

6479a-b

Graphic Control

6479a-b

Graphic Control

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

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. H & HH

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAY 1 1935

State FLORIDA

LOCALITY

FLORIDA KEYS

CRAWL KEYS TO ~~KNIGHT KEY~~ TO

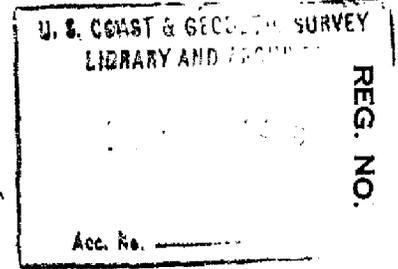
BAHIA HONDA ~~KEY~~

193 5

CHIEF OF PARTY

E. R. McCarthy

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY



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. HH 6479 b

REGISTER NO.

State FLORIDA

General locality FLORIDA KEYS

Locality KNIGHT KEY TO BAHIA HONDA ~~KEY~~

Scale 1:20,000 Date of survey May@June 1935, 19

Vessel PARTY NO. 14

Chief of party E.R.MCCARTHY

Surveyed by J.R.BROSAN

Inked by J.R.BROSAN, J.J.GIORDANO

Heights in feet above H.W. to ground to tops of trees

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

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

Remarks:.....

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
MAY 1935
Acc. No. -

REG. NO.

TOPOGRAPHIC TITLE SHEET

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REGISTER NO.

State FLORIDA

General locality FLORIDA KEYS

Locality CRAWL KEYS TO KNIGHT KEY

Scale 1:20,000 Date of survey May-June, 1935

Vessel PARTY NO. 14

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Inked by J. R. BROSAN, J. J. GIORDANO

Heights in feet above H.W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Nov. 17, 1933 (H.A. Cotton), ~~193~~

Remarks:

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS "H & HH"

AUTHORITY:

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

LIMITS:

Sheet "H":

Keys from Crawl Key to the beginning of the Knight Key Viaduct.

Sheet "HH" :

Keys from junction with sheet "H" to the east shore of Bahia Honda Key.

CONTROL:

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

METHODS:

The methods used in controlling the sheets was to run a base line along the railroad by means of a one hundred meter wire and to run shore offset traverses to locate shoreline and detail where necessary. The base traverse was run with practically no error. Frequent resections were taken.

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

T6479

GENERAL DESCRIPTION OF COAST:

The keys are low, rocky, covered with a dense growth of scrub trees or brush, and sparsely populated. The ocean shore has a number of stretches of sand beach, the bay shore is entirely rock.

SETTLEMENTS:

The only settlements within the limits of the sheets are the railroad village of Marathon near the west extremity of Key Vaccas and the railroad maintenance quarters at Pigeon Key. Since the destruction of the railroad these two settlements - small at the best - have been practically abandoned. Marathon is the location of a fishing camp - Sombrero Lodge - which is popular during the winter season.

HIGHWAY:

A highway - a link in the Overseas Highway - had been built from the ferry slip at Grassy Key to the ferry slip at Hog Key. Since the September 1935 hurricane it has been disused.

GEOGRAPHIC NAMES:

Names inked on the sheet are either names already charted which were verified or else very well established local names. Names in pencil are names which are probably correct but for which additional verification is desirable. The names will later be submitted as a separate report.

LANDMARKS:

Landmarks for the area have been previously submitted as a separate report.

MISCELLANEOUS:

The sheet is complete except for the determination of the horizontal and vertical clearances of the three small viaducts on the west limits of the sheets. (Pacet Key Viaduct, Little Grassy Key Viaduct and Duck Key Viaduct). This information will be made the subject of a special letter.

Letter 897 (1936)

Respectfully submitted:

E. R. McCarthy

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

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
 PHOTOSTAT OF

} ~~No. H~~
 No. T 6479-A-B

{ received May 1, 1936
 registered May 22, 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>[Handwritten Initial]</i>	<i>D. P.</i>
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	
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C. K. Green

REVIEW OF GRAPHIC CONTROL SURVEY T-6479a, SCALE 1:20,000,

Date of Review

(1) Jan. 12, 1938
(2) Sept. 15, 1938

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-⁽¹⁾5543 ⁽²⁾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-⁽¹⁾5543, T-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. *Some corrections in green. Others made in red & black in the field after registration of sheet in office.*

Comparison with T-5543

- (1) Several geographic name corrections. See G.N. standard
- (2) Triang. sta. Bn. 6, 1935 destroyed.
Bn. 9 is now called Bn. 15
- (3) Triang. sta. Knight, 1935 is lost.
- (4) See review of T-5543 for other details

T.M. Price
T.M. Price, Jan. 12, 1938

Comp. with T-5542

- (1) For area covered use T-5542 for chart compilation

T.M.P.
Sept. 15, '38

REVIEW OF GRAPHIC CONTROL SURVEY T-64796 , SCALE 1:20,000 ,

Date of Review *Jan. 26, 1938*

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5543, , 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-5543, , 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) Triang. Stas. Bn. 6, 1934; Bn. 8 (old), 1935; Duck, 1935 have been lost.
- (2) 10 m. difference in position of private bn. topo. sta. HIS, between this survey and T-5543. Latter position is later, and is accepted as correct.
- (3) Tri. stas. Knight, 1920, and Knight 2, 1936 plotted approx. 8 m. in error.
- (4) The position of tri. sta. Duck 2, 1937 is not given, altho the name appears.
- (5) The viaducts shown as carrying a railroad, will, in the near future carry a highway instead, and it is shown thus on T-5543.

T.M. Price
T.M. Price, Jan. 26, 1938