

8490

Diag'd. on diag. ch. No. 1251

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. _____ Office No. T - 8490

LOCALITY

State Florida

General locality _____

Locality Vicinity of Key West

1943

CHIEF OF PARTY

Comdr. Ray L. Schoppe (Field)

Lieut. Comdr. K.G. Crosby (Office)

LIBRARY & ARCHIVES

DATE March 8, 1948

.B-1870-1 (1)

8490

Applied to chart 576	before review	G.M.A.	July 28, 1943
" " " 1251	" "	H.F.R.	Aug. 10, 1943
" " " 584	" "	H.F.R.	" 10, 1943
" " " 3261	" "	G.A.S.	June 14, 1944
" " " 1351	" "	H.F.R.	8/1/44

DATA RECORD

T- 8490

Quadrangle (II):

Project No. (II): CS 301

Field Office: Tampa, Fla.

Chief of Party: Comdr. Ray L. Schoppe

Compilation Office: Tampa, Fla.

Chief of Party: Lieut. Comdr. K.G. Crosby

Instructions dated (II III):

*Mar. 3, 1943*Copy filed in Descriptive
Report No. T- (VI)*Div. Photogram Office Files*

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: *9 Aug. 1943*

Applied to chart No.

Date:

Redrafting Completed: *11 Oct. 1943*Registered: *29 Dec. 1947*Published: *1943*

Compilation Scale: 1:20,000

Published Scale: *1:25000*

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

Datum Plane (III):

M.S.L.

Reference Station (III): KEY WEST LONGITUDE STATION 1907

Lat.: 24° 33' 27.36" (841.8 m) Long.: 81° 48' 26.14" (735.6 m) Adjusted
Unadjusted

State Plane Coordinates (VI):

Florida - East Zone

x = 231,691 ft.

y = 82,276 ft.

Military Grid Zone (VI)

B

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
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No photographs used for radial plot. This sheet is a redline print of previous compilations. Revision was done by plane table and the detail later checked by nine lens photographs by holding to previously compiled topographic detail.

Tide from (III):

Mean Range:

Spring Range:

Camera: (Kind or source)

Field Inspection by:

date:

Field Edit by: Milton Applefield, Photo. Aid.

date: May 1943

Date of Mean High-Water Line Location (III):

(red line print on celluloid)
Projection and Grids ruled by (III) Washington Office date: May 1943

" " " checked by: " " date: "

Control plotted by: (printed on projection)

date:

Control checked by:

date:

Radial Plot by: None - plane table survey

date: May 1943

Detailed by: Revision: V.F. Simmons

date: June 1943

Engr. Draftsman

Reviewed in compilation office by:

J.A. Giles, Asst. Photo. Engr.

date: June 1943

J.H.S. Billmyer

Asst. Photo. Engr.

Elevations on Field Edit Sheet

checked by: G.E. Varnadoe, Prin. Photo Aid.

date: May 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 0.5 (other area previously reported by
Key West Photogrammetric Office)

Shoreline (More than 200 meters to opposite shore): 8.2 (other
shoreline previously reported)

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established:

Number of Temporary Hydrographic Stations located by radial
plot:

Leveling (to control contours) - miles:

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

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

Remarks: This sheet is a redline print from a portion of T- 5546 compiled
by the Key West Photogrammetric Office in 1938

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.30/, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1935 and were published in 1936 on the scale of 1:20,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT

Project CS 301 - Quadrangle T-8490

The field work for quadrangle T-8490 was accomplished on a base sheet compiled in the Washington office from existing planimetric maps.

There is no pertinent information for several of the descriptive report topics. Therefore, only those topics to which existent material is applicable have been used in this report.

1. The city of Key West constitutes practically all of the land area in this quadrangle. A few mangrove keys are found in the eastern part, and one (Mule Key) in the western part of the quadrangle. Several small, unnamed keys (spoil banks) have been created in the vicinity of Key West due to extensive dredging. Fleming Key, which has been enlarged by the spoil from dredging for the Naval Air Station "take-off and landing area" is now a part of the Naval Air Station, and is connected to Key West by bridge. Dredger's Key was created in the same manner as was Fleming Key. This key is connected to Key West by a causeway over which the spoil is being transported for other construction.
4. Three temporary horizontal control stations were located in this quadrangle. One (station Wil) on the northern end of Fleming Key and one at either end (stations Lie and Mac) of Dredger's Key. These stations were located by plane table cuts set up at, and orienting upon, triangulation stations.
5. Supplemental third order levels run with a Builders' level were used

to provide vertical control for this quadrangle. The island and city of Key West are the main land surfaces in this quadrangle and it was in the center of the city of Key West that the highest natural land elevation (approximately 12 feet) was noted. This elevation was found at the Monroe County Court House.

Two new keys, Fleming Key and Dredger's Key, were also covered with level lines. The two new keys are connected to the island of Key West by causeways or bridges and will be used by the Naval Air Station. Due to the extensive dredging and filling on Fleming Key, tidal bench marks 1, 2, and 3 (1934) were apparently covered, since they were not recovered at the same time as the two triangulation stations on the key. The dredgers had protected the triangulation stations, but the bench marks were not thus protected and are now probably covered with several feet of earth. It is recommended that these marks be recorded as lost.

The "MD" loop, which was run on Key West, was adjusted for an error of 0.29 feet.

A second order bench mark traverse was run on Key West between the Basic Bench Mark at the County Court House and the Ivy triangulation station at the Naval Operating Base; this was requested by the Navy in order to establish an accurate elevation within the boundaries of the Naval Operating Base. This line was run with a Wye level, using Philadelphia rods. The line closed at the bench mark 0.025 feet low. The line, which was 4400 feet, was adjusted to compensate for this error.

All U. S. Coast and Geodetic and U. S. Geological Survey bench marks were searched for or recovered. Several tidal bench marks set up by the U.S.E.D. were also recovered.

6. The drainage features which were added are in the northeastern and

southeastern corners of the Key West land area.

7. (a) Fleming Key

This key was enlarged by dredging for a seaplane basin around the original Fleming Key. The planetable was set up over station "Slip, 1934" and oriented on Key West Naval Station, North Radio Tower 1917. From this line, a planetable traverse was run and shots were taken on the high water line to tie in with the line from Wil to North Radio Tower 1917. (Wil had previously been located by planetable methods from cuts set up at, and orienting on, triangulation stations.)

(b) Dredger's Key

This key was created by dredging for the seaplane basin. This key was located by resecting on Bayou 1934, temporary signal Mac, and temporary signal Lie. From this point, and orienting on Bayou 1934, a planetable traverse was run to temporary signal Mac and stadia shots were taken to the high water line.

(c) Unnamed Key (spoil bank) 1200 feet north of Fleming Key

This key was run in from a point established by resection on Key West Naval Station, North Radio Tower 1917, temporary signal Wil, and Bayou 1934. The key was run in from one set-up. It is entirely composed of sand and rocks thrown up by dredging.

(d) Unnamed Keys (spoil banks) 2600 feet west of Craig's Docks

These keys were run in from a point established by resection on Key West Naval Station, North Radio Tower 1917, Key West Ice Plant Stack 1934, and temporary signal Wil. From this one set-up, the entire group was run in. The main key is changing from day to day, due to dredging operations which were still in progress at the time this survey was made. There are still a few mangroves standing on the southwestern

~~West end of
"Trumbo Island"
on map
North of West
island area~~

end of the main key.

(e) Mule Key

In running this key, some difficulty was encountered in resecting due to the fact that all triangulation on the sheet was in the eastern half, giving a very weak fix. For this reason, a projection was made showing Key West Naval Station, North Radio Tower 1917, Fleming 1934 from quadrangle 8490, and Westcraw 1934, Northwest Channel Lighthouse, Bee, 1934, and Cottrell 2 1934 from quadrangle T-8489. The resection was made on this projection using Key West Naval Station, North Radio Tower 1917, Northwest Channel Light House, and Westcraw 1934. A planetable traverse was run, taking stadia shots to the high water line and tied back on the resection point.

9. All piers, wharves, and boat houses already on the quadrangle map were checked, and several more were added. Indistinct and unrecognizable features along the shore were clarified and labeled. A pier on latitude $24^{\circ}35'$ and midway between longitudes $81^{\circ}48'$ and $81^{\circ}49'$ was deleted and there are no underwater remains.

10. Rock jetties were located and indicated between latitudes $24^{\circ}33'$ and $24^{\circ}34'$, and about one-half way on minute of longitude $81^{\circ}47'$ and two-thirds way north on minute of longitude $81^{\circ}48'$.

11. A careful check of the fixed lighted aids to navigation was made, and none was found that was not charted. Lt. Comdr. H. B. Haskins of the Coast Guard (stationed in Key West) who has 40 years' experience in the lighthouse service, stated that none has been constructed since the maps were compiled.

One fixed lighted aid to navigation, S A, which was located in this quadrangle (directly west of the southern end of the submarine basin) has been removed and should be deleted from the compilation.

13. Meacham Airport, which is about 95% complete, is shown in detail from an aerial photograph.

14. This area is well traversed by roads. All roads were checked and some were deleted; new roads were added and classified. All city streets and all highways were named and the highways were given their correct route numbers on an overlay map sheet. All roads with more than two lanes and over 40 feet in width were so indicated. Roosevelt Boulevard, which runs around the edge of the eastern half of Key West, has 4 lanes and is 50 feet wide. The city streets were not classified on the maps, but they fall into class Road 2 and Road 3. All roads outside the urban area were classified.

15. All bridges and culverts not on the map were added, and all others were checked. All bridges were measured and classified according to instructions.

16. Within the urban area, only public buildings not already on the quadrangle map were added. Along the shore, all buildings visible from the sea were shown. In the rural area, all buildings were shown according to instructions.

Three 120-foot water tanks, a 65-foot standpipe, and two 100-foot smokestacks were added in the southeastern quarter between latitudes $24^{\circ} 33'$ and $24^{\circ} 34'$, and longitudes $81^{\circ} 48'$ and $81^{\circ} 49'$. Two small, low water tanks were also located on Trumbo Island. Four radio towers 130 feet high were located and mapped around control station number 20.

All public buildings were given a letter of the alphabet and a sub-number. A corresponding name for these letters and numbers is found in the legend on the map manuscript.

Many buildings, especially within the military reservations and in the eastern half of Key West, are still under construction. Some of

the military buildings are being altered and some completely removed. Buildings partially completed were shown up-to-date. Only the principal buildings within the urban restricted military areas were labeled.

17. In regard to the boundaries of the urban area specified in the instructions, it was found necessary to make several changes due to the fact that Key West proper cannot be considered entirely urban. Also, a rural area had to be included within the town of Key West, as is indicated with a solid black line on the overlay map.

Boundary lines of all government and military reservations were indicated with the proper symbol according to instructions. These include Fort Taylor, U.S. Naval Operating Base, Coast Guard, U. S. Naval Air Station, Naval Commissary, Department of Commerce Radio Ranges, Naval Hospital, West Martello Coast Artillery, Barracks Garrison, Meacham Airport, and East Martello Coast Artillery.

Political boundaries were indicated on the overlay sheet. The area of Key West lies within Monroe county, and is divided into 5 districts and 15 precincts. None of the precincts was shown but District 1, 2, 3, and 4 fall within the limits of the area of project CS 301 and were shown on the overlay sheet.

The boundaries of Key West Cemetery, lying within latitudes $24^{\circ} 33'$ and $24^{\circ} 34'$ and longitudes $81^{\circ} 47'$ and $81^{\circ} 48'$ were also shown.

The boundaries of the city of Key West were obtained from consultation with the town officials at the City Hall. The boundary extends east as far as the west end of the Stock Island bridge, but excludes

the fill that lies about one-third of the way south from latitude $24^{\circ}34'$ and longitude $81^{\circ}45'$, and also Fleming and Dredger's Keys.

19. Fills and new islands were located within latitude $24^{\circ}32'$, $24^{\circ}33'$ and longitudes $81^{\circ}48'$, $81^{\circ}49'$, and along latitude $24^{\circ}34'$ between longitudes $81^{\circ}48'$, $81^{\circ}49'$ and within latitudes $24^{\circ}34'$, $24^{\circ}36'$ and longitudes $81^{\circ}46'$, $81^{\circ}48'$. Another fill was located which changed the shoreline at the northeastern corner of Trumbos Island between latitudes $24^{\circ}33'$, $24^{\circ}34'$ and longitudes $81^{\circ}47'$ and $81^{\circ}48'$.

19. Water pipe line - Refer to report for quadrangle T-8488.

20. Within this quadrangle there are no woods to be classified, but there is ample brush, usually mangrove, which impedes and conceals. This growth was indicated on the quadrangle map with its proper symbol.

21. A map and photograph for the Meacham Airport, maps of the Coast Artillery Base, a housing project in the western quarter of Key West, and a Chamber of Commerce map of Key West showing street names are included with this descriptive report. Any discrepancy of street names on the overlay map with the Chamber of Commerce map was checked and the correct names were shown on the overlay sheet.

22. The field edit work on this quadrangle was done with a two-man party; the work was done on the aluminum mounted red line compilation map. Street names, political boundaries, the city boundary, and the boundary separating urban from rural areas were placed on an overlay sheet.

Insofar as possible and practicable, features such as buildings, roads, and ditches were mapped by measuring taped distances at right

angles to known identifiable objects. In no case was this method used to locate anything over 100 meters from such identifiable features. Most of the additions to the map, including fills and new islands, were made by planetable methods; all additions were indicated in black ink. All ditches and other drainage were indicated in blue ink. Deletions were shown by small crosses (x) in green ink. All colors of ink and symbols used were based on the information given in the instruction book. A legend on the quadrangle map explains all other symbols and abbreviations used and contains the key showing the names of public buildings and other pertinent information.

23. Due to the age of the compilation and the extensive construction which has been and is at present going on throughout the quadrangle, the map compilation was found to be inadequate. In areas where no new construction was done, the map compilation was found to be accurate and complete.

The levels for this quadrangle were run by Mr. Philip A. McAdam, Engineering Aid, and the portion of this report which pertains to levels was accomplished by Mr. McAdam.

Mr. Milton Applefield, Engineering Aid, did the field edit work for this quadrangle and the main body of the report was prepared by Mr. Applefield.

General supervision of the field work and the writing of reports was accomplished by Mr. George E. Varnadoe, Principal Photogrammetric Aid.

Respectfully submitted,


Milton Applefield
Engineering Aid

Approved

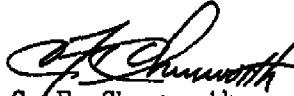
Ray L. Schoppe


47. ADEQUACY OF COMPILATION.


The adequacy of the compilation appeared to be complete except for the additions which have been made to satisfy the particular requirements for this work.

48. ACCURACY TESTS.

A special report will cover the horizontal accuracy tests for the quadrangles of this project. Since there were no contours, no vertical accuracy tests were run.


C. F. Chenworth
Lieut. U.S.C&G Survey

Approved


Ray L. Schoppe
Comdr. U.S.C&G Survey
Chief of Party

* The statement of methods is not clear

See the statement "Preparation of base maps" under "General Procedures —" at front of this report.

Compilation consisted of connecting the "Red line print" from the planetable survey and from new nine lens photographs. The photographs were not used by the field party and were not field inspected. They were used in the compilation office only to check details and to make minor additions.

B.G. Jones
2/48

Compilation Report to Accompany Sheet T-8490

Control:

No additional information is necessary to be submitted by the compiler.

Radial Plot:

No radial plot was run for this quadrangle by the Tampa Photogrammetric Office. Plot was previously run by the Key West Air Photo. Office in 1938 from a 5 lens photos.

Detailing:

Detailing was done by holding existing detail on the compilation and control stations. All other detailing was taken from a topographic sheet done by the field ~~edit~~ party. *

General discrepancies were noted in street systems, boundaries of swimming pools, bridge connecting Trumbo Island and Fleming Key, shoreline of Fleming and Dredgers Key, fill and road west of Meacham Field, and buildings over the entire area. These discrepancies were arrived at by a comparison of detail taken from the photographs with that of the topo sheet. A Marine railway at the U.S. Naval Operating Base is not shown on topo sheet but is easily identified on photographs and is shown on the survey sheet. Since no written authority to do otherwise is available in this office, verbal information was subsequently received from a member of the field party that the Navy Dept. does not ^{ways} show. Attention is called to this so that ways may be deleted by Washington Office if information is verified.

The road to Dredgers Key from Key West is detailed from information furnished by the field edit party on picking cards. 116 meters from Bayou 1934, to road intersection, was given as a check measurement and was used in locating rd. intersection.

Pier at U.S. Naval Station is approximately 15 meters too wide. The compiler was unable to make this correction, since descriptions of topographic stations "Use" and "Way" is not in this office.

Buildings on Fleming Key and part of Trombo Island are not shown, due to request of Military authorities. Buildings not deleted on photograph by the field edit party on Trombo Island were not shown since this section is in urban area.

Supplemental Data:

Smoke stack (a) was not pricked on topo sheet, but was noted by a black solid dot. The center of this dot was pricked on the survey sheet and the compiler is assuming this to be the correct location of the smoke stack.

All stacks, tanks, and towers of importance have been scaled and checked. A list of positions accompany this sheet on form No. 567.

Landing Fields and Aeronautical Aids:

Meacham Field, U.S. Naval Air Station, was detailed from nine lens photographs and a map furnished by U.S. Navy. The field is shown as proposed, since it was not completed when photographs were taken.

Boundaries:

An overlay defining limits of urban and rural areas, military reservation boundaries, city limits and districts accompany this sheet. All boundaries were determined by consultation. Instructions for this project designate the town of Key West proper as urban.

Comparison with Existing Charts:

A comparison was made with U.S.C & G.S. chart no. 1251. Fleming Key has been greatly enlarged by dredging and extends from Trombo Island northward for approximately two miles. The geographic name "Bargue Channel," was deleted from the survey sheet since the channel was obstructed by extension of Fleming Key.

Junctions:

Satisfactory junctions have been made with Sheet T-8489 on the ~~west~~, Sheet T-8486 on the ~~west~~, Sheet t-8491 on the ~~south~~. There is no land junction on the west. ~~OR SOUTH~~
EAST

Respectfully submitted by

Vincent F. Simmons
Vincent F. Simmons, Photogrammetric Aid

Approved and Forwarded by

Kenneth G. Crosby
Kenneth G. Crosby, Chief of Party

T-8490

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~TO BE BELIEVED~~

Tampa, Florida

June 18, 1943

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
		LATITUDE		LONGITUDE								DATUM
		O	I	O	I							
	Steak (120' high)	24	33	738	81	48	732	N.A. 1927		V	V	576, 584
	Tank "	24	33	404	81	48	428	"		V	V	"
	Tank "	24	33	230	81	48	400	"		V	V	"
	Standpipe (100' high)	24	33	200	81	48	652	"		V	V	"
	Steak "	24	33	290	81	48	692	"		V	V	"
	Tank "	24	33	234	81	48	688	"		V	V	"
	Radio range tower	24	32	1526	81	47	332	"		V	V	"
	" "	24	32	1592	81	47	236	"		V	V	"
	" "	24	32	1682	81	47	304	"		V	V	"
	" "	24	32	1616	81	47	396	"		V	V	"
	" " (130' high)	24	32	1604	81	47	314	"		V	V	"

Chief of Party.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

	Remarks	Decisions
1		245817 USGB
2		"
3		
4		
5		245817
6		"
7		"
8	Trumbo on compilation, Trumbo in Desc. Report: a new name not hitherto on charts.	"
9	New name	"
10		"
11		"
12		246818
13		"
14		"
15		245818
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		
24		Road Maps
25		
26		245817
27		

GEOGRAPHIC NAMES

Survey No. T-8490

KEY WEST quadrangle
Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
Key West	(city)	✓							1
Key West Island		✓							2
Hawk Channel	(change position of name)	✓							3
Straits of Florida	(apply at bottom of quadrangle)	✓							4
Main Ship Channel		✓							5
Meacham Field		✓							6
Garrison Bight		✓							7
Trumbo Island		✓							8
Dredgers Key		✓							9
Salt Pond Keys		✓							10
Fleming Key		✓							11
Bluefish Chamel		✓							12
Calda Chamel		✓							13
Jack Channel		✓							14
Man of War Harbor		✓							15
Pearl Basin		✓							16
Pearl Bank		✓							17
Key West Bight		✓							18
Whitehead Spit		✓							19
Mule Key		✓							20
Northwest Chamel		✓							21
Fort Taylor		✓							22
Monroe Channel County		✓							23
U.S. Highway No. 1		✓							24
Gulf of Mexico		✓							25
Stock Island		✓							26
									27

Names underlined in red approved
by L. Heck on 8/7/43

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planstable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8490

Key West, Fla QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

No tests on this quadrangle.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

see T-5546 for comparisons and references to previous surveys.

Comparison with Nautical Charts Nos.

576 1:10,000
584 1:30,000
1251 1:80,000

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

Numerous shoreline changes, which have been applied to the chart prior to the review of T-8490.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

only minor changes were made during review

Reviewed 9 Aug. 1943 By Walter B. Russell, Sr.
under direction of D. H. Benson

Inspected by B. G. Jones *B.G. Jones 2/48*

Examined and approved:

[Signature]
Chief, Surveys Branch

[Signature]
Chief, Topography Section
Nautical Chart Branch

K.T. Adams
Chief, Div. of Charts
Photogrammetry

[Signature]
Chief, Div. of Coastal Surveys

