

6257

U. S. COAST & GEODETIC SURVEY
LIBRARY & ARCHIVES

APR 19 1935

Acc. No. _____

Form 504
Ed. June, 1923

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON, Director

State: FLORIDA

DESCRIPTIVE REPORT

Topographic } Sheet No. B
~~Hydrographic~~

LOCALITY

FLORIDA BAY ~~FLORIDA~~

TAVERNIER CREEK TO SHELL KEY

BANK

1934

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1923

6257

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY
LIBRARY ARCHIVES

APR 22 1935

REG. NO.

Acc. No.

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. B

REGISTER NO. 6257

State FLORIDA

General locality FLORIDA BAY

Locality TAVERNIER CREEK TO SHELL KEY BANK

Scale 1:20,000 Date of survey September, 1934

Vessel Field Party No. 3 Field Party No. 14

Chief of party H. A. Cotton E. R. McCarthy

Surveyed by H. J. Seaborg

Inked by H. J. Seaborg

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Nov. 17, 1933

Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT
TO ACCOMPANY
TOPOGRAPHIC SHEET NO. B

FLORIDA BAY FROM TAVERNIER CREEK
TO SHELL KEY BANK.

FLORIDA

PARTY NO. 14

E. R. McCarthy,
Lieut.(j.g.) C&GS,
Chief of Party.

PARTY NO. 3

H. A. Cotton,
Chief of Party.

DESCRIPTIVE REPORT
TO ACCOMPANY

TOPOGRAPHIC SHEET NO. B

AUTHORITY:

Instructions of the Director dated Nov. 17, 195³4.

LIMITS:

That part of Florida Bay between the northwest entrance to Tavernier Creek and the north end of Shell Key Bank out; and extending from the inside or west shore of Plantation Key, Windly Isle, and Upper Matecumbe Key, northwest into Florida Bay. This sheet embraces Low, Captain and Torry Keys on the west and Snake Creek up to the highway and R.R. bridges. A junction is made with sheet "A" on the north and sheet "C" on the south of the same current survey.

CONTROL:

Two stations of the main second order scheme executed by this party appear on this sheet, namely Low 2 1934 and East 1859 - 1909. Five intersection poles of third order accuracy along with the positions of four natural objects complete the triangulation control.

METHODS:

This sheet along with Sheet "A" were used as control sheets for hydrographic sheet No. 5 of this same survey. Most of the signals and objects were located by plane-table cuts. Signals "Al", "Fair", "Let" and "End" were located by sextant cuts and plotted on the sheet with a three arm steel protractor. The record of the cuts will be found in the cut book accompanying hydrographic sheet No. 5. Short sections of shoreline were run at most of the triangulation stations and other points on the sheet for the control of the aerial photo-topography. There are no traverses on this sheet.

DESCRIPTION OF AREA SURVEYED:

In general this area is much the same, presenting a more or less uniform tree line on the main line of keys as well as on the numerous smaller keys. The upper and lower ends of the northwest shore of Plantation Key consist of mangrove which grows out and overhangs into the water making a boat landing impossible. The center portion of the shore of this key is coral rock. The northwest shore of Windly Isle is mangrove growth. The shoreline of Upper Matecumbe Key is mostly coral rock. The smaller keys are of low elevation (about a foot above M.L.W.); are grass covered in places, and have scattered mangrove growth.

On Windly Isle there is a coral rock quarry and is easily identified by the three derrick masts which rear themselves above the general level. The upper portion of Upper Matecumbe Key is distinguished by twin wooden water tanks and on the lower end of the same key, by the top of the Matecumbe Hotel.

CHANGES:

The changes in this area are due entirely to the growth of mangrove, principally through the Cowpen's Cut where the growth will eventually wall in the channel. Also on the northwest shore of Windly Isle and the lower end of Upper Matecumbe Key there has been considerable growth.

AIR-PHOTO CONTROL:

Signals "Rit", "Tap", "My", and "West" are about the only usable points located by topography on this sheet.

GEOGRAPHIC NAMES:

There has been no addition or elimination of names in this area except that the Key between Plantation and Upper Matecumbe Keys is known locally as Windly Isle. The first navigational cut below Tavernier Creek is known as the Cowpen's.

LANDMARKS:

List of landmarks is attached.

MISCELLANEOUS:

The R. R. bridge at the head of Snake Creek has a clearance of 8' and a clear span of 26.1', while the highway bridge has a clearance of 8' and a clear span of 23'.

Beacon No. 61 has been located by triangulation subsequent to the location by plane-table.

Respectfully submitted,

H. J. Seaborg
H. J. Seaborg,
Deck Officer, C&GS.

Approved & Forwarded:

E. R. McCarthy
E. R. McCarthy,
Lieut.(j.g.) C&GS,
Chief of Party.

LIST OF BEACONS TOPO SHEET "B"

Miami, Fla.

March

E. R. McCarthy

Beacon 57	Black	25-00	515	80-83	955	N.A.	Topo	1249-1250
Beacon 59	Black	24-59	1627	80-83	1028	N.A.	Topo	1249-1250
Beacon 66	Lighted	25-00	41	80-83	1040	N.A.	Topo	1249-1250
Red & Black Beacon								
Topo "Hen"		24-58	9	80-88	281	N.A.	Topo	1250
Beacon 61	Lighted	24-57	1043	80-88	840	N.A.	Topo	1250
Beacon 66A	Red	24-57	917	80-88	1327	N.A.	Topo	1250
Beacon 66B	Red	24-57	606	80-88	1388	N.A.	Topo	1250
Beacon 66C	Red	24-56	1780	80-89	388	N.A.	Topo	1250
Beacon 66D	Red	24-56	1494	80-89	895	N.A.	Topo	1250
Beacon 69	Black	24-57	1370	80-89	1606	N.A.	Topo	1250
Beacon 72	Red	24-57	1334	80-89	1600	N.A.	Topo	1250
Beacon 74	Red	24-57	1441	80-89	1590	N.A.	Topo	1250

MEMORANDUM BY CHIEF OF PARTY.

The field work was done under the direction and supervision of Lt. Comdr. H.A.Cotton and the inking and office work was done under my supervision.

E.R. McCarthy

E.R.McCarthy
Lieutenant (j.g.) C. & G.S.
Chief of Party.

Topo Sheet 'B'

Miami, Florida

April 17, 1935

E.R.McCarthy, Lieut. (j.g.)

*TOWER (Tallest of three)

						Triangulation	
△ Sta. Derrick Mast	24-56	1820.5	80-35	1194.8	N.A.	1249 - 1250	

TWIN TANKS

△ (North Tank)	24-55	823.9	80-37	1195.3	N.A.	"	1249 - 1250
△ (South Tank)	24-55	817.6	80-37	1202.4	N.A.	"	1249 - 1250

BUILDING (N.W. face of top) △ Sta. Hotel

24-54	1649.7	80-38	521.4	N.A.	"	1250
-------	--------	-------	-------	------	---	------

HOUSE (N.W. gable)

○ Sta. 'Ben'	24-56	641	80-36	1115	N.A.	Topo	1249 - 1250
--------------	-------	-----	-------	------	------	------	-------------

HOUSE (N.W. gable)

○ Sta. 'Nick'	24-56	514	80-36	1241	N.A.	"	1249 - 1250
---------------	-------	-----	-------	------	------	---	-------------

These landmarks have been inspected from the water area for visibility.

E.R.McCarthy
Lieutenant (j.g.) C. & G.S.
Chief of Party

LANDMARKS FOR CHARTS

April 30, 193

The positions given have been checked after listing

Chief of Party

The changes in the above positions and numbers of the beacons were					
made by the Light House Service in March 1936 and are to supersede the 11st filed					
with Topo Sheet " B " .					

U. S. GOVERNMENT PRINTING OFFICE

REVIEW OF GRAPHIC CONTROL SURVEY T-6257, SCALE 1:20,000Date of Review *Dec. 21, 1937*

✓ 1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5540, , with particular attention to the following details:

- ✓ (a) Projection has been checked in the Field.
- ✓ (b) Accuracy of location of plane table control points.
- ✓ (c) Discrepancies between detail on this survey and the air photo compilations listed above.
- ✓ (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

✓ 2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5540, , for a more complete discussion of any errors or discrepancies found.

✓ Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

✓ Notes and corrections resulting from the review are shown on this survey in green.

(1) Numerous triangulation and topographic stations were destroyed in September 1935. These are noted on this survey.

(2) The railroad fill at Whale harbor and the railroad bridge at Snake Creek were partly destroyed. The highway bridges and causeways are being rebuilt.

#3) For chart compilation use T-5540

T. M. Price