

original

T-12514

T-12514

NOAA FORM 76-35	
U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SURVEY	
DESCRIPTIVE REPORT	
Type of Survey .. Shoreline Mapping	
Job No. .. PH-6404	Map No. T-12514
Classification No. III	Edition No. I
LOCALITY	
State Florida	
General Locality Florida Keys	
Locality Stock Island	
.....	
<div style="border: 1px solid black; padding: 5px; display: inline-block;">1963 TO 1964</div>	
REGISTRY IN ARCHIVES	
DATE	

MAP NOT INSPECTED IN QUALITY CONTROL PRIOR
TO REGISTRATION

DESCRIPTIVE REPORT - DATA RECORD

TYPE OF SURVEY

- ☒ ORIGINAL
☐ RESURVEY
☐ REVISED

SURVEY TP-12514MAP EDITION NO. (1)MAP CLASS IIIJOB PH-6404

PHOTOGRAMMETRIC OFFICE

Rockville, Maryland

OFFICER-IN-CHARGE

Commander James Collins

LAST PRECEDING MAP EDITION

TYPE OF SURVEY

- ☐ ORIGINAL
☐ RESURVEY
☐ REVISED

JOB PH-MAP CLASS

SURVEY DATES:

19 TO 19

I. INSTRUCTIONS DATED

1. OFFICE

Project PH-6404, Shoreline Mapping,
Key West to Sugarloaf Key, Fla.,
dated May 18, 1964

2. FIELD

Project PH-6404, Shoreline Mapping
Key West to Sugarloaf Key, Fla.
Nov. 22, 1963

Amendment I - Feb. 6, 1964

II. DATUMS

1. HORIZONTAL:

☒ 1927 NORTH AMERICAN

OTHER (Specify)

2. VERTICAL:

- ☒ MEAN HIGH-WATER
☐ MEAN LOW-WATER
☐ MEAN LOWER LOW-WATER
☐ MEAN SEA LEVEL

OTHER (Specify)

3. MAP PROJECTION

Polyconic

4. GRID(S)

STATE

Florida

ZONE

East

5. SCALE

1:10,000

STATE

ZONE

III. HISTORY OF OFFICE OPERATIONS

OPERATIONS		NAME	DATE
1. AEROTRIANGULATION METHOD: C-8 stereoplanigraph	BY	R. Kelly	7/64
2. CONTROL AND BRIDGE POINTS METHOD:	PLOTTED BY CHECKED BY	J. Phillips J. Richter	3/66 3/66
3. STEREOSCOPIC INSTRUMENT COMPILATION INSTRUMENT: B-8 SCALE: 1:10,000	PLANIMETRY BY CHECKED BY CONTOURS BY CHECKED BY	J. Phillips J. Richter Inapplicable	3/66 3/66
4. MANUSCRIPT DELINEATION METHOD: Graphic SCALE: 1:10,000	PLANIMETRY BY CHECKED BY CONTOURS BY CHECKED BY HYDRO SUPPORT DATA BY CHECKED BY	J. Phillips J. Richter Inapplicable J. Phillips J. Richter	3/66 3/66
5. OFFICE INSPECTION PRIOR TO FIELD EDIT	BY	K. Maki	3/66
6. APPLICATION OF FIELD EDIT DATA	BY CHECKED BY	Inapplicable	
7. COMPILATION SECTION REVIEW	BY	P. Dempsey	8/75
8. FINAL REVIEW	BY		
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH	BY		
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH	BY		
11. MAP REGISTERED - COASTAL SURVEY SECTION	BY	N. Francis	9/24/75

COMPILATION SOURCES

T-12514

1. COMPILATION PHOTOGRAPHY

CAMERA(S) S & W Wild RC-8		TYPES OF PHOTOGRAPHY LEGEND (C) <u>COLOR</u> (P) <u>PANCHROMATIC</u> (I) <u>INFRARED B&W</u>		TIME REFERENCE	
TIDE STAGE REFERENCE <input checked="" type="checkbox"/> PREDICTED TIDES <input type="checkbox"/> REFERENCE STATION RECORDS <input checked="" type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY				ZONE Eastern	<input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> DAYLIGHT
				MERIDIAN 75th	
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
63W1985 - 1987	10/12/63	1624	1:30,000	The stage of tide is inapplicable for color photography.	
64S581 AR & 582AR	11/18/64	0857	1:30,000	0.1 below MHW at Ninefoot shoal Light-House Tide Station.	

REMARKS

2. SOURCE OF MEAN HIGH-WATER LINE:

The mean high water line was delineated from the black-and-white tide-coordinated photography listed in item 1.

3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

The mean low water line was delineated from the interpretation of the color photography.

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED

5. FINAL JUNCTIONS

NORTH	EAST	SOUTH	WEST
T-12511	T-12515	T-12517	T-11249(PH-6003)

REMARKS

T-12514

HISTORY OF FIELD OPERATIONS

I. ☒ FIELD INSPECTION OPERATION☐ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	G. E. Vannadoc	6/23/64
2. HORIZONTAL CONTROL	RECOVERED BY	
	ESTABLISHED BY	
	PRE-MARKED OR IDENTIFIED BY	
3. VERTICAL CONTROL	RECOVERED BY	
	ESTABLISHED BY	
	PRE-MARKED OR IDENTIFIED BY	
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY	
	LOCATED (Field Methods) BY	
	IDENTIFIED BY	
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION <input type="checkbox"/> COMPLETE <input type="checkbox"/> SPECIFIC NAMES ONLY <input type="checkbox"/> NO INVESTIGATION	BY Refer to summary
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

2. VERTICAL CONTROL IDENTIFIED

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
	Refer to Field Inspection Report		

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

5. GEOGRAPHIC NAMES: ☐ REPORT ☐ NONE6. BOUNDARY AND LIMITS: ☐ REPORT ☐ NONE

7. SUPPLEMENTAL MAPS AND PLANS

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

RECORD OF SURVEY USE

T-12514

I. MANUSCRIPT COPIES

COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
There is no record that copies of this map were submitted to the Marine Chart Division prior to registration.				
Copy submitted to Marine Chart Division 9/75.				

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS
	No Forms 76-40	were submitted	to the Marine Chart Division

2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: _____3. ☐ REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

III. FEDERAL RECORDS CENTER DATA

1. ☐ BRIDGING PHOTOGRAPHS; ☐ DUPLICATE BRIDGING REPORT; ☐ COMPUTER READOUTS.
2. ☐ CONTROL STATION IDENTIFICATION CARDS; ☐ FORM NOS 567 SUBMITTED BY FIELD PARTIES.
3. ☐ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.
ACCOUNT FOR EXCEPTIONS:

4. ☐ DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: _____

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)

SECOND EDITION	SURVEY NUMBER TP - _____ (2)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	

Summary
for
T-12514 and T-12515
T-12517 and T-12518

Project PH-6404 originally consisted of ten (10) 1:10,000 scale shoreline maps. Six of these maps are now cancelled from the project. The shoreline compilation for the remaining maps, T-12514, T-12515, T-12517, and T-12518, is incomplete and is discussed in their compilation reports. The index to adjoining maps will show the location of these maps.

These maps provided topographic information for nautical charts and hydrographic surveys.

The area is covered by aerial photography taken in 1963 and 1964 on color and infrared film. The infrared film was tide coordinated.

Field operations consisted of the photo-identification of horizontal control.

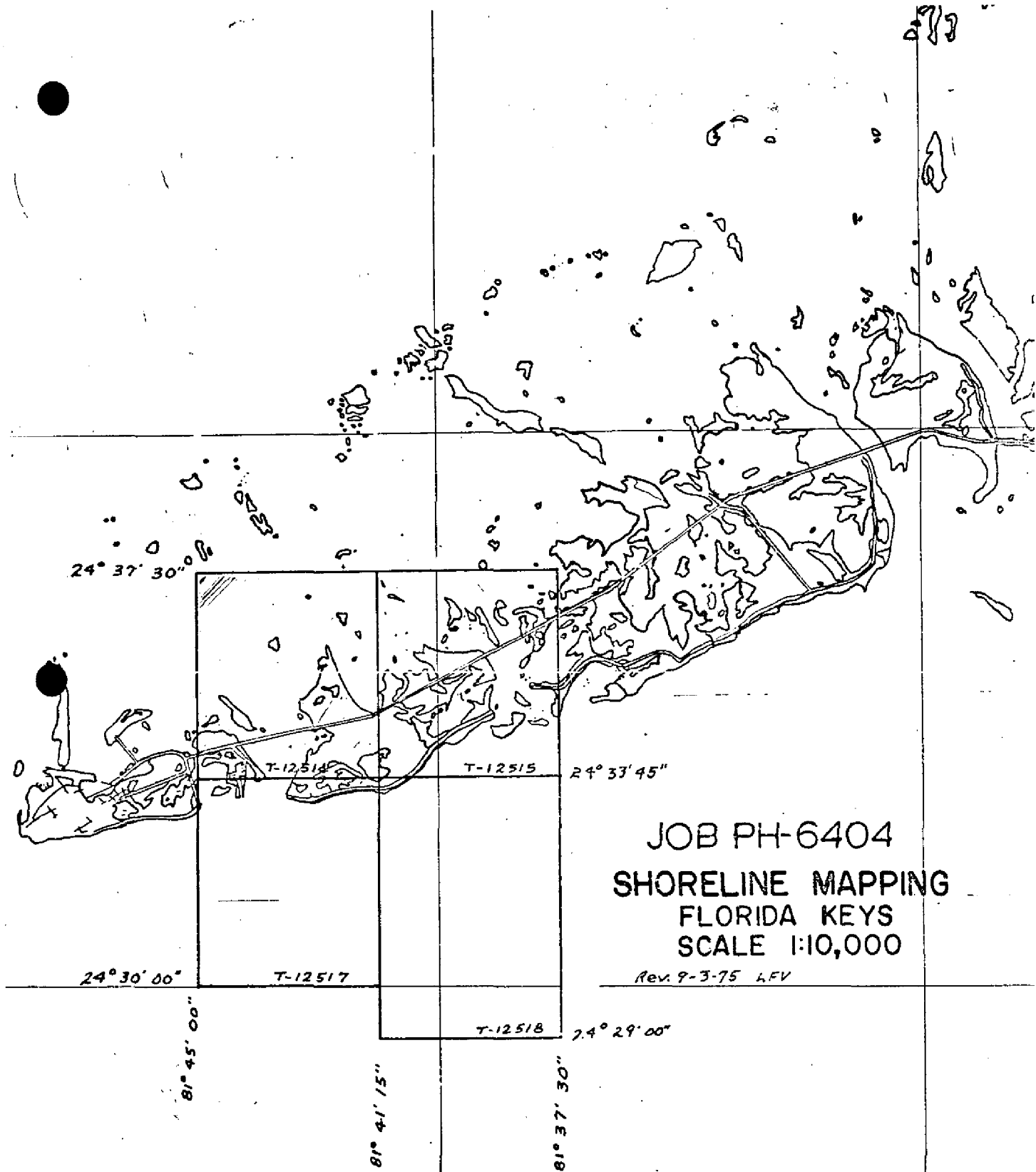
Horizontal control was extended by aerotriangulation (analog method) using the stereoplanigraph.

There was no field edit for these four maps.

The four Class III maps will be registered in the NOS Archives. The negatives for these maps are on file in the NOS Reproduction Division.

A field inspection was made for Project PH-6404 but was not available at the time of compilation. Since this area is presently being mapped by the NOS Cooperative Coastal Boundary Mapping Program and the maps were used only for hydrographic surveys, the field inspection will not be applied to the maps compiled in this project.

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OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Area Sq. Mi.
T-12514	4
T-12515	5
T-12517	1
T-12518	1

Field Inspection Report

Project 21417

Sheets T-12509 to 12518 inc.

2. Areal Field Inspection.

The area is best described by the photography. There are no areas of particular historical or other interest.

The photography is substandard. The definition is poor. The scale is inadequate for field inspection. In areas of congested cultural features, ratio prints were furnished and field inspection notes will also be found on these.

Milky areas in water as labeled on photos 63W 1960 (T-12510) and 1975 (T-12514) is "coral silt" mixed in water. (In areas where there is little current this silt settles and is sometimes as much as 2 feet deep.) It does not indicate any change or certain depths in water.

3. Horizontal Control.

Two supplemental stations were established and identified for the plot. They are "Control Point Pelican" and "Control Point Mid Sambo." They were not permanently marked as they are located on rocks and sand bars that shift. These bars are on a reef about five miles offshore on the Atlantic side, one of which shifted about 30 feet overnight during calm weather.

The only known control in the area was established by this bureau, all of which was searched for and reported on form 526. Stations not recovered are: Beacon M, Sam, C'Hara, B 3 Battery, Perky Southwest Base, Perky Base A, Pel, Neck, North Snipe, Farvy, Midhar, Chan (USAF), Chica, and Key West Coast Guard Signal Mast.

4. Vertical Control.

Only the recovery and identification of tidal bench marks is applicable to this project. Five sets of these bench marks are within the project limits. At least one in each set of four were recovered and identified. One

set, "Sandy Point, Boca Chica Key, Boca Chica Channel," on triangulation station and reference mark, "Chan 1934," is lost.

5. Contours and Drainage.

Inapplicable.

6. Woodland Cover.

Practically all woodland cover is mangrove ranging from low, scattered to dense swamp, some of which are fifty to sixty feet tall. The few areas of trees have been labeled.

7. Shoreline and Alongshore Features.

The greater percentage of the shoreline is apparent along the mangrove keys and islets. The small areas of MHWL (fast shoreline) have been labeled or indicated by symbols.

Vast areas in the bays near the gulf are very shallow flats, which bare at MLW. Sufficient areas have been labeled "Bare at MLW" or "Shallow" to enable the compiler to map similar areas by analogy. This also applies to areas of mangrove, scattered mangrove, etc.

The foreshore along the areas of fast shoreline is sand and because of the small range of tide the MHWL and MLWL are separated by only a few feet horizontally, which hardly could be shown at 1:10,000 scale.

There are no bluffs or cliffs.

Piers, wharves and other shoreline structures have been labeled, and sketches made where necessary.

One submarine cable exists. It is alongside the bridge between Stock Island and Boca Chica Key. The end poles were identified on the photographs. The poles of overhead cables and wires along the other bridges were identified although the shallow water beneath is not navigable.

The areas labeled "spoil" at the south end of Stock Island and the north end of Raccoon Key on ratio print

63W 1985 are dredged from the basins between these spoils. This spoil, which is principally linerock, is sold and trucked away. Consequently, these spoils vary in height from day to day.

One landing strip is in the project. It is at Perky in sheet 12513.

The overhead cables crossing Sugarloaf Creek and Saddlebunch Harbor, between Saddlebunch Key, Bird Island and Geiger Key, as shown on Chart 854 no longer exist. Along the line of the latter are the remains of old bridge pilings.

For the overhead power cable between Stock Island and Boca Chica Key, Chart 854 shows an authorized vertical clearance of 60 feet over the main channel and 25 feet elsewhere.

It was brought to the attention of the writer that a boat struck this cable, where it crosses the westernmost channel, on the mast about 18 feet above water. A detailed investigation of the actual clearance was made by the Florida Keys Engineering Inc. A copy of their report, with chart letter, has been submitted to the Nautical Chart Division.

8. Offshore Features.

All offshore features that could not be actually landed on were inspected from a boat at very close range, at, or very near MLW, and sufficient notes and labels made for accurate mapping. Features not discernible on the photographs, such as piles, were located by sextant fixes on photo points.

9. Landmarks and Aids.

Landmarks were identified on the photographs and reported on form 567.

All aids to navigation in the project area are single piles and were located by sextant fixes and cuts from photo points.

Day beacons 92 through 143 are pointers on wooden 2x2's that are stuck inside 2-inch iron pipes which are driven into the bottom. These aids were premarked and located by photogrammetric methods in 1958 and from appearances have not been moved since. Many have one or more short iron pipes alongside which supported the aid before rusting off.

10. Boundaries, Monuments and Lines.

The only boundary line in the project encompasses a golf course on Stock Island and is delineated on the photographs.

11. Other Control.

None

12. Other Interior Features.

Roads and landmark buildings were classified on the photographs.

13. Geographic Names.

This is the subject of a special report which was submitted on 9 April, 1964.

Respectfully submitted,

George E. Varnadoe
George E. Varnadoe
23 June, 1964

Aerotriangulation Report

Florida Keys

⁶⁴⁰⁴
PH-21417

21. Area Covered

This report covers the bridging of the area in T-sheets 12514, 12515, 12516, 12517 and 12518.

22. Methods

A horizontal bridge was run on the C-8 Zeiss Stereo-planigraph, to provide pass points for compilation of shoreline. The bridging photography consisted of 63 W(c) 1982 through 1993. The adjustment on the IBM-650 utilized 8 control stations with 2 control stations used as checks.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. Although it was noted that Key West Radio station WKWF and Key West Coast Guard station signal Mast. 1943 didn't have substitute stations. These would have been of value in adjusting this strip. The control station listed as Key West Coast Guard Station Signal Mast 1943 was found to be Key West Naval Storehouse Flagstaff. East Martello tower, 1909 substitute station 2 didn't hold in adjustment. Probable reason for station not holding is due to very poor image point.

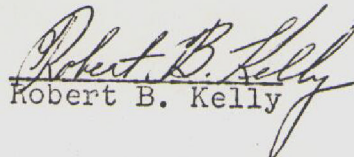
24. Supplemental Data

None

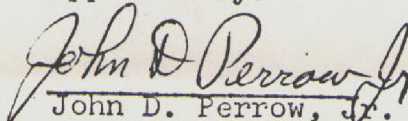
25. Photography

Photography was adequate as to coverage, overlap and definition.

Submitted by:


Robert B. Kelly

Approved by:


John D. Perrow, Jr.

(Incomplete Shoreline)
Compilation Report T-12514
Florida Keys
Project ~~21117~~ PH 6404
March-1966

Map manuscript T-12514 was delineated by combined methods of graphic and instrument compilation. Two color models, 63W1985 through 1987, were set on the B-8 stereo-plotter. Roads, piers, low water and channel lines were delineated. Shoreline delineation was not possible using the color photography because of excessive water penetration. To complete the compilation infrared photography, 64S581AR and 582AR, was used by standard graphic methods. Only the area south of the highway and bridge connecting Stock Island and Boca Chica Key, or approximately the southern half of the manuscript, was compiled for the needs of hydrographic smooth sheet plotting. No formal instructions were provided for this project.

Junction was made to the south with T-12517 and to the west with T-11249 (Project PH-6003). There is some discrepancy in an east-west direction along the western edge of this manuscript that is believed to be a slight datum difference between bridging strips of the two projects.

Approved by:

K. N. Maki

K. N. Maki
Chief, Compilation Section

Submitted by:

Jacqueline B. Phillips

Jacqueline B. Phillips

GEOGRAPHIC NAMES
Ph ~~21117~~ (Boca Chica, Fla.)
6404

T-12514

Grassy Keys

Harper Key

Channel Grasses

Big Harper Key

Long Point

Anonimo Key

Raccoon Key

Stock Island

Boca Chica Channel

Boca Chica Key

Boca Chica Airport

A. J. Wraight
Geographic Names

T-12514, T-12515, T-12517, and T-12518

National Archives Data

1 Green Jacket (bridging data)

1 Green Jacket (field data)

Field photographs:

63W1985, 1987, 1988, and 1989