

6525

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. M
~~Hydrographic~~

State FLORIDA

LOCALITY

Vicinity of Cape Sable

~~North of Mainland, Florida~~
~~Mosquito Point, to Shark Pt. to Sandy Key~~
~~Grounded Pt. to Shark Pt.~~
Mosquito Point, Shark Point, + Sandy Key
~~Sandy Key~~

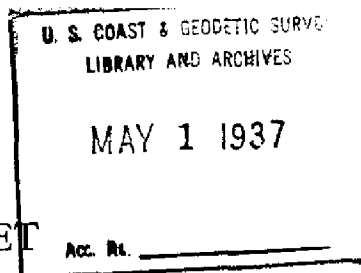
1937

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

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. M

REGISTER NO. T6525

State FLORIDA

General locality ~~MAINLAND AND KEYS~~ Vicinity of Cape Sable
Mosquito Point, ~~Shark Point~~ & Sandy Key

Locality ~~SHOEBILL POINT TO SHARK POINT SANDY KEY~~

Scale 1:20000 Date of survey March 4-7, 1937

Vessel Shore Party #14

Chief of party E. R. McCarthy

Surveyed by E. R. McCarthy

Inked by E. R. McCarthy — P. A. Weber

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: Supplement to Air-compilations

Sandy Key on Sub-plan.

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET 'M'

AUTHORITY

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

LIMITS

Mainland from Crocodile Point to Shark Point and three off-lying keys south and southwest of Mosquito Point. Includes Sandy Key on a sub-plan.

CONTROL

But two of the triangulation stations on the sheet were utilized in the survey. These were Sandy 1934 and Cormorant 1934. The detail from Compilation #5440 was transferred to the sheet by means of the projector and was used as supplemental control.

METHODS

The road traverses were run on an approximate initial azimuth- as there was nothing in the vicinity on which to orient- and ~~was~~ swung in and adjusted to the detail on the compilation sheet. As the average number of set-ups was fourteen to the mile, it may be seen that there would be difficulty in keeping the azimuth even tho care was taken to plumb the point on the table over the point on the ground. These road traverses should be considered as somewhat less than standard accuracy.

Sandy Key was traversed with practically no error. Orientation was on a plotted azimuth to Oyster Key 1934. Traverse was begun and closed in on Sandy 1934.

The Dump Keys were traversed with practically no error. Traverse was begun and ended on Cormorant 1934.

The initial points on Roscoe and Camp Keys were determined by a three point fix on Cormorant and two tangents as determined by air-photo methods. This fix was checked by a second fix on a different set of tangents and the two determinations found to agree exactly. The tangents of these two keys were also cut in from Cormorant and found to check quite well. Plane table traverses were ~~the~~ then run around the keys with practically no error.

As funds allotted to the party were low, it was not practical to use standard methods. It is believed that, with the use of the air-photo compilation as supplemental control, the accuracy is not less than that obtained with standard methods.

GENERAL DESCRIPTION OF KEYS

All the keys are low, mangrove fringed, and covered with grass and scrub mangrove. The high water line, due to the low elevation of the keys and the fact that the tide is largely wind-controlled,

GENERAL DESCRIPTION OF KEYS (CONT'D)

is somewhat indefinite and could not be located with any accuracy. For all practical purposes it may be considered as the inner edge of the mangroves.

Roscoe Key has a small growth of scrub palmetto on its south shore where the land is somewhat higher than on the rest of the key. Camp Key has higher land than any of the others- principally on its north section. The September 1935 hurricane killed all the mangrove on the keys-which is again beginning to grow- but otherwise did no damage.

Sandy Key is high (5-6') and composed of sand over rock. The west and part of the east shore has a small sand beach. The bight on the south east shore is mangrove fringed and has a few stretches of sand. Here, too, the hurricane killed the greater part of the mangrove but otherwise did no damage. It is doubtful if it changed the outline except for a few minor details.

ROADS

The roads were made by the Dep't of Agriculture in order to make the area more accessible to its cotton eradicating crews. They were cut through the hammock land by clearing a 20' strip of brush and trees and are kept in condition during the winter months by means of a drag and a scraper. There is no surfacing and the roads become very slippery in even a slight rain. They may be classified as a good third class road but were shown with a full line as they were the only roads in the vicinity.

GEOGRAPHIC NAMES

Sandy Key is well established and is inked on the sheet.

Roscoe Key was obtained by the triangulation party and the derivation is obscure as the local inhabitants at Flamingo had no name for it. The name is recommended as being as good as any and is not in conflict with any local names.

Dump Keys is well established in Flamingo and is recommended. The triangulation party obtained the name Cormorant Keys for the feature but this name is definitely established as being applied to the key on which Barge 1934 is located.

Camp or Government Key was named by the cotton eradicating crew of the Dept of Agriculture as it established a camp on the key. The name Camp Key is recommended as being more appropriate and not in conflict with local authorities who have no name for the key.

Recommended names are shown in pencil on the sheet.

LANDMARKS

There are no prominent permanent landmarks in the area covered by the sheet.

MISCELLANEOUS

The survey on the keys and roads was made with the co-operation of the Dept of Agriculture, Bureau of Etomology and Pplant Quanantine, which bureau furnished a boat, guide, and two negro laborers who were utilized as rodmen.

The purpose of the survey was to complete the area as the four keys surveyed were not covered by the air photos and the roads were cut thru after the photos had been taken.

RESPECTFULLY SUBMITTED

E. R. McCarthy

E. R. McCarthy
Chief of Party
Topographer.

STATISTICS

ROADS 12.0 MILES (STATUTE)
SHORELINE 2.2 " "

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOGRAPH OF~~

~~No. 1~~

No. T-6525 (Graphic
Control)

received May 1, 1937
registered May 8, 1937
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
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RETURN TO

82	C. K. Green
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Remarks

Decisions

1	For Title	
2		
3	① Shark on T-1071	
4	① Mosquito on T-1071	
5	① Fantop on T-1071	
6	① Flat Bush on T-1071	
7	Name given by trieng. party. Origin obscure see D.R. pg. 2.	
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GEOGRAPHIC NAMES

Survey No. T-6525

GEOGRAPHIC NAMES											
Survey No. T-6525											
Name on Survey	On Chart No. 1250										
	A,	B,	C,	D,	E,	F,	G,	H,	K,		
Florida	✓ appd									1	
Sandy Key	✓	✓ T-649		D.R. pg. 2	✓					2	
Shark Point	✓				✓					3	
Mosquito Point	✓				✓					4	
# Dump Keys				D.R. pg. 2						5	
Camp Key										6	
Roscoe Key										7	
Florida Bay	✓ appd									8	
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Names underlined in red approved											25
by JHE on 5/19/37											26
											27

M 234

Names underlined in red approved

by

GHE

on

5/19/37

REVIEW OF GRAPHIC CONTROL SURVEY T-6525 , SCALE 1: 20,000

Date of Review 7/10/37

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5440, 5439 , , 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-5440, 5439 , , 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.

L. C. Landy