5545

Name on Survey	On Chart No. 1251		On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
	A,	B,								
<u>Knockemdown Key</u>	✓	T-652		✓						1
<u>Little Knockemdown Key</u>	GNS			✓						2
<u>Summerland Key</u>	✓	T-568		✓						3
<u>Little Swash Keys</u>				✓						4
<u>Kemp Channel</u>				✓						5
<u>Cudjoe Key</u>	✓	T-568		✓						6
<u>Rattlesnake Lumps</u>				✓						7
<u>Sugarloaf Channel</u>				✓						8
<u>Gopher Key</u>	✓	T-568		✓						9
<u>Loggerhead Key</u>	✓	T-568		✓						10
<u>Hawk Channel</u>	✓									11
<u>Sacarma Bay</u>										12
<u>Sugarloaf Key</u>	✓	✓		✓						13
<u>Upper Sugarloaf Sound</u>										14
<u>Lower Sugarloaf Sound</u>										15
<u>Pirates Cove (settlement)</u>				✓		✓				16
<u>Tarpon Creek</u>				✓		✓				17
<u>Sugarloaf Creek</u>	✓			✓		✓				18
<u>Happy Jack Key</u>				✓		✓				19
<u>Happy Jack Mangrove</u>				✓		✓				20
<u>Perky</u>				✓		✓				21
<u>Dreguez Key</u>				✓		✓				22
<u>Bill Finds Key</u>				✓		✓				23
<u>Marjoe Key</u>				✓		✓				24
<u>Galdin Key</u>				✓						25
<u>Grandfather Creek</u>	(see	Tarpon Creek	in D.R.)							26
										27

Remarks

Decisions

1		
2		
3		
4		
5		
6		
7		
8		
9	No definite knowledge of limits Name little used. - Base 4 keys including Marvin Key as ch'd.	
10		
11		
12		
13		
14		
15		
16	About disappeared - barely above H.W.	
17		
18	Local Name for 5 Keys charted as Whiting, Round & Crane Keys - Not considered a conflict with older names	
19		
20	see T-5547 'Crane Keys' a local name Keys on this sheet unnamed locally	
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No. T-5545

Name on Survey	On Chart No. 1251		C.	D.	E.	F.	G.	H.	K.	
	A.	B.								
✓ <u>Saddlebunch Keys</u>	✓ T-494	✓ T-494		✓						1
✓ <u>Fivemile Creek</u>				✓						2
✓ <u>Inner Narrows</u>				✓						3
✓ <u>Old Finds Bight</u>				✓						4
✓ <u>Snipe Keys</u>	✓ T-494	✓ T-494		✓						5
✓ <u>Squirrel Key</u>				✓						6
✓ <u>Middle Narrows</u>				✓						7
✓ <u>Turkey Point</u>				✓						8
✓ <u>Barracuda Keys</u>				✓						9
✓ <u>Turkey Basin</u>				✓						10
✓ <u>Outer Narrows</u>				✓						11
✓ <u>Snipe Point</u>				✓						12
✓ <u>Gulf of Mexico</u>										13
✓ <u>Waltz Key Basin</u>				✓						14
✓ <u>Waltz Key</u>	Wall Key	Wall Key		✓				Wall Key		15
Blade Key	✓ T-494									16
✓ <u>Mallory Key</u>	✓	✓								17
The Five Keys				✓						18
✓ <u>Whiting Key</u>	✓	✓						✓		19
Snake Keys	✓									20
✓ <u>Round Key</u>	✓	✓								21
✓ <u>Duck Key</u>	snake key	T-494 snake key		✓						22
✓ <u>Halfmoon Key</u>	✓	✓		✓						23
✓ <u>Jim Pent Point</u>				✓						24
✓ <u>O'Hara Key</u>	✓	✓		✓						25
✓ <u>shark Key</u>	shark key	shark key		✓						26
										27

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		OK for planimetric Map.
4		
5		
6		
7		
8		
9	* Recent USGB decision 5/10/39	USGB decision pg. 596
10		
11		
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24		
25		
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27		

GEOGRAPHIC NAMES
Survey No. T-5545

Name on Survey	Sources											
	A. On Chart No. 1251	B. On previous survey	C. On U. S. Maps	D. From local information	E. P. R.	F. On local Maps	G. P. O. Guide or Map	H. Rand McNally Atlas	K. U. S. Light List			
✓ <u>Similar Sound</u>				✓								1
✓ <u>Big Coppitt Key</u>	✓			✓								2
✓ <u>Little Sandy Keys</u>				✓								3
✓ <u>Bird Key</u>	✓			✓								4
✓ <u>Saddlebunch Harbor</u>	✓			✓								5
✓ <u>Pelican Key</u>	✓			✓								6
✓ <u>Saddlehill Key</u>	saddle hill			✓								7
✓ <u>Geiger Key</u>	✓			✓								8
Peleta Creek ✓ <u>Geiger Creek</u>	Peleta Cr			*	<u>GEIGER</u>	<u>CREEK</u>						9
✓ <u>East Rockland Key</u>	✓			✓								10
✓ <u>Rockland Key</u>	✓			✓								11
✓ <u>Boca Chica Key</u>	Boca Chica	Island of Boca Chica		✓								12
												13
												14
												15
												16
												17
												18
												19
												20
												21
												22
												23
												24
												25
	Names underlined in red appear											
	by <u>RAE</u> on <u>5/19/38</u>											
												27

SECTION OF FIELD RECORDS

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5545

Scale 1:20,000

Photographs taken January 15 and 18, 1935; Compiled September 1937 to April, 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-5545 are of the date of the photographs except for the items listed on page 3 of the descriptive report.

Graphic Control Surveys

T6509b GS-151M (1937-38-39) 1:20,000
T6667a ~~GS-153M~~ (1937-38-39) 1:20,000
T6668 GS-154M (1938) 1:20,000

No discrepancies or conflicts found. Three tidal Bench Marks and a Private Beacon at Pirates Cove and a spoil patch at the west end of the abandoned Railroad viaduct over Kemp Channel were added to T-5545 from *T6667a* ~~GS-153M~~.

All details on the graphic control surveys within the area of T-5545 are shown on T-5545 except temporary topographic stations.

PREVIOUS TOPOGRAPHIC SURVEYS

T-494 - 1855 (Scale 1:20,000)
T-560 - 1856 (Scale 1:20,000)
T-568 - 1856 (Scale 1:20,000)

Comparison of T-5545 with the former surveys shows the general trend of the shore line to be about the same with numerous changes in details and additional cultural features.

T-5545 is adequate to supersede the sections of the above surveys which it covers.

CONTEMPORARY HYDROGRAPHIC SURVEYS

H-5922 - 1935 (1:10,000)
H-5923 - 1935 (1:10,000)
H-5924 - 1935 (1:10,000)
H-5925 - 1935 (1:10,000)
H-6323 - 1937-38 (1:20,000)
H-6324 - 1937-39 (1:20,000)

H-5925 partly completed and reviewed but some remaining work in progress in the field (March 9, 1939). No discrepancies were found as regards the completed section of H-5925 (March 9, 1939).

H-6324 has just been received in the office and has been compared with T-5545 as a part of this review (March 9, 1939). No discrepancies were found.

H-6323 is in process of being reviewed by the Hydrographic verifying unit (March 22, 1939). A comparison with T-5545 shows the following differences:

1. Spoil bank at Lat. 24-39.2, Long. 81-29.8 shown above MHW on H-6323. Investigation shows this to be correct. Correction made on T-5545.
2. Shoal line Lat. 24-37-7, Long. 81-25.4 in conflict with soundings removed from celluloid compilation and proof copy T-5545.

Several small islands and a pier on T-5545 are not shown on H-6323. These omissions are noted in pencil on H-6323. Several minor shoreline differences between T-5545 and H-6323 were also noted. However these were not considered important enough for correction. They may be examined by using the celluloid compilation of T-5545.

The remaining hydrographic surveys listed above have been reviewed prior to the review of T-5545. A few minor differences noted during the review of T-5545 were taken up with the Hydrographic verifying unit and adjusted.

COMPARISON WITH CHART 1251 (Published July, 1932)
(New print December 23, 1937)

Additions and corrections to chart 1251 as a result of this survey are shown in red on the attached chart section.

Refer to page 3 of the descriptive report regarding the location of aids on T-5545.

GEOGRAPHIC DATUM

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 Long 81° 18' (west edge of T-5543) as submitted from the field showed a projection based on Bainbridge's unadjusted North American Datum triangulation values.

However, East of Long. 81° 18' (west edge of T-5543) the map drawings 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 6 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 6 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°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.

Values for bridge clearances on T-5545 are from measurements by the Field Inspection Party, from the Hydrographic Surveys or from the United States Engineer list of bridges. Conflicting information on several bridges has been disposed of as follows: Refer also to page 3 of the descriptive report.

<u>Bridge</u>	<u>Horizontal Clearance</u> (ft)	<u>Vertical Clearance at H.W.</u> (ft)	<u>Source</u>	<u>Approved</u>
Kemp Channel (Hwy)	24	7	U.S.E.	
" " "	20	6	T-5545	Accepted
" " (R.R.)	25	7	U.S.E.	Accepted
" " "	25	9	T-5545	
Sugarloaf Channel (Hwy)	24	7	U.S.E.	
" " "	22	6	T-5545	
" " "	20	6	H-5922	Accepted
" " (R.R.)	25	7	U.S.E.	
" " "	25	9	T-5545	
" " "	25	8	H-5922	Accepted
Similar Sound (Hwy)	11	3	U.S.E.	Accepted
" " "	10	5	T-5545	
Pelota Creek (Hwy)	10.6	7	U.S.E.	
" " "	10	6	T-5545	Accepted

REMARKS

The drafting on T-5544 celluloid was neat and accurate but symbols

were too small and closely spaced for good reproduction with the result that the considerable effort of the field draftsman has produced only a fair print. The descriptive report and compilation of details are complete.

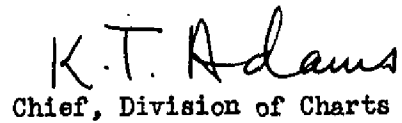
Reviewed in office by: H. D. Reed March 9, 1939

Inspected by: B. G. Jones,

Examined and approved:



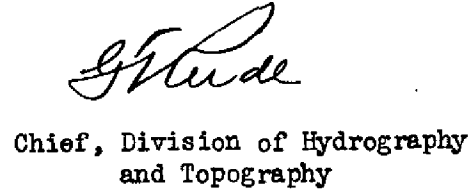
Thos. B. Reed
Chief, Section of Field Records



Chief, Division of Charts



Chief, Section of Field Work



Chief, Division of Hydrography
and Topography

