

Graphic Control

6418a-b

U. S. COAST & GEODETIC SURVEY
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Graphic Control

Form 504
Rev. Dec. 1983
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic ~~INDEXED~~ Sheet No. D. & DD

State FLORIDA

LOCALITY

MATECUMBE HARBOR TO LONG
KEY VIADUCT TO CRAWL KEYS

1935

CHIEF OF PARTY
E. R. McCarthy

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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.

Field No. D

REGISTER NO. **6418b**

State FLORIDA

General locality FLORIDA BAY

Locality WATERCOURSE HARBOR TO LONG KEY VIADUCT.

Scale 1:20,000 Date of survey Feb. - March, 19 35

Vessel Party No. 14

Chief of party E. R. McCarthy

Surveyed by A. S. Durie & J. R. Brown

Inked by A. S. Durie

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 17, 1935 (H. A. Cotton) 19 35

Remarks:

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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.

Field No. G.D.

REGISTER NO.

6418a

State FLORIDA

General locality FLORIDA KEYS "

Locality LONG KEY VIADUCT TO CAPEL KEYS¹⁹

Scale 1:20,000 Date of survey March - April, 19 35

Vessel Field Party No. 14

Chief of party E. E. McCarthy

Surveyed by J. R. Brosnan

Inked by J. R. Brosnan

Heights in feet above - to ground to tops of trees

Contour, Approximate contour, Form line interval - feet

Instructions dated November 17, 1933 (H.A. Cotton), 22x

Remarks:

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

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS "D" & "DD"

FLORIDA
MATECUMBE HARBOR TO LONG KEY VIADUCT TO CRAWL KEYS

Party No. 14

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

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS "D & DD"

AUTHORITY:

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

LIMITS:

Sheet "D":

Keys from the southwest shore of Lower Matecumbe Key
to the west end of Long Key.

Sheet "DD":

Keys from junction with sheet "D" to the easterly
of the Crawl Keys.

CONTROL:

Control for the sheets consisted of several stations of
the 1934-5 triangulation scheme well distributed over the entire
area. All recovered stations used were re-located by the
current survey.

METHODS:

The usual methods of planetable traverse were used on the
outer coast of Long Key only. The traverse here had a discrepancy
of 4 meters in the three miles between triangulation stations
"Hawk" and "Camp". It was given a proportional adjustment.

From Long Key Camp west to the end of the sheet was tra-
versed by means of a 100 meter wire, tying in to all triangulation
stations. From the traverse which was run along the railroad, cuts
were taken to the various topographic signals. Frequent re-sections
were taken as a check and it was run with no plotable error.

The signals on the north side of Long Key, and those in the
bay and viaducts Two and Five were located by means of a three
point fix or graphic triangulation.

GENERAL DESCRIPTION OF THE COAST:

The keys are all low, rocky, and covered with scrub growth. The ocean shore of Long Key has a narrow strip of sandy beach behind which is a fringe of mangrove. The keys are practically uninhabited since the destruction of the railroad and fishing camp except for the store on the fill between channels Two and Five.

SETTLEMENTS:

All settlements, if not destroyed by the hurricane, were abandoned on account of the destruction of the railroad. At present, a store located on the fill between channels Two and Five at which gasoline and a nominal amount of supplies may be purchased is the only habitation within the limits of the sheet. Prices are quite high.

OVERSEAS HIGHWAY:

The construction of the Overseas Highway was halted by the hurricane and it is unlikely that it will be resumed. A number of piers had been poured and piling driven since the date of the survey and the present condition is shown by the letter and blueprint attached to the report.

GEOGRAPHIC NAMES:

Names inked on the sheet are names shown on the present chart which were verified by the field party with the exception of Toms Harbor, Toms Harbor Viaduct and Duck Key Viaduct. Toms Harbor is very well established, the two viaducts are usually identified locally by these names.

Names in pencil are well established locally.

The names from Key Largo to Long Key have been submitted in a special report on that subject. Names for the balance of the project will be reported upon at a later date.

LANDMARKS:

Landmarks for the sheets have been submitted as have aids to navigation. A copy of the landmarks is attached as are also the positions of the two beacons which were probably not included in the original report.

MISCELLANEOUS:

The area covered by the sheets was damaged by the hurricane of Sept. 2-3, 1935. Due to the rocky character of the shoreline it is doubtful if much permanent damage has been done to any natural features beyond the washing away of the sand beach which probably will be built up again.

The railroad was reported to have been completely destroyed from Matecumbe to Grassy Key. It was also reported that the tracks have been washed from the viaducts into the bay. No opportunity has been afforded to check these statements.

Respectfully submitted:

E. R. McCarthy

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

COPY

COPY

COPY

U. S. C. & G. Survey, Key West, Fla.

February 25, 1936.

To: The Director,
U. S. C. & G. Survey,
Washington, D.C.

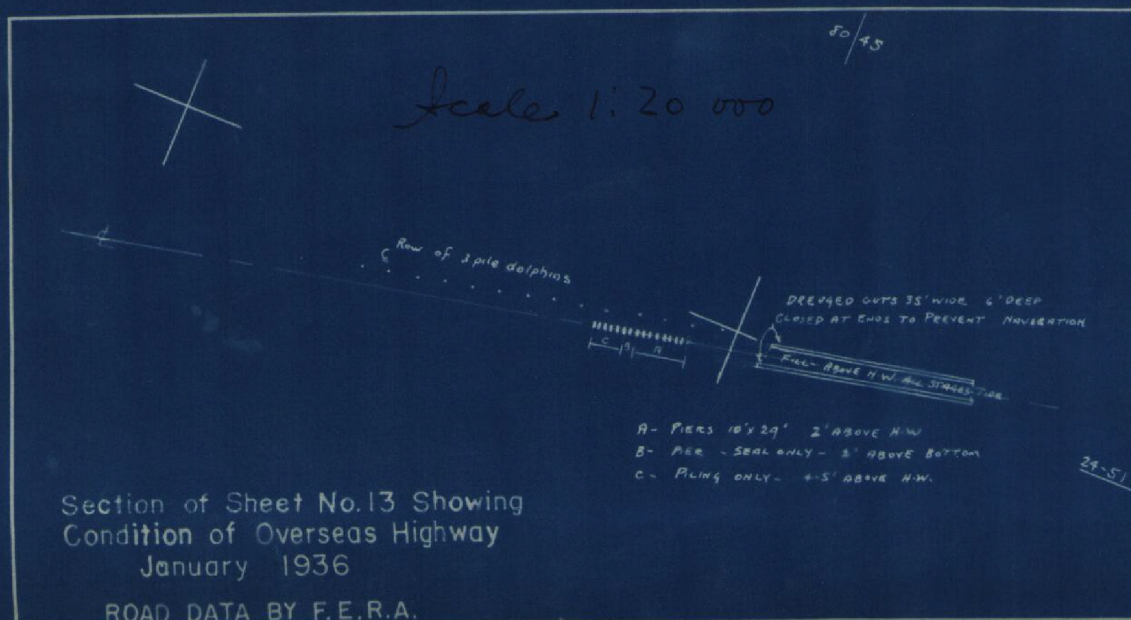
From: Lieut.(j.g.) E. R. McCarthy,
U. S. C. & G. Survey,
Key West, Fla.

Subject: Chart corrections.

There is attached a blueprint showing present conditions and dangers to navigation in the vicinity of Matecumbe Harbor. This blueprint shows the status of the Overseas Highway project which was abandoned after the hurricane of Sept. 2-3, 1935.

The data was transferred to the scale of Sheet No. 13 from information furnished by the Florida E.R.A. The last piling - marking the location of a pier - were located by the hydrographic party. All these piers were poured after the party had left the locality.

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



DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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

LANDMARKS FOR CHARTS

Key West, Fla.

March 10 1936

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

The positions given have been checked after listing.

Topo Shots "D&DD"

E. R. McCarthy

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

Key West, Fla.

March 10, 1936

AIDS TO NAVIGATION
TO BE CHARTED
~~KOBEX DELETED~~ } STRIKE OUT ONE

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

The positions given have been checked after listing.

Topo Sheets "D&DD"

E. R. McCarthy

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 GRAPHIC CONTROL SURVEY T-6418a,b, SCALE 1:20,000

Date of Review

Sept. 8, 1938
Sept. 15, 1938

✓ 1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5541; T-5542, 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-5541, 5542, 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 triang. and topo. stations were destroyed in Sept. '35 as noted on the survey.
- (2) The railroad is abandoned, largely demolished and is being converted in places into a highway. The bridges are undergoing reconstruction.
- (3) For chart compilation use T-5541. ~~xxxxxxx existing details xxxxx~~

and T-5542 T.M. Price (T-5541)
T.M. P.

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H
No. T 6418 a

received March 20, 1936
registered April 9, 1936
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
✓ 25		<i>[initials]</i>	<i>D. P.</i>
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	
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C. K. Green *April 10-'36*

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT } No. H
 PHOTOSTAT OF } No. T 6418 b

{ received March 20, 1936
 { registered April 9, 1936
 { verified
 { reviewed
 { approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
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RETURN TO

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