

5546

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-5546  
~~Hydrographic~~

State Florida

LOCALITY

Florida Keys

Key West

~~193-7-38~~

*Photographs taken Jan 15-18, 1935*

CHIEF OF PARTY

E. R. McCarthy

5546

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. \_\_\_\_\_ **T5546**

REGISTER NO. **T-5546**

State \_\_\_\_\_ **Florida**

General locality \_\_\_\_\_ **Florida Keys**

Locality \_\_\_\_\_ **Key West**

Scale \_\_\_\_\_ **1:20,000** Date of ~~survey~~ **photographs** \_\_\_\_\_ **January**, 19**33** ~~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**, 19**33**

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-5546

Portion of work	Performed by	Date completed
Projection made by	Washington Office /	March, 1937
Projection checked by	E. R. M. /	April 21, 1937
Control plotted by	E. R. M. /	April 22, 1937
Control checked by	P. A. W. /	April 23, 1937
Radial plot developed by	J. C. M. /	September 16, 1937
Compiled in pencil by	J. C. M. /	December 21, 1937
Inked by (shoreline)	D. R. S. /	March 18, 1938
(symbols)	J. C. M. /	March 25, 1938
(shoals)	D. R. S. /	April 2, 1938

STATISTICS

Statute miles of shoreline, keys and bridges	72.9
Statute miles of shoreline, ponds and creeks	<u>26.1</u>
Total, statute miles of shoreline	99.0
Area, square statute miles, keys	11.8
Area, square statute miles, shoals	<u>22.5</u>
Total area, square statute miles	34.3

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC MAP

REGISTER NO. T-5546

KEY WEST

FLORIDA KEYS

FLORIDA

1937-38

Scale of compilation, 1:20,000

DESCRIPTION OF AREA:

The area of topography shown on this map drawing is centered over Key West and the surrounding keys located in the extreme southwest portion of this project. The detail located in this area is from Boca Chica Key and the Mid Keys on the east to Caldez Channel and Key West on the west. The keys in this area border on Hawk Channel on the south and on the Gulf of Mexico on the north. The water area lying between these two bodies of water is generally very shoal and large areas near the northern edge are bare or awash at low water. Through these bare areas there are many deeper channels that generally end at the various keys or are terminated as a blind channel in the shoal banks. Caldez Channel and Jewfish Channel and the ones immediately east are exceptions. Caldez Channel is used by the spongers and fishermen and small boat owners of the locality in preference to Northwest Channel in making for points to the northeast. This channel is marked by the Lighthouse Service but only the beacons that were located by triangulation have been shown on the map drawing. The other beacons are shown on the contemporary hydrographic sheets but it was found difficult to transfer them because they are shown by symbols and the exact location is difficult to recover. Jewfish Channel is a very broad channel and is much used by the local sportsmen in fishing for jewfish and tarpon.

The keys in the northern portion of this sheet are very low and composed of a thick growth of red mangrove. Most of them are divided into several parts by deep channels and some of these waterways through the keys would serve as excellent hurricane anchorages if they were accessible to boats. Only Channel Grassie is used for this purpose and the owner has dredged out the creek in this key to accommodate boats of greater draft and it is used exclusively as a hurricane anchorage by him.



*Name rejected  
this is North West Key  
in Lower Harbor Keys group.  
of Lower Harbor Keys*

It is thought that a hurricane anchorage might be found in the southeast key of the Lower Harbor Keys group. There is a long narrow creek through this key that may be reached by entering the channel that passes to the west of Big Harbor Key. This channel was not developed by the hydrographic party but from an inspection of the photographs it seems to be a clear one. To the knowledge of the writer this hurricane <sup>anchorage</sup> is not used by the local boatmen at the present time.

All of the higher hammock land that is located in the area of this sheet is found on the keys bordering on Hawk Channel. Boca Chica Key and Stock Island are generally high and there has been some cultivation on these keys. There are extensive areas of mangrove and also scattered mangrove on mud flats on Boca Chica Key. An area of mangrove has been cleared on the southwest point of the key and a fishing camp and dancing casino constructed. A golf course and country club are located on Stock Island as well as a botanical garden for the culture of tropical plants.

Most of the inhabitants of Key West are located on the west end of the key and the east end is generally low with many ponds and some mangrove growth. The abandoned salt ponds and dikes which occupy a considerable area are also located in this locality. All of the houses on the east end of the key are located along the county road and in the vicinity of the radio station. There is a landing field and hanger on the southeast end of the key near East Martello Tower and a road house nearby.

The city of Key West occupies the extreme west end of the key and exclusive of the Naval and Army Reservations, is approximately one square mile in area. At the present time there are slightly more than 13,000 people living in this area and it is said that the population was 25,000 at one time. The 1910 Census shows the population to have been 19,900 at that time. This shows a rather heavy concentration for a small town and it is even more so ~~that it~~ <sup>that it</sup> appears because a large percentage of the population live in the area to the northwest of Division Street.

A great deal has been written recently about the history of Key West and its past adversities and a review of these would show that the locality was apparently first used by pirates as a base of operations. In about 1829 the town was settled by permanent residents and at this time the principal industry was wrecking the ships that went aground on the reefs. This was very profitable to the local inhabitants until the coast was marked by lighthouses in about 1850. After this time the construction of forts in the area and at Dry Tortugas by the U. S. Army and later the construction of the Submarine Basin by the U. S. Navy brought prosperity. Due to the various revolutions in Cuba some of the cigar factories were moved from there to Key West and others established by some of the American tobacco companies. This also proved properous to the community for a time but in the 1920's all of the factories were moved to Tampa or elsewhere with the development of artificial humidity control and the promise of no local taxes. The sponge industry has always contributed somewhat to the industry of the town. As these are

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taken with hooks by the local spongers the sponge beds were virtually depleted when Greek spongers were allowed to use the area with diving equipment. At the present time this industry is again profitable and furnishes employment to a large number of spongers in the area.

Due to these misfortunes of the past, a very large percentage of the population have been on work relief since 1932 but with the conversion of the railroad grade, that was partially destroyed by the hurricane of September 1935, to a modern motor road, Key West again seems to be verging on a period of prosperity. A great deal of money has been spent by the Federal Government to make the area a tourist center and many 'strangers' visited the area during the past winter season.

The Navy and the Army maintain a skeleton garrison only on the respective reservations. A great deal of work has been done on the Naval Station in improvements to the Submarine Basin. Five of the finger piers, Nos. 1 through 5, have been replaced with steel construction and No. 6 has been torn down and it is not known at the present time whether it will be replaced. This pier has not been shown on the sheet. The three piers to the south, Nos. 7 to 9, are wooden and are leased by the City of Key West and used as a yacht basin. This is the only harbor available for yachts but at the present time spoil is being taken out of Garrison Bight and it is planned to make this a yacht basin. The extent of these operations have not been shown on the sheet. Most of the detail has been shown in the area of the Naval Station but at the request of the Commandant the large tanks used for the storage of fuel oil have not been delineated. The tanks shown are for the storage of fresh water. The modern fortifications at Fort Taylor have not been shown either. There are gun emplacements at three localities here and these as well as the fire control towers at Fort Taylor and at West Martello have not been delineated on the map drawing. Only one of the fire control towers have been shown at Fort Taylor and this was necessary because the tower stands in the water. This is located inside of the brick wall, intended for the foundation for an addition to the fort on the south side. This wall stands well above high water and is intact whereas the wall on the north side of the fort, represented by the rock awash symbols, is broken and covered at high water. Most of the buildings at Key West Barracks have been shown on the sheet as these are large buildings and are prominent from the water area.

*Several other buildings removed from schedule in the office to conform with chart letter 652, 1934.*

Trumbo Island is an area of fill that was thrown up by the Florida East Coast Railroad. During the operation of the railroad there was a railroad freight yard and machine shop maintained here. All of the tracks and most of the buildings have been torn down since the abandonment of the railroad but the buildings on the piers and two of the fresh water tanks remain as well as a few of the smaller buildings in connection with the yards. At one time there was a large hangar and seaplane base at this locality. The landing ramp and concrete floor of the hangar are shown on the drawing. All of the buildings in connection with the stock pens on the east end of the area just west of the entrance into Garrison Bight have been torn down. The one building shown here is the Western



Union Telegraph Company cable hut for the two cables that land on the east side of the entrance from Punta Rasa, Florida, near Fort Myers. The large building west of the stock pen area was originally used as Officers Quarters but is now an apartment house. The house boat that is aground offshore was placed here and used as a Sea Scout camp.

In the construction of the road, now known as Roosevelt Boulevard, around the eastern end of Key West, spoil for fills were obtained from the water area for most of the distance. This left a more or less clear channel in some places that is lined with many rocks and rocks awash on the offshore edge. The enclosed swimming pool on the north side of the road near Garrison Bight was built by the W. P. A. and was under construction when the photographs were taken.

The Inside Route between Key West and No Name Key passes over the shoal water area of this sheet. Only the beacons that were located by triangulation have been shown along this route. The contemporary hydrographic sheets show additional beacons but these were not transferred because of the questionable accuracy in obtaining these positions from the symbols as shown on these sheets. In addition, these beacons are apparently no longer maintained by the Lighthouse Service as a large majority are broken off just above the water line and some are stumps that are covered at high water and are dangerous to small boats using the channel.

GENERAL INFORMATION:

There are three flights of five lens air photographs covering the area of this sheet. Photo. Nos. 127 to 145 compose the southern flight over this area and is centered approximately over the railroad right of way. The central flight is composed of Photo. Nos. 146 to 157 and is centered just north of Mangrove Key near the western limits of the sheet and over Duck Key Point near the east limits. The north flight is over the northern edge of the shoal areas and keys and contains Photo. Nos. 304 to 322.

All of these photographic flights were obtained during January, 1935.

*photo 608 126 to 145 @ 12:45 pm Jan 15 1935  
146 to 158 1:20 pm Jan 15 1935  
304 to 322 11:55 am Jan 18 1935*

CONTROL:

The triangulation stations used in the control of this sheet were obtained from the field computations of W. H. Bainbridge for the scheme executed during 1934 and 1935. Other stations were obtained from the schemes executed during 1913 and 1917. All of these stations were computed on the North American Datum and the positions used were not adjusted. *Refer to Par. in narrative regarding datum which has been changed in office to N.A. 1927.*

CONGREGATIONAL CHURCH CUPOLA, 1913 was recovered as shown on the progress sketch of the 1913 scheme but this station was not shown on the map drawing because the position was not furnished with the List of Geographic Positions received from the Washington Office. It is requested

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that this station be plotted on the sheet.

*Position suggested by  
Quincy B. G.*

Due to the fact that a large number of triangulation stations are located in the area of Key West it was impossible to place the station names adjacent to the location. These stations have been numbered and the names shown in a list of numbered control in the water area of the sheet. In a like manner the tidal bench marks and the first order bench marks and the location of the standard tide gauge in the congested area have been lettered and shown in a list of lettered bench marks.

#### 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.

The radial plot covering the land area of this sheet was developed without difficulty and no adjustment was necessary. It was found impossible to obtain a sufficient number of points in the water area in the vicinity of Caldez Chamel as the photographs centering over this area to the west of the Bay Keys are not controlled by triangulation and definite locations were impossible to obtain. However, it was possible to obtain a few definite locations from the northern wings on the flight to the south and these points in combination with the contemporary hydrographic sheets were used to delineate the detail.

In order to obtain the delineation of the shoal areas and the areas that are bare or awash at low water it was necessary to transfer the shoal soundings and zero and minus sounding from the contemporary hydrographic sheet. As these surveys are on a scale of 1:10,000 this transfer was done on the projector. With these soundings on the celluloid sheet the areas were traced from the photographs. In some places this was found difficult as the photograph did not register a definite line and in others the areas were very definite. In some places, it will be noted, the bare areas were transferred from the contemporary hydrographic sheets but this was done in few cases. The shoal areas have been shown only where they appear definite in the photographs.

#### INTERPRETATION OF PHOTOGRAPHS:

Generally the photographs covering the area of this sheet were very clear and adequate for charting purposes. The areas of heavy mangrove growth appeared very definite on the photographs but some difficulty was experienced in obtaining the outer limits of vegetation in areas of scattered mangrove on mud flats. This is true in the delineation of that part of Rockland Key shown on this sheet and the strips of mangrove in the pond on Boca Chica Key between the railroad grade and the highway. These areas were delineated from photographs where they appeared to the best advantage regardless of scale and it is believed that the limits as shown are correct.

The dykes in connection with the salt evaporation ponds are indicated but not very clear on the photographs. These ponds have been abandoned for many years and the dykes have not been maintained. Some are bare at high water but as it is impossible to distinguish those that are bare from the photographs and because the detail is not considered to be important, all of these abandoned dykes have been shown on the map drawing by a broken line.

The location of the S. W. Radio Tower at the radio station on the east end of the Key and the location of the Center Pole of the radio range on the west side of White Street on the south side of the key were obtained from the photographs. These were not reported as recoverable stations because there are an abundance of recoverable triangulation stations in these vicinities.

It has been necessary to note culture at four localities on this sheet where space did not allow for showing the symbols. These are areas of cocconut palms and australian pines planted along the highways that do not show on the photographs.

Two cleared line; apparetly survey lines, are visible on the photographs on Boca Chica Key. These have been shown on the map drawing. (S. side)

INFORMATION FROM OTHER SOURCES:

Most of the topographic detail on this sheet was obtained from the photographs covering the area. It was necessary, however, to obtain corrections by field inspection of certain detail that had been changed since the photographs were taken. The long curve replacing the four curves on Stock Island as well as the relocation of the road at the western approach to the bridge between Stock Island and Boca Chica Key were obtain<sup>d</sup> in this manner. Also two of the curves on the highway on Boca Chica Key were eased and the new location as well as the old (by dashed lines) is shown.

The cleared area on the southwest point of Boca Chica Key has been enlarged since the photographs were obtained and the several houses built. The location of the houses were obtained by field inspection and the enlargement of the cleared area is shown approximately.

A small pier has been built on the west side of Garrison Bight since the date of the photographs. This pier is on the center line of a street and the detail was obtained from field measurements. It should also be noted that dredging operations are in progress in Garrison Bight but as these are not completed the extent of the dredged area has not been shown.

The incompleted detail on the east end of Key West, between the key and Cow Key Channel, is a fill surrounded with a concrete bulkhead. The house that is shown in the center of this area is to be a private residence. At the present time the concrete bulkhead is not complete and it exists as shown on the map drawing. Plans are to complete this fill during the coming summer and the detail after completion will be

furnished by the hydrographic party. Ordinarily this delay would not be necessary but there are no plans in this case and the builders are not certain of the area to be covered.

The locations of the two rocks awash and the iron stake in the water area between Stock Island and Boca Chica Key were obtained from the contemporary hydrographic sheet of the area. These sheets were also used to check the locations of the various wrecks in the water area north of Key West. All of the positions of these wrecks, except the sunken one approximately 200 meters north of the end of the P. & O. Docks, were obtained from the photographs. The hydrographic sheet shows a wreck awash 300 meters northwest of triangulation station SLIP, 1934. This wreck is now covered at low water and has been shown as sunken on the map drawing.

COMPARISON WITH CONTEMPORARY SURVEYS: *(Graphic control surveys T 6348 T 6349)*

The shoreline around Key West is shown on a contemporary topographic survey made during 1934. This survey is Register No. T-6348. A comparison with this survey shows differences in some detail and very good agreement in others. The agreement in the location of the shoreline around the east side of the key is fair. There is a difference in the location of the P. & O. Docks between the two surveys, and in the representation of detail between the docks through Key West Bight (Municipal Basin on the topographic survey sheet). The map drawing is believed to be correct in these locations. The pier on the point inshore of signal AID has been changed since the survey and since the date of the photographs. It is shown correctly on the map drawing. The topographic survey shows rocks and a pier on the south of the key to the east of West Martello Tower. This pier has been torn down since the date of the survey but the rocks at the foot of White Street remain but they should be shown as they appear on the map drawing. This was a small jetty at one time and remains as a pile of rocks that are bare at high water and an area of rocks and debris at an angle that are covered at high water.

Other differences noted in the two surveys are that the wreck is no longer located in Garrison Bight, the swing bridge has been removed from the entrance into the bight and the edge of the wooden platform around the west side of the Submarine Basin has been delineated as the limits of the basin. Marine ways are also located as noted on the contemporary topographic sheet but these have not been noted on the map drawing. *These marine railways noted as removed - not transferred to T 5546.*

A comparison was made with the contemporary hydrographic sheets in transferring the sounding to the map drawing. This comparison shows that there is good agreement between these two surveys. The only conflict that was found was in the representation of the wreck as mentioned under Information From Other Sources.

COMPARISON WITH PREVIOUS SURVEYS:

The results of previous surveys as shown on the present published

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chart of the area was used to make this approximate comparison.

The general agreement in the solid mangrove keys in the northern part of the sheet is good. Some of these are shown larger and some are shown slightly smaller on the chart but the position and general detail shows fair agreement.

There are numerous differences noted in the representation of detail in the keys forming the southern limits of this sheet. The general outline of Boca Chica Key shows fair agreement but mangrove has filled in a large area near the southwest point of the key. The large ponds shown north of the railroad grade on this key on the chart are largely charted on the map drawing as mud flats and scattered mangrove, and there are large areas of hammock growth that are shown to be mangrove on the chart.

The general outline of Stock Island and Raccoon Key are somewhat the same but mangrove areas have appeared since the last surveys to change these as well as Cow Key. The pond areas on Stock Island shows changes but the representation of culture detail is very good.

There are many differences in the size and shapes of the ponds to the east of Key West. The pond areas in the vicinity of the abandoned salt ponds are much larger than they are shown on the chart but the culture representation in this area is fair. The construction of the road around the east end of the key has no doubt caused many of the changes in this area.

The chart shows a note on the Naval Hospital in Key West. This hospital is no longer in existence as it has been torn down.

LANDMARKS:

A list of landmarks for this area was submitted by the party of W. H. Bainbridge. There are no additional landmarks to be added to the chart at the present time.

It is noted that one of the landmarks on the present edition of the chart is erroneously noted as a tank on the south side of Key West Bight. This should be shown to be a STACK. It is triangulation station KEY WEST ICE PLANT STACK, 1934.

MISCELLANEOUS:

Only the larger buildings in Key West and the ones that are adjacent to the water area and might be useful as landmarks have been shown on this map drawing. The large building on the south side of the town and on the beach in the space between Simonton and Duval Streets has been torn down since the date of the photographs. *This bldg is not on the latest charts 1251(37/12-23) 584(38/4/15)*

There is transmitted with this map drawing a section of Chart No. 584 showing the sub-marine cables entering Key West. This information was obtained from the various companies and government agencies concerned. *This chart section cannot be found in the office. If found it will be delivered to the cartographic section. Bgg 12/18/38*

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GEOGRAPHIC NAMES:

In obtaining the geographic names in the area of this sheet it was found that the local inhabitants generally agree on the names of the various features. There are a few conflicts but these are in regard to more or less unimportant features or in areas seldom visited by the local spongers and fishermen. This general agreement is probably due to the fact that the area is close to the base of most of the fishermen using the area and also that it is not visited by people from two or more localities.

In common with other areas in this project it has been difficult and often impossible to determine the origin of some of the names. It can be assumed that the origin in these cases are after some local fisherman or sponger or after a feature of the key or an incident that happened there. The low mangrove keys in the northern area of the sheet are seldom visited and are unimportant to the local inhabitants and these key have no individual names but are grouped and spoke of rather vaguely. Some of the geographic names appearing on the chart are no longer in local use and it is recommended that they be deleted from future editions of the charts of the area. These are as follows:

- \ Monday Key
- \ Long Point
- \ Anonimo Key *skt*
- \ Bush Key
- \ Channel Keys
- \ Sandy Point (on Boca Chica Key)
- \ Rocky Point
- \ Sandy Point (on Key West)

Whitehead Point is no longer in use as the area is known as Fort Taylor by the local inhabitants. Whitehead Spit remains in use however. Frankford Bank is not used by the local inhabitants either. This is believed to be a name used by the Navy as no local verification could be obtained.

The following geographic names are at present charted and are in local use:

- RACCOON KEY
- ROCKLAND KEY
- COW KEY
- STOCK ISLAND
- BOCA CHICA KEY
- MAN OF WAR HARBOR
- WHITEHEAD SPIT
- BOCA CHICA CHANNEL
- MUD KEYS

Stock Island is in universal local use as shown on the present chart. It would be erroneous to chart this area as Stock Key although the island designation is not in conformity with the general practice.

BIG HARBOR KEY and LITTLE HARBOR KEY are local names that are used by some of the local inhabitants. As this area is seldom visited



the features are not universally known. The chart shows two groups of keys here with the designation of East Harbor Keys and West Harbor Key. These names are not in local use. The designation of the group as LOWER HARBOR KEYS has very little local use but it has been accepted by the field party and it is believed to be the best designation.

BAY KEYS is the local name of the group of keys lying north of Key West. The use of this name is rather vague because the local spongers and fishermen find this area of little use and the keys are not well known. The chart shows the group as Bay Keys, Cayo Agua, Middle Keys and Grassy Keys. It is believed that the local designation includes the latter as there is no individual local name for them. The land plats of Monroe County shows Cayo Agua and N. W. Boca Chicas for the four keys in the northwest portion of the group.

COON KEY and OLD DAN MANGROVE are used very little locally and the names appear to be very old ones as they are used by the older spongers and fishermen. The origin of the names were not determined.

CHANNEL GRASSES as a geographic name is slightly confusing. The name might apply to the hurricane harbor that has been dredged in the key and Channel Key as a designation for the key might be correct. It was found, however, that the local fishermen are universal in referring to the locality as Channel Grasses because the hurricane harbor is the most important feature of the key to them. Channel Grassy as reported by the party of W. H. Bainbridge was apparently in error.

FISH HAWK KEY is the local name of the key that is now shown on the chart as Eaglenest Key. This name is used by all of the local inhabitants and is recommended.

HARPER KEY and BIG HARPER KEY are now charted as Hawk Key and Dog Key. These latter names are not in local use. The origin of Harper Key and Big Harper Key are not known but they are apparently after a local inhabitant. These names are used by most of the people who frequent the area.

DUCK KEY POINT takes its name from Duck Key appearing on and discussed in the descriptive report for Sheet Register No. T-5545. This name is in universal local use as the feature is important to navigation.

The designation Fleming Key as shown on the present chart of the area is believed to be from the Navy. The name in universal local use for this key in Key West is MANGROVE KEY. All of the inhabitants of the area know the key by this name.

The keys that are at present charted as Mangrove Keys are locally known as SALT POND KEYS. This is a very old name and dates back to the time when the salt ponds were in operation in Key West. This name is also used by all of the local residents.

Since the establishment of a camp and casino at Boca Chica, and maybe before, this area has been known as Boca Chica. This name is used in speaking of the land area as well as the water area in this vicinity.

Sandy Point, appearing on the present editions of the published charts, has no local use.

TRUMBO ISLAND was named after the Florida East Coast engineer who was in charge of the work. The name<sup>s</sup> applied to the area of filled land on the north side of Key West. The reason for calling this area an island was not determined but the name is in universal local use in Key West.

During more than a years residence in the area, the writer has seldom heard the land that Key West is located on called anything but KEY WEST. It is noticed that the chart shows it to be Key West Island and the road sign at the junction with Roosevelt Boulevard declares it to be the Isle of Key West. Feeling that a separate designation is not necessary, the key has not been named on the name sheet.

JEWFISH CHANNEL is a very well established local name. This area is popular with the local sporting fishermen in fishing for jewfish and tarpon. JEWFISH BASIN is the local name of the area of deeper water south of Jewfish Channel. This name is used by the spongers and commercial fishermen and is seldom used by the average resident of Key West. The local reference to this body of water is to call it Jewfish Lake.

The chart in the vicinity of Key West shows Calda Channel. The spelling that would be nearer the local pronunciation would be CALDEZ CHANNEL. The origin of this name is said to be from a former local resident whos name was Cal Davis. It has been impossible to verify the spelling of this name as no one seems to know the correct spelling.

BLUEFISH CHANNEL and JACK CHANNEL are the local names of two blind channels near Caldez Channel. These chammels are named after the fish, the latter after the amberjack.

BARQUE CHANNEL is so named because there is a wreck of a steel barque on the north edge of this channel. This name is in some local use but not as much as the names of the two channels mentioned in the preceding paragraph.

PEARL BANK and PEARL BASIN (Lake) are named after the wreck on Pearl Bank that is said to have been named the 'Pearl'. It is understood that this ship was placed on the bank and used as a quarantine station by the Public Health Service for many years. As is true in the cases of other water bodies that are surrounded by shoal banks, Pearl Basin is known to the local inhabitants as Pearl Lake.

COW KEY CHANNEL is a dredged out to the west of Cow Key. The origin of the name is from the key.

The shoal and narrow passage from the vicinity of Boca Chica Key north of the railroad grade and between Raccoon Key and Stock Island is known locally as Squeeze Gut. This name is little used and has not been placed on the name sheet.

GARRISON BIGHT is the local name of the body of water that was enclosed by the construction of Trumbo Island. As the troops that were formerly quartered at the Key West Barracks were known as the Key West Garrison, the body of water was given this name.

The small bight south of the P.&O. Docks is known to the local resident as 'the Bight'. It is also known as Hurricane Harbor and Municipal Basin. Because the anchorage is definitely not a hurricane harbor and the municipality does not own any of the land adjacent to this body of water, neither of these names seem to be appropriate. It is recommended that this area be charted as KEY WEST BIGHT.

RECOMMENDATION FOR FURTHER SURVEYS:

It is believed that this survey fully covers the area and with the exception of the completion of the small fill at the east end of Key West, no further surveys are 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 23, 1938

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

## REVIEW OF AIR PHOTO COMPILATION NO. T-5546

Chief of Party: E. R. McCarthy

Compiled by: See data sheet.

Project: Shore Party No. 14

Instructions dated: November 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) ~~The blue print transmitted for the purpose of furnishing street names in the vicinity of Key West.~~ Several of the names have been shown on the name sheet in order to orient the blue prints.
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)
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is <sup>very good</sup> ~~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:

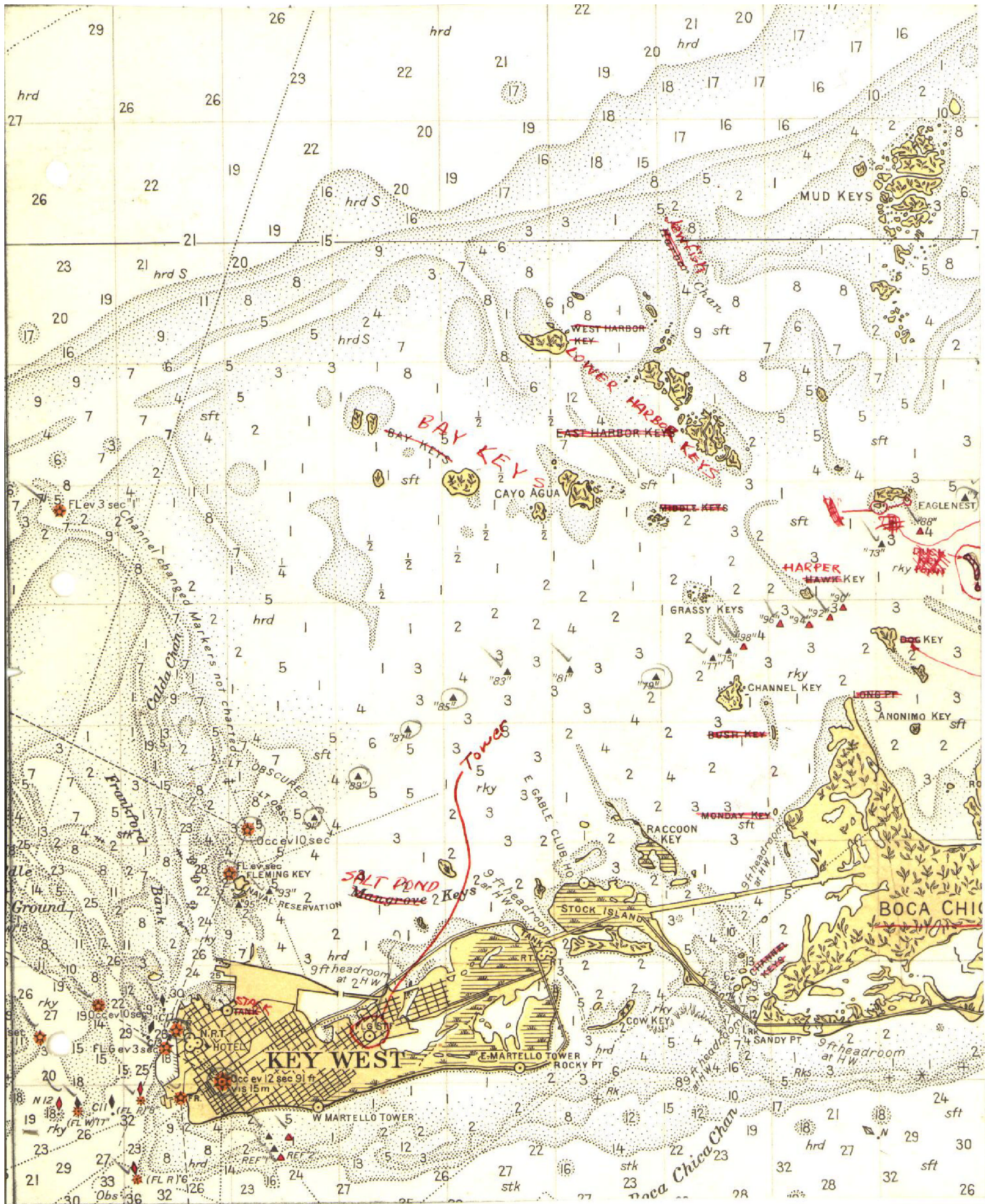
18. Examined and approved:

*E. P. McCarthy*

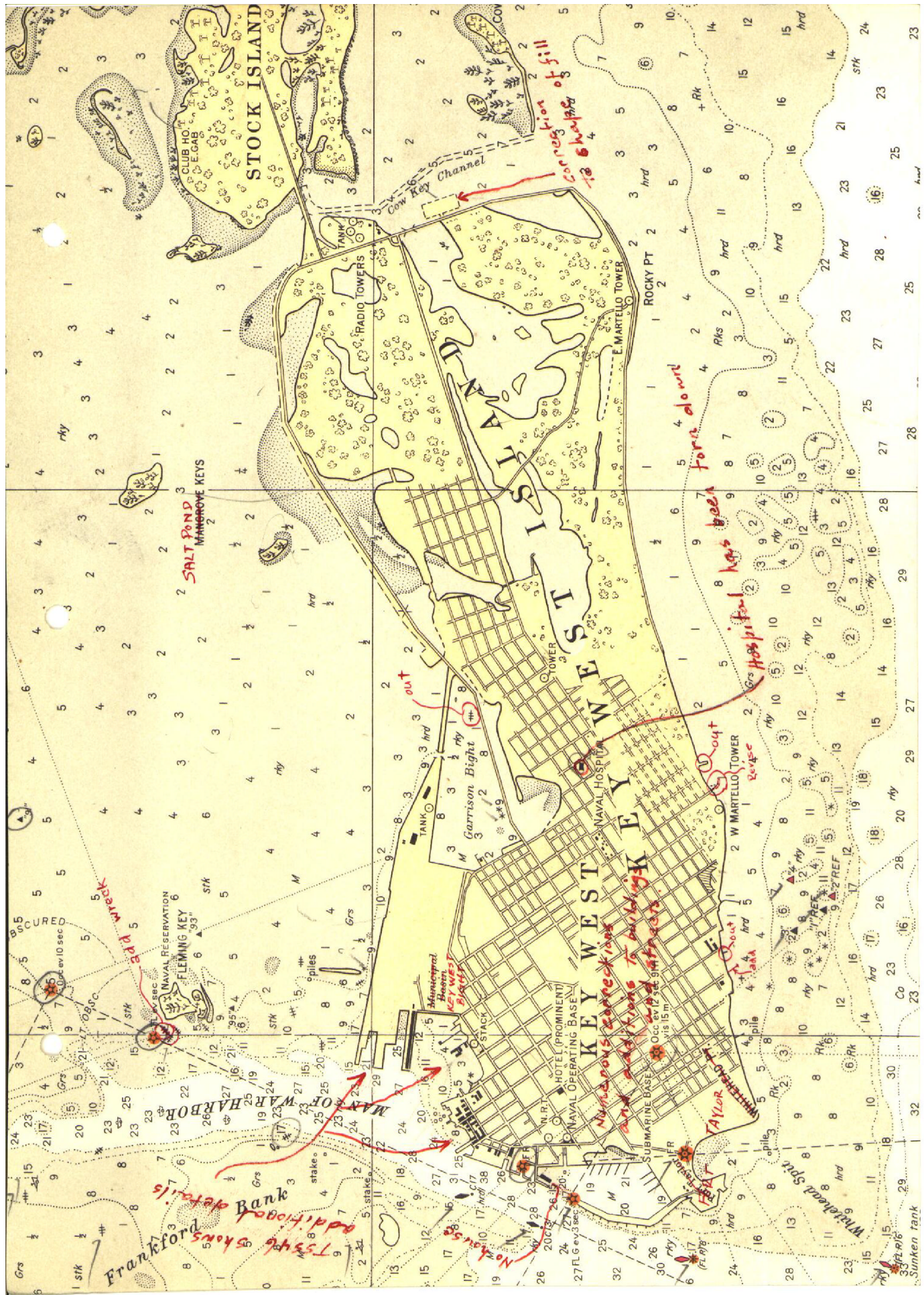
E. P. McCarthy  
Chief of Party

19. Remarks after review in office:









Frankford Bank  
TSS46 Skins details  
Additional details

Narrow's

Numerous connections  
and pathways to parking

Hospital has been  
formal down

concession of fill  
to 6 meters

SALT POND  
MANORWAR KEYS

Wrecked Spar

Sunken tank



Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		USGB decision
6		
7		
8	Name in slight use - These keys not much visited by local people - names used very little	
9		
10		
11		
12		
13	Doubtful application	
14		
15		see T-5545
16		" "
17		
18		
19		
20		
21		
22		
23		
24	not mentioned in D.R.	
25		
26		
27		USGB decision

GEOGRAPHIC NAMES

Survey No. T-5546

On Chart No. 1251, 584  
 On previous survey No.  
 On U. S. Quadrangle Maps  
 From local information P.R.  
 On local Maps  
 P. O. Guide or Map  
 Rand McNally Atlas  
 U. S. Light List

Name on Survey	A	B	C	D	E	F	G	H	K
✓ <u>Mud Keys</u>	✓	T-493		✓					1
✓ <u>Jewfish Channel</u>	GNS			✓					2
✓ <u>Jewfish Basin</u>	GNS			✓					3
<u>Old Dan Mangrove</u>				✓					4
✓ <u>Eaglenest</u> ✓ <u>Fish Hawk Key</u>	Eagle nest K	Eagle's Nest K		✓				Eagle Nest K	5
✓ <u>Duck Key Point</u>				✓					6
✓ <u>Coon Key</u>				✓					7
✓ <u>Lower Harbor Keys</u>	E. Hbr Keys			✓					8
<u>Little Harbor Key</u>									9
<del>Big Harbor Key</del>	W. Harbor Key								10
✓ <u>Harper Key</u>	Hawk Key	Hawk Key		✓				Hawk Key	11
✓ <u>Big Harper Key</u>	Dog Key	Dog Key		✓					12
✓ <u>Bay Keys</u>	✓			✓					13
✓ <u>channel Key</u> <del>channel Grasses</del>	channel Key	channel Key		✓				channel Key	14
✓ <u>Rockland Key</u>	✓								15
✓ <u>Boca Chica Key</u>	✓								16
✓ <u>Raccoon Key</u>	✓	✓		✓					17
<del>Boca Chica</del>	Sandy Pt								18
✓ <u>Boca Chica Channel</u>	✓			✓					19
✓ <u>stock Island</u>	✓	✓		✓					20
✓ <u>Cow Key</u>	✓	✓		✓					21
✓ <u>Cow Key Channel</u>	GNS			✓					22
✓ <u>Hawk Channel</u>	✓								23
<u>Rest Beach</u>									24
✓ <u>Whitehead Spit</u>	✓			✓					25
✓ <u>Fort Taylor</u>									26
✓ <u>Key West</u>	✓			✓		✓	✓		27

Remarks

Decisions

	Remarks	Decisions
1	<i>Not on sheet. Not necessary.</i>	
2		
3	<i>Not an island - No importance to charts</i>	<i>OK for Planimetric Map</i>
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		<i>USGB decision</i>
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		



GEOGRAPHIC NAMES

Survey No. T-5546

On Chart No. 1251, 584  
On previous survey

On U. S. quadrangle Maps

From local information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

Name on Survey

A,

B,

C,

D

E

F

G

H

K

Submarine Basin

1

Key West Bight

see P.R.

2

Trumbo Island

✓

3

Garrison Bight

✓

4

Salt Pond Keys

Mangrove Keys

✓

5

Fleming Key

Fleming Key

✓

Fleming K

Fleming K  
D.P. 1869

6

Bargue Channel

✓

7

Man of War Harbor

✓

✓

8

Pearl Bank

✓

9

Jack Channel

✓

10

Calda

Caldaz Channel

calda chan.

✓?

11

Bluefish Channel

✓

12

Pearl Basin

✓

13

Gulf of Mexico

14

~~XXXXXXXXXX~~

✓

15

Anonimo Key

✓

16

Grassy Keys

✓

✓

Grassy Key

17

Middle Keys

✓

18

Rash Key

✓

19

Cayo Agua

✓

✓

✓

20

Mandy Key

✓

21

Charley Keys

✓

22

Rash Point

✓

23

Sandy Pt (on Key west)

✓

24

Long Point

✓

25

Names underlined in red approved

by JHE on 5/20/38

26

27

*JMC*

MEMORANDUM  
IMMEDIATE ATTENTION

SURVEY }  
DESCRIPTIVE REPORT } No. H  
PHOTOSTAT OF } No. T *5546*

{ received  
{ registered  
{ verified  
{ reviewed  
{ approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20	<i>Leint Duergein</i>		<i>Page 2 Par 3 and Page 3 Desc Report</i>
22			
24			
25			
26			
30			
40	<i>Coast Pilot</i>	<i>H</i>	<i>Page 1 Desc. Report</i>
62			
63			
82			
83			
88			
90			

RETURN TO

826 *Jones*

*Please return promptly*

*Note also on title reads "Filed" 11/30/39*

*This photostat is 10/30/39*

*HS 11/30/39*

Section of Field Records

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-5546

Scale 1:20,000

Photographs taken January 15 and 18, 1935.

The details on T-5546 are of the date of the photographs, January 15 and 18, 1935, except for the items listed on pages 5 and 6 of the descriptive report. Field inspection for interpretation of the photographs and for the location of the details listed on pages 5 and 6 was made at various times during the progress of the work, up to April 1938.

Graphic Control Surveys

T-6348 (Sept. to Nov., 1934), 1:10,000

T-6349 (Nov. to Dec., 1934), 1:10,000

This survey, T-5546, is on a scale of 1:20,000 and was compiled from photographs taken January 1935 and supplemented by field inspection to April 1938.

A detailed comparison with the graphic control surveys was made in the field and is discussed on page 7 of the descriptive report, T-5546.

Additional examination of the graphic control surveys has been made in this office and differences checked against the photographs. A few minor changes and additions have been made to T-5546 as a result of the office comparison.

In addition to the differences mentioned on page 7, T-6348 shows a small pier at lat.  $24^{\circ} 33'$ , long.  $81^{\circ} 47.7'$  which has not been transferred to T-5546 as it does not appear on the photographs which are later than the planetable survey.

Since T-6348 is on a 1:10,000 scale as compared to the 1:20,000 scale of T-5546, reference should be made to T-6348 where the larger scale is necessary.

T-6349 was made for the location of hydrographic stations and the preliminary sketching of shoreline for use on the boat sheets. Except for the shoreline sketching it shows very few permanent details.

All details on T-6348 and T-6349 appear on the air photographic survey T-5546 except:

1. Details changed or destroyed as discussed above and on page 7 of the descriptive report.
2. Magnetic meridian on T-6348.

3. Range azimuths on T-6348. The range marks were located by triangulation. The report for T-6348 does not state whether the azimuths shown on the sheet were computed and plotted or simply drawn between the plotted range marks.
4. Described topographic stations "FLAG" (flagpole at Fort Taylor) and "FLAGSTAFF" (Naval Base flag staff) have not been transferred to T-5546 because of the number of recoverable stations already shown.

#### Comparison with Previous Topographic Surveys

T-291 (1850)	1:10,000	T-2850 (1908)	1:15,000
T-302 (1850)	1:20,000	T-2850a (1912)	1:10,000
T-417 (1853)	1:10,000	T-2850b (1920)	1:10,000
T-457 (1853-54)	1:20,000	T-3829 (1920)	1:15,000
T-493 (1855)	1:20,000	H-2933 (1908-16)	1:15,000
T-2648 (1904)	1:5,000		

The older surveys, particularly the most recent ones, have been examined in detail during this review. There have been numerous and extensive cultural changes and many natural changes in shoreline details. These are not listed or discussed in this review but changes affecting the charts are indicated on the attached chart section. Refer also to page 7 of the descriptive report for comparison made by the field party.

T-5546 is complete and adequate to supersede those sections of the older surveys which it covers.

#### Contemporary Hydrographic Surveys

H-5934a & b (1934),	1:5,000	H-5909 (1935),	1:10,000
H-5935 (1934),	1:10,000	H-5923 (1935),	1:10,000
H-5908 (1935),	1:10,000	H-5924 (1935),	1:10,000

All of the above surveys were reviewed prior to this review of T-5546. Additional examination made during the review of T-5546 showed no discrepancies except in some of the shoal lines and low water lines drawn on T-5546. The shoal lines have either been corrected or removed from T-5546.

Comparison with Chart 1251, Dec. 23, 1937, 1:80,000  
Chart 584, Apr. 15, 1938, 1:30,000

Corrections and additions to the charts are discussed on pages 1, 3, 6, 7 and 8 of the descriptive report and in the preceding paragraphs of this review. The more important corrections are also noted on the attached chart sections.

This survey, T-5546, was applied to chart 584, October 21, 1938. Changes in shoal lines made during this review have been referred back to the chart compiler on this date, December 13, 1938.

Bridge Data

Data for bridge clearances for T-5546 are from measurements by the field inspection party, from the hydrographic surveys covering this area or from the U. S. Engineers List of Bridges (1935). Conflicting information on the bridges 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>
Boca Chica Channel	22.5	4.5	H-5909
Highway Bridge	24	7	U.S.E.
	22*	5*	T-5546
Stock Island R. R.	12	7	H-5909
Bridge	10	9	U.S.E.
	8	7*	T-5546

\*Shown on T-5546

Recoverable Topographic Stations

Four Form 524 descriptions for recoverable topographic stations in the area of T-5546 are filed under T-5546.

Geographic Datum

As submitted from the field the projection for T-5546 was on the North American datum. The North American 1927 datum has been added in the office from the adjusted triangulation which has recently become available and the North American datum has been removed from the map drawing.

General

Details at the Naval Base have been removed from the celluloid in accordance with chart letter 682, 1934.

The descriptive report and compilation of details on T-5546 are complete.

Reviewed by H. D. Reed, Jr.

Inspected by B. G. Jones.

Examined and approved:



Thos. B. Reed  
Chief, Section of Field Records



Chief, Section of Field Work

  
K.T. Adams  
Chief, Division of Charts



Chief, Division of H. & T.



Applied to chart 584 Z.M.A. Oct. 21, 1938 prior to review

" " " 1251 Z.M.A. Nov. 1938 (over area of ch. 584)

" " " 576 Z.M.A. Jan. 1941