

6360a  
6360b

Graphic Control

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

NOV 1 1935

Acc. No.

Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. "G&G"

State FLORIDA

LOCALITY

FLORIDA KEYS

~~OCEAN SHORE - TAVERNIER~~

Plantation Key

~~CRUISE TO LOWER MATECUMBE~~ Key

193 5

CHIEF OF PARTY

E. R. MCCARTHY

U. S. GOVERNMENT PRINTING OFFICE

6360a  
6360b

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

REG. NO.

OCT 29 1935

Acc. 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. ~~6466~~.....

6360 a

REGISTER NO.

6360 b

State.....FLORIDA.....

General locality ~~FLORIDA KEYS - OCEAN SHORE~~.....

Locality *Plantation Key* ~~TAVERNIER CREEK TO LOWER MATECUMBE~~ *Key*.....

Scale 1:20,000..... Date of survey Jan. - Feb......, 1935

Vessel.....FIELD PARTY NO. 14.....

Chief of party.....E. R. MCCARTHY.....

Surveyed by.....J. R. BROSANAN.....

Inked by.....J. R. BROSANAN.....

Heights in feet above.....--.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated Nov. 17, 1933 (H. A. Cotton)....., 19.....

Remarks:.....

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

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEET NO. "G&GG"

FLORIDA KEYS  
TAVERNIER CREEK TO LOWER MATECUMBE

Party No. 14

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

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEET NO. "G&GG"

AUTHORITY:

Instructions from the Director dated November 17, 1933, (H.A. Cotton).

LIMITS:

Open coast from Tavernier Creek to south end of Lower Matecumbe.

CONTROL:

Triangulation stations are well distributed over the entire area of the sheet.

METHODS AND CLOSURES:

An aluminum sheet and the usual planetable methods of traverse were used. Very little traverse was run as on both sheets offshore stations were visible from which to resect or obtain a three point fix.

A traverse was run between triangulation stations "Bee" and "Matecumbe 2" which closed well within the allowable limits.

DESCRIPTION OF COAST:

GENERAL:

Between Tavernier and Snake Creeks the shoreline is rock, mangrove fringed, and backed by low trees. Several houses and piers have been built recently on Plantation Key. From Snake Creek to Lower Matecumbe there is considerable sand beach and the high water line was located.

All the sand area is densely covered with a low brushy growth.



DESCRIPTION OF COAST (CONTINUED):

DETAILED DESCRIPTIONS:

PLANTATION KEY:

The key is low and sparsely populated.

WINDLEY KEY:

The key is small but is the site of several rock quarries and also of Camp No. 1 for the crew of veterans who are supposedly to build the Overseas Highway.

UPPER MATECUMBE:

This key is more thickly settled than any other key in the locality. There are several houses strung along the sand ridge on the ocean shore the whole length of the key. The village of Islamorada and the winter camp of the Caribee Colony are also located here.

LOWER MATECUMBE:

The key is practically unsettled. A veterans camp, No. 5 has been established on the northern end of the key between the railroad and ocean and a second camp, No. 3, at the ferry slip between the highway and bay.

A ferry slip for the ferries which ply between Lower Matecumbe and No Name carrying automobiles is located at the extreme south end of the key. It is also headquarters, during the winter season, of a small commercial fishing fleet and several pleasure craft. A small store is located here and gasoline and water may be obtained.

Camp No. 3 is the headquarters for the Overseas Highway construction crew and several hundred men are quartered here in temporary wooden shacks. Considerable equipment - dredges, digging machines, etc. have been gathered but lies idle the greater part of the time as the veterans are usually too tired to work.

SETTLEMENTS:

ISLAMORADA:

This was the largest settlement in the keys but has been outstripped by Tavernier. There is a store where supplies, water and gasoline may be obtained.



DESCRIPTION OF COAST (CONTINUED):SETTLEMENTS (CONTINUED):WHALE HARBOR:

This is the best harbor in the immediate locality and is the base for charter fishing boats and some commercial fish houses (Operating on a small scale).

<sup>R</sup>  
CARIBEE COLONY:

Located on the ocean shore of the south end of Lower Matecumbe where the railroad crosses the highway. It is a winter fishing and resting camp.

MATECUMBE:

A small house boat settlement with a ferry slip and store <sup>is</sup> ~~are~~ located at the south end of Lower Matecumbe. It is also the terminal of the Overseas Highway ferry from No Name Key.

VETERANS CAMPS:

<sup>HAVE</sup> These ~~has~~ been established as described above. The camps are temporary and, although are supposed to be construction camps for the Overseas Highway, are in reality transient rest camps.

LANDMARKS:

See list of landmarks attached.

GEOGRAPHIC NAMES:

The following names of topographic features are shown on the chart and were verified:

Keys:

Plantation Key  
Windley Key  
Upper Matecumbe Key  
Lower Matecumbe Key  
Teatable Key  
Indian Key

Settlements:

Islamorada

GEOGRAPHIC NAMES (CONTINUED):

Verified names (continued):

Points:

Plantation Point

Creeks:

Snake Creek

The following name as shown on the chart is recommended for removal:

Plantation (No settlement)

The following name is in local use and it is recommended that it be used in charting:

Whale Harbor


RECOVERY OF OLD STATION:

Station Walker Bank, 1852<sup>7</sup> was recovered by topography. As it was not located in 1934 it was plotted on the sheet using a correction of (- 0.8) meters for latitude and (✓ 3.1) meters for longitude to the published position. Corrections determined from comparing published and 1934 values of Carysfort Reef Light and Upper Sound Point.

Respectfully submitted:

  
J. R. BROSNAN, *ex m.*  
Topographer C&GS.

Approved:

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

MEMORANDUM BY CHIEF OF PARTY

The sheets were inspected weekly. Supplemental report is attached covering present conditions since the hurricane of Sept. 2-3, 1935.

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



SUPPLEMENTAL REPORT - SHEET NO. "G&GG"

The hurricane of Sept. 2-3 passed directly over the area covered by the sheet. Practically all the people on the keys were drowned and all houses and structures destroyed. The veterans' camps were completely wiped out and the ferry slip destroyed.

The railroad and highway were washed out from Tavernier Creek to Lower Matecumbe, crevasses being made at either side of the R.R. bridge at both Tavernier and Snake Creek and the highway bridges being washed out.

The fills were broken through at Whale Harbor and at three places ( the old channels ) on the long fill between Upper and Lower Matecumbe.

Present (November 1935) condition of the communication facilities is:

The highway has been rebuilt to the lower end of Upper Matecumbe Key, a temporary fill being made at Whale Harbor which fill is later to be bridged. A temporary ferry slip is being built at the end of the highway. It is intended to bridge the gaps west of this key and continue the highway to the old ferry slip at a later date.

The F.E.C. does not desire or wish to rebuild its track and has undertaken no construction since the hurricane. Should this be done bridges will be built at Whale Harbor and over the channels between Upper and Lower Matecumbe. The matter is still being discussed.

Respectfully submitted:

*E. R. McCarthy*

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

COPY

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

---

COPY

Key West, Fla.

Oct. 17, 1935

I recommend that the following objects which have (~~never met~~) 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.

Topographic Sheet "G&G"

E. R. McCarthy

*Chief of Party.*

GENERAL Tavernier to Lower Matcumbe  
LOCALITY

[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.



6360 a      1:20,000

**REVIEW OF GRAPHIC CONTROL SURVEY T-6360 b, SCALE 1:20,000**

Date of Review *Dec. 21, 1937 (T-5540)*  
*Sept. 2, 1938 (T-5541)*

✓ 1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-*5540*, *5541*, , 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.

T-6360 a and T-6360 b

- ✓ (1) Numerous triangulation and topographic stations were destroyed in Sept. 1935. These are noted on the survey.
- (2) Railway destroyed. Railway and highway bridges destroyed. Later ~~is~~ are being rebuilt but not same as before.
- (3) All piers shown on the survey have been destroyed.
- (4) For chart compilation use T-5540

and T-5541

*T. M. Price (T-5540)*  
*T. M. Price (T-5541)*