

5833

1257-2

5833

Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5833
State... Florida	
LOCALITY	
West Coast - Tampa Bay,	
Mullet Key and Egmont Key	
Date of Photos - December 7&12, 1939	
1934	
CHIEF OF PARTY	
Lieut. Kenneth G. Crosby.	

Applied to chart 586 before review. October 8, 1942. L.A.M.

" " " 1257 " " October 12, 1942. L.A.M.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

CS-242-E

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.

SHEET NO. T-5833
~~REGISTERED~~

REGISTER NO.

State Florida

General Locality West Coast - Tampa Bay

Locality Mullet Key and Egmont Key

Scale 1:10,000 Date of ~~survey~~ ^{photos.} December 7 & 12, 1939

~~Vessel~~ PARTY: Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby,

Field Inspected by: Lieut. (j.g.) J. D. Thurmond,
~~Surveying Party~~

Inked by John E. Doyle, Photogrammetric Aid.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated April 3, 1940

Remarks:

GPO 206853

Completed survey received: 3 March, 1942

Reviewed: 12 Oct. 1943

Redrafted: 12 Dec. 1943

Published: Feb. 1946

Registered: 24 May, 1948

Applied to Charts:

586	8 Oct. 1942	Prior to review
1257	12 Oct. 1942	" " "

586	15 May, 1947	After review
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SHEET NO. T-5833

PHOTOGRAPHS

Number	Date	Time	Stage & Tide
3962	12/7/39	11:53	1.5
3963	12/7/39	11:54	1.5
4193	12/12/39	10:22	-0.5
3959	12/7/39	11:48	1.6
3960	12/7/39	11:48	1.6
3961	12/7/39	11:52	1.5

Tide from predicted tables for: Egmont Key, Egmont Channel
Reference Station, Tampa Bay

Camera: U. S. Coast and Geodetic Survey Nine-Lens (focal length 8 1/2 inches)
Negatives on file at the Washington Office.

SCALE

Main scale of Photographs..... 1:10,000 \pm 0.9985
Scale of Survey Sheet..... 1:10,000

STATISTICS

Area (land)..... 2.00 Square statute miles
Shoreline (more than 200 ft. from opposite shore)..... 18.33 Statute miles
Shoreline (creeks)..... --- Statute miles
Roads, streets, trails, and railroads..... 4.00 Statute miles

REFERENCE STATION

Station: Egmont Key, Tall Black Water . Latitude: 27° 35' 39.615" (1219.3m)
Tank, r 1934
Datum: N. A. 1927 Longitude: 82° 45' 45.236" (1240.6m)

WEST Zone

$X = 253,003.59$ FT.
 $Y = 1,185,937.20$ FT.

Adjusted

SHEET NO. T-5833

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control Surveys.....	KWS, MMS	May and July	10 1/2
Planetable Surveys.....			
Total			10 1/2

FIELD INSPECTION

Preparation of Photographs.....	KWS	Feb. and March	16
Field Work.....	JDT	May and June	46
Inking Notes.....	JDT	June	5
Coast Pilot Notes.....			
Geographic Name Report.....	LJD, HAD, JED	June & July	5 3/4
Landmarks for Charts.....			
Description Cards.....			
Recovery Notes.....	JDT	June	24
Total			96 3/4

MAIN RADIAL PLOT

Scale Plot.....	KGC LJD	June	3
Projection on Base Sheet.....			
Projection on Survey Sheet.....	Washington Office		
Control Plotted.....	KGC	July	3
Control Checked.....	JED	July	2 1/2
Control Trans. to Base Sheet....	KGC	July	1/2
Transfer Checked.....	JED	July	1/2
Control Picked on Photographs...	JED	June	6 1/2
Control Checked on Photographs..	KWS	June	6
Hydro. & Topo. Stations Picked..	JED KWS	June	14
Radial Points Picked.....	KWS MMS LJD	June	6
Adjacent Centers Picked.....	JED LJD	May & June	5 1/2
Templates.....	MMS	July	12
Radial Plot.....	KGC RD RHY	July	1 1/2
Radial Points Transferred.....	RHY JED	July & August	7
Transfer Checked.....	JAG JED	July & August	3
R & T Stations Scaled & Checked	JED FHE	Oct. & December	13
Additional Radial Points.....			
Total			84

DETAILING

Rough Draft.....	JED	Oct. & Nov.	56
Smooth Draft.....			
Total			56

COMPILATION

Map Overlay.....	JED	November	14
Descriptive Report.....	JED KGC	Nov. & Jan.	10
Field Review.....	KGC	January	21
Total			45

Total Time Spent on Sheet.....: 292 1/4 Hours.

**LEGEND USED FOR FIELD INSPECTION AND DRAFTING
PROJECT 242 B - 1941**

TREES

P - Pine
Cy - Cypress
Pal - Palmetto
Palm - Palm
B T - Broadleaved trees (broad leaf)
Cit - Citrus (orchard)
Mix - Pine, cypress & Dec. trees
(Density)
Sc - Scattered
T.M. - Thinly wooded
H.M. - Heavily wooded
Scr - Scrub trees, brush

VEGETATION

C - Cultivation
Gr - Grass
TGr - Tall Tropical Grass
H - Marsh (dashed blue line on
shore limits)
H H - Marsh grass in water (dashed blue
line on offshore limits)
Sw - Swamp
Mg - Mangrove
Rdg - Ridge

WATER

Ch - Canal (width)
Cr - Creek
D - Ditch (width)
IS - Intermittent Stream
PU - Probable drainage unurveyed
Brg - Bridge or span
Cr - Culvert
Lw - Lagoon

F.S.S. - Florida Geologic Survey
U.S.E. - U.S. Engineers
U.S.S. - U.S. Biological Survey

ROADS & RAILROADS

Rd 1 - 1st class road (paved)
Rd 2 - 2nd class road
Tr - Trail
RR - Rail Road
OP - Overpass (state the kind)
UP - Underpass (state the kind)
X - Abandoned trail, road, etc.
RR ab. - R.R. abandoned (grade only)

WATER

P - Pond
Cy P - Cypress Pond
I P - Intermittent Pond

SHORE LINE

H.W.L. - mean high water line (solid
red line - fast land)
L.W.L. - low water line (dashed red line)
L.L. - Light line (solid blue line for
mean high water line on marsh)
Bk - Bank
Pr - Pier
Se H - Seawall
Whd - Bulkhead
Cone - Concrete
Wo - Wooden
Jet - Jetty
dol - Dolphin
pile - pile (give type)
S - Sand
Mud - Mud
Rk - Rock or Rocky
Sty - Stony
H - water
Blf - Bluff (height)

BUILDINGS

H - House, barn or building
Ch - Church (give name)
Ct H - Court House (give name)
Bo H - Book House
P.O. - Post Office (give name)
R.R. Sta - Railroad station (give name)
hos - Hospital (give name)
Sch - School (give name)

MISCELLANEOUS

F - Fence
FB - Fire Break (maintained)
FBR - Fire Break (abandoned)
Cem - Cemetery
Park - Park (give name)
F.T. - Fire Tower
T.S. - Transmission towers (tall steel)
P.L. - Power Line
Shal - Approx. limits by long dashed
line for use by hydrographer

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T---5833

GENERAL

This sheet is compiled from nine-lens aerial photographs in accordance with "Instructions for Drafting Air Photographic Surveys, Project H.T.242", dated April 3, 1940.

The general locality of the area compiled on this sheet is in the vicinity of Mullet and Egmont Key at the entrance of Tampa Bay, West Coast of Florida.

Both Mullet Key and Egmont Key are well covered with vegetation. The vegetation cover of Mullet Key, consists, for the most part of mangrove in the vicinity of the shore line along the northern and eastern shores as well as along the shores of the smaller keys and islets situated eastward of Mullet Bayou. On the exposed western and southeastern shore, the beach is composed of sand and a thin covering of grass which gradually gives way to areas of heavily wooded palm and areas of grass. Egmont Key is practically free of mangrove areas. This island is well grassed over and fairly heavily wooded with palm throughout its interior portion but becomes more sparsely vegetated as the shore is approached. The inshore areas contiguous to high water line are sandy with large patches of grass.

Approximate M.L.W. is shown by a dotted line and the approximate limits of shoal areas are indicated with a broken line as an aid to the hydrographer.

All roads should be shown 0.6 m.m. wide as none of the roads are more than 12 meters in width.

CONTROL

The following triangulation and traverse stations fall within the tracing limits of this sheet and were used for the control of this compilation.

<u>STATION</u>	<u>YEAR</u>	<u>ESTABLISHED BY</u>
SOUTH (SW Channel Lt.)	1925	E.P. Eyman
FT. DADE, flagstaff	1908	W.B.F.
EGMONT KEY PILOTS LOOKOUT	1908	W.B.F.
EGMONT KEY LIGHTHOUSE	1873	G.H.O.
EGMONT KEY TALL BLACK W.T.	1908 - 1934	W.B.F.-G.L.A.
FT. DESOTA WATER TANK (Tank dismantled)	1908	W.B.F. Base remains. Tops.
QUARANTINE STATION LOW W.T.	1908	W.B.F.
MULLET KEY, U.S. QUARANTINE STATION	1908-1934	W.B.F.-G.L.A.
WHITE WOODEN WATER TANK		
SEG	----	U.S.E.D.
FT. DESOTA, flagstaff	1908	W.B.F.
NORMAN	1937	U.S.E.D.
N.E. MULLET (traverse)	1939	Fla.Mapping Project
Y-167 (traverse)	1939	Fla.Mapping Project.

MAIN RADIAL PLOT

A continuous radial plot was laid on July 28-30, 1941 for the location of radial points, hydrographic and topographic stations, bench marks and

azimuth marks on Sheets T-5826 to T-5833, inclusive. It extended southward from a northern limit formed by photographs 3828, 3995, 3916, 3954, 3974, 4185, 4176 and 4200 where it formed a satisfactory junction with the previous main radial plot. The plot consisted of 63 templates, all of which were controlled by triangulation or second order traverse. Four templates had 3 to 5 control stations, eighteen templates had 10 to 20 control stations and eight templates had 20 to 30 control stations. The latter being in the vicinity of St. Petersburg. All traverse stations of the "Y" series used for control of the plot were established and located by the Florida Mapping Project and were considered to be of second order accuracy. In several instances, triangulation established by the U. S. Engineers has been used for controlling the plot in conjunction with U. S. Coast & Geodetic Survey triangulation and traverse control. The order of accuracy for the U. S. E. triangulation is not definitely known although their office has advised that it is probably about third order.

No large or unusual adjustments were necessary in any part of the plot. Agreement along the flight line was excellent and the intersection of radial lines to adjacent centers checked the actual center of the template very closely.

The templates were made in the usual manner and in accordance with "Notes on Radial Plotting of Nine-lens Air Photographs" dated April 9, 1940. All hydrographic and topographic stations whether marked or unmarked were located by the main radial plot. A great number of radial points were established to alleviate the necessity of the draftsman establishing additional points.

The usual practice of laying the main radial plot was followed. This consisted of plotting and checking the control on the survey sheets and then transferring these points to base grid sheets by matching individual grid squares. The amount of adjustment in each individual grid square was negligible but amounted to about 0.5 m.m. in some cases for the entire length of the sheet. The grid sheets were securely taped to the plotting table and allowed to remain for 48 hours before any templates were laid. Before laying the templates, the base grids were examined for movement and the necessary adjustments made to reduce or remove the discrepancies along the matched grid lines. After laying the templates all points were transferred to the survey sheet by again matching individual grid squares between the base grids and the survey sheets.

A further check was made by comparing all photographs for each particular sheet against the location established by the radial plot. It has been found that much time can be saved by making this additional check at the time of completing the transfer rather than waiting until the sheet is ready for detailing. This eliminates a particular fruitful source of discrepancy, namely the picking of a wrong intersection when there is a multiplicity of "cuts", not all of which meet at a common intersection.

All points located by the main radial plot north of latitude $27^{\circ} 36.5'$ have been determined by three radial lines passing through a common intersection. For a majority of the points a fourth radial line passed through the intersection but in about 10% of the locations the fourth radial line made a small triangle of error of about 0.3 m.m. on a side. The points on EGMONT KEY had flat or weak intersections but the majority of them were determined by the common intersection of four radial lines. It is believed that all the points

RECOVERABLE H & T STATIONS: (fm 524 submitted)

RA	1941
PAS	"
FIG	"
SEG (USE)	"
WEATHER BUREAU MAST, EGMONT KEY	"
APT	"
RADIO MAST, WEST	"
RADIO MAST, EAST	"
TIDAL B.M. No 4	"
EGMONT CHAN. F.R (abd) BCN 122AA	"
CRE	"
EGMONT CHANNEL FRONT RANGE	"
Y-167 (FGS)	1939
EGMONT CHANNEL REAR RANGE	1941
EGMONT RANGE AXIS	1934
EGMONT CHANNEL RANGE 600	"
SIR	1941
SAT	"
PAB	"
ALA	"
PEG	"
COD	"
FUN	"

are within 0.2 to 0.3 m.m. of their true location.

Photograph No. 3961, although included in the plot, was weakly fixed. It was adjusted on the flight line and fixed by three triangulation stations and seven previously established points determined by radial line intersections.

The stations on PASSAGE KEY could not be located by the usual radial plot method. They are located by adjusting along the radial lines of photograph No. 3961 and by means of sextant angles observed at their respective locations when they were established on the ground. The agreement between the sextant location and the radial line passing through these stations were satisfactory. The sextant angles observed at topographic stations PAS-1941 and RA-1941 have been indicated on Form 524, "Description of Recoverable Topographic Stations" for the respective stations.

Various colored inks were used on the mounted office prints and on the survey sheets to designate triangulation, traverse and topographic stations, etc. The following key is furnished for this information:

Photographs (Office Prints)

Triangulation & Traverse Stations.....	2.5 mm blue circle
Marked Hydro. and Topo. Signals.....	2.5 mm green circle
Radial Points (Main Plot).....	2.5 mm red circle
Radial Points (Additional).....	3.5 mm red circle
Photograph centers.....	Double circle

Survey Sheet

Triangulation Stations.....	3.5 mm high black triangle
Hydro. & Topo. Stations.....	2.5 mm black circle
Radial Points (Main plot).....	2.5 mm blue circle on back of sheet
Radial Points (Additional).....	3.5 mm blue circle on back of sheet
Radial Points (Questionable).....	3.5 mm green circle on back of sheet.

INTERPRETATION OF PHOTOGRAPHS

Field notes were adequate. The scale of the photographs were satisfactory and no difficulty was experienced in interpreting the photographs for correct detailing.

FIELD INSPECTION

The field inspection was done by Lieut. (j.g.) J. D. Thurmond. The field inspection was executed during the month of May and June, 1941. The legend used by the field party and the draftsman is made a part of this report.

DETAILING

Before any inking was done the entire sheet was rubbed with dry magnesium carbonate and then washed with water. No additional cleaning was necessary during the inking. The high waterline on Passage Key has been detailed according to measurements made on field print No. 3961 by the field inspector. The key has undergone considerable change since the photograph was taken and the present slope and location of highwater line is

as shown on the field print.

COMPARISON WITH OTHER SURVEYS

Reference is made to a letter from the Washington Office dated May 10, 1941 (28-PFA-1990), advising that the paragraph regarding comparison may be dispensed with for this area. Surveys of other agencies are of such scale that accurate comparisons could not be made. Attention is directed to several discrepancies in the existing charts of this area, unless they have already been corrected. Reference is made to the charting of Passage Key in the letter of June 6, 1941 by K. G. Crosby and the reply thereto by the Acting Director of June 10, 1941, reference 28-RCC-1990, subject: Photograph 3961.

Chart No. 586 and No. 1257 shows a "cut" through the west side of Mullet Key. At present the passage is closed and a large area bares at low water.

A dredged channel leads through Mullet Key Bayou from Bunces Pass to the landing at the South end of the Bayou.

Mullet Key has recently been taken over by the U. S. Army and extensive changes are contemplated in the near future.

GEOGRAPHIC NAMES

The investigation of geographic names on this sheet is the subject of a special report entitled "Investigation of Geographic Names", Anclote Key to the Entrance of Tampa Bay, submitted to the Washington Office Lieut.(j.g.) James D. Thurmond.

LANDMARKS

Prominent landmarks already charted have been verified and found to be correct. In addition here are other landmarks recommended for charting and are submitted on Form 567, which is made a part of this report.

NON-FLOATING AIDS

A list of the non-floating aids to navigation which appear within the limits of this sheet has been made a part of this report.

Respectfully submitted,

John E. Doyle.

J. E. Doyle

Forwarded,

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

LANDMARKS FOR CHARTS

Topographic Sheet T-3633, (1943)
List of non-Floating Aids of
Navigation, Tampa Bay, Florida.

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

Alb. Photographs Party No. 1, Tampa, Fla. January 20, 1943

I recommend that the following objects which have ~~(been removed)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(the appropriate chart)~~ the charts indicated.

The positions given have been checked after listing.

Kenneth C. Crosby,

Chief of Party:

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

LANDMARKS FOR CHARTS

TO BE CHARTED }
~~WATERED DOWN~~ } STRIKE OUT ONE

Alt Photographic Party No. 1, Tampa, Fla. January 20, 1934

I recommend that the following objects which have ~~(been examined)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(separate sheets)~~ the charts indicated.

The positions given have been checked after listing.

Kenneth G. Crosby,

Chief of Party:

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

REVIEW OF AIR PHOTO COMPILATION NO. F-5833

Chief of Party: Kenneth G. Greshy Compiled by: J. E. Doyle

Project: H.T. 242

Instructions dated: April 3, 1940

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)
Yes.
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)
Yes.
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 surveys are discussed in the descriptive report. (Par. 66; and 66 d, e)
Yes. Sextant used to supplement location of topographic stations on Passage Key.
4. Nine prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
None transmitted.
5. Difference 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.
Yes.
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 63c,h,i)
Yes.
7. High water line or marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
Yes. The light line around marsh and mangrove areas defines the outer limits of vegetation visible at high water. The mean high water line is shown only on fast ground, and is represented by a heavy solid line.

8. The representation of low water lines, reefs, coral reef and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

Yes. Low water line is approximate. Shoal areas have been outlined as an aid to the hydrographer.

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)

Yes.

10. A list of landmarks was furnished on Form 557 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

Yes.

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)

No bridges.

12. Geographic names are shown on the overlay tracing. The accepted local usage on new names has been determined and they are listed in the report, together with a general statement as to the source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U.S. C. & G.S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlay. See special report as mentioned in this report on Geographic Names.

13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.

Yes.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

Yes.

15. The drafting is 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. Yes, legend also used.
2. The degrees and minutes of Latitude and Longitude are correctly marked. Yes.

3. All station points are exactly marked by fine black dots. Yes.
4. Closely spaced lines are drawn sharp and clear for printing. Yes.
5. Topographic symbols for similar features are of uniform weight. Yes, legend also used in most instances.
6. All drawing has been retouched where partially rubbed off. Not necessary to reink.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.
No additional survey required at present for shoreline, but there will be extensive changes on Mullet Key in the near future by the U. S. Army Air Corps.

17. Remarks:

18. Examined and approved:

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

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief of Section of Field Records

Chief, Division of Charts

Chief, Section of Field Work

Chief, Division of Hydrography

GEOGRAPHIC NAMES

Survey No. T-5833

c = ch 586.
W.A.B. 10/2/43

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.		
✓	✓									1
✓	c	✓								2
✓	c	✓								3
✓	c	✓								4
✓		✓								5
✓		✓								6
✓	c	✓								7
✓	c	✓								8
✓	c	✓								9
✓		✓								10
✓	c	✓								11
✓	c	✓								12
✓	c	✓								13
✓	c	✓								14
✓	c	✓								15
✓	c	✓								16
✓	c	✓								17
Names undetermined and approved by L. Heck 7/24/42										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

T-5833

Remarks.

Decisions

1		276827
2		"
3		"
4		" U.S.G.B.
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		276826
13		277825-26
14		275827
15		"
16		"
17		
18		
19		
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21		
22		
23		
24		
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26		
27		

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-5833

Subject headings not used in this report have been adequately covered in other parts of the descriptive report.

Control

According to a 1941 recovery note by K.G. Crosby, Fort De Sota Water Tank, located on the southwest point of Mullet Key has been dismantled and all that remains to designate the station is a six inch pipe flush with the ground (a connection for the underground water main). Since it is quite possible that considerable change will occur in this area because of operations of the U.S. Army Air Corps, including the re-location of this pipe, this triangulation station was changed to a topographic location. It is now shown by a 2.5 mm black circle on the manuscript.

Radial Plot

The main radial plot was not checked in this office because the office prints have been dismantled. A complete discussion is on pages 1 and 2 of the Descriptive Report.

Detailing

Field prints were used to review the detailing. Field inspection notes on photograph 3961 revealed that the field party had established the highwater line by measurements for use in delineation of the shoreline. However, it was necessary to correct the highwater line on the manuscript in the Washington Office to agree with the field inspection notes. Several small jetties on Egmont Key and Mullet Key and several buildings on the southwest point of Mullet Key were added by the reviewer.

Comparison with Previous Topographic Surveys

T-1316b	1:20,000	1873
T-4210	1:20,000	1926

In comparing 1316b and 4210 with 5833 there is evidence of a continual change of the shoreline of the three keys, especially in the case of the shoreline open to the Gulf storms and in the area of Passage Key where the strong currents may alter the location of this key very often.

When survey T-4210 was made, there existed many buildings on Egmont Key in the Fort Dade area and on Mullet Key in the area of Fort De Sota. Most of these buildings have been destroyed with the abandonment of these forts.

T-4210 shows an Army Engineers dock at approximately 27°35'55" on the northeastern shore of Egmont Key and piling north of this. The dock has been destroyed and the piling removed according to the field inspection note on photograph #3960. T-4210 also shows a "cut" through the west side of Mullet Key but this area has since filled, closing the passage.

T-5833 supersedes T-1316b and T-4210 in common detail in their common area.

Comparison with Nautical Charts

Charts 586 and 1257

No. 586 is ~~in~~ the more recent of the ^{two charts} and agrees in common area with 5833 except for several jetties on the southwest shore of Egmont Key and the dock ruins on the northwest shore of Egmont Key which are shown on # 586. It has been noted above that this piling has been removed.

Application to Nautical Charts

T-5833 was applied to charts 586 and 1257 prior to this review; changes shown in red on the compilation sheet have been applied since that time and checked by Mr. Streeter of nautical charts 10/15/43

Reviewed by:

Under the direction of:

K.H.M.
Raymond J. Tallman 10/12/43 12/2/48

D. H. Benson, Chief,
Review Section

Approved by:

B.G. Jones 12/48
Tech. Asst. to the Chief,
Division of Photogrammetry

H.C. Edmonson
Chief, Nautical Chart Branch
Division of Charts

K.T. Adams
Chief, Div. of Photogrammetry

C.K. Green
Chief, Div. of Coastal Surveys, *1/48*

NAUTICAL CHARTS BRANCH

SURVEY NO. 5833

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.