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<td>DADE and MONROE COUNTIES</td>
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<td>Locality</td>
<td>KEY LARGO</td>
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<td>&quot;BLACKWATER SOUND&quot;</td>
<td>1947</td>
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RECORD SHEET

GENERAL LOCALITY: Florida East Coast
LOCALITY: Homestead - Key Largo

PHOTOS ORDERED: 6 Jan. 1947
RECORD: 4 Feb. 1947

PROJECTION ORDERED: 16 Dec. 1946
RECORD: 16 Dec. 1946

CONTROL: R.J. Pate
COMPUTED: R.J. Pate
VERIFIED: R. Dossett

PLOTTED: R.J. Pate
VERIFIED: R. Dossett

PHOTO PREPARATION:
CONTROL: M.M. Slavney

AZIMUTHS: R.J. Pate

PASS POINTS: R.J. Pate

TEMPLATES: R.J. Pate
VERIFIED: M.M. Slavney

RADIAL PLOT:
PLOTTED BY M.M. Slavney DATE 14 May 1947
VERIFIED M.M. Slavney DATE 21 May 1947

COMPILATION: E.C. Andrews
DETAIL POINTS: DATE 19 May 1947

DETAIL BY: E.C. Andrews DATE 15 July 1947
VERIFIED BY: J.A. Giles DATE July, 1947

DATE OF PHOTOS: 27 April 1946
TIME OF PHOTOS: 8:16 - 9:30
STAGE OF TIDE: 0.4 - 0.6

COMPARISON WITH PREVIOUS SURVEYS: TOPO., HYDRO., AND CHARTS:
Comparison with existing charts shows no changes

REMARKS:

FORWARDED TO:

DATE:

Div. of Photogrammetry
Graphic Compilation Sect.

SHEET NO: T-3806
PROJECT NO: Ph-10(46)
SCALE: 1: 20,000

Joins T-8803, Ck........
Joins T-8808, Ck........
DATA RECORD

T-T-8806

Quadrangle (II): Blackwater Sound, Florida  Project No. (II): Ph-10(46)

Field Office: Stuart, Florida  Chief of Party: Ross A. Gilmore
              Lieut. Comdr.

                        Lieut. Comdr.

Instructions dated (II III): 21 October 1946  Copy filed in Descriptive Office Files
Report No. T-VI

Completed survey received in office: 1-26-47

Reported to Nautical Chart Section:

Reviewed: 4-20-47  Partially  Applied to chart No. 1249  Date: 10/17/47

Redrafting Completed:

Registered: 5-26-47  Published:

Compilation Scale: 1:20,000  Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927  Datum Plane (III): M.S.L.

Reference Station (III): Blackwater, 1934

Lat.: 29° 11' 54.209" (1668.0m)  Long.: 80° 26' 07.287" (204.0m)  Adjusted

State Plane Coordinates (VI): Florida, East Zone

x = 686,702.69  y = 314,735.22

Military Grid Zone (VI)
PHOTOGRAPHS (III)

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<td>27 April 1946</td>
<td>9:18</td>
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<tr>
<td>16330</td>
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<td>9:20</td>
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<td>16332</td>
<td>&quot;</td>
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<tr>
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<td>8:46</td>
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<td>0.6 Outside</td>
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Tide from (III): Mayport, Fla.
Mean Range: 0.8
Spring Range: 1.0
Camera: Kind or source U.S. C. & G.S. 9 lens

Field Inspection by: I.I. Saperstein
Field Edit by: J. D. Welker

Date of Mean High-Water Line Location (III): March, 1947

Projection and Grids ruled by (III) Washington Office
" " checked by: Washington Office

Control plotted by: R.J. Pate
date: 6 Feb. 1947
Control checked by: M.M. Slavney
date: 7 Feb. 1947
Radial Plot by: M.M. Slavney
date: 14 May 1947
Detailed by: E.C. Andrews
date: May-July 1947

Reviewed in compilation office by: J.A. Giles
date: July 1947

Map Manuscript
Elevations on Base Elevation
checked by: J.A. Giles
date: July 1947
STATISTICS (III)

Land Area (Sq. Statute Miles): 13.5

Shoreline (More than 200 meters to opposite shore): 30.7 Statute miles

Shoreline (Less than 200 meters to opposite shore): 4.0 Statute miles

Number of Recoverable Topographic Stations established: 36

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contour) - miles: 5.6

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
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<th>STATION</th>
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<th>DATUM</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>LONGITUDE OR ( x )-COORDINATE</th>
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<th>Datum Correction</th>
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<td>C.P. 365</td>
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<td>25° 14' 21.057</td>
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<td>BATTI, 1860</td>
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<td>25° 09' 36.697</td>
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<td>TONY, 1860</td>
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<td>25° 07' 54.243</td>
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<td>TARPO, 1924</td>
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<td>N.A. 1927</td>
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<td>POINT, 1934</td>
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<td>25 09 38.724</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: R.J. Pate & M.M. Slavney 20 January 1947
CHECKED BY: R. Dossett 27 January 1947
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<td>G.P. 1934</td>
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<td>369</td>
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* Indicates station is lost or destroyed and does not appear on Map Manuscript.
FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE - 8806

"BLACKWATER SOUND"

PROJECT Ph-10 (46)

16 May 1947

1. DESCRIPTION OF THE AREA

This standard, 7½-minute quadrangle (N2507.5-W9022.5/7.5) includes a small section of the mainland, all of Shell Key, Boggy Key and Cross Key, part of Key Largo and all of Blackwater Sound, along with several smaller keys and bodies of water, all in Dade and Monroe Counties, Florida.

U. S. Hwy. 1 and the Key West water main run the length of Cross Key and thence down Key Largo. There are a few camps along the highway on Cross Key. Key Largo has numerous camps, fishing lodges, roadside restaurants, etc., and numerous small lime groves. Except for these areas the land within this quadrangle is entirely undeveloped.

The low-lying terrain of Boggy Key, Shell Key, and the mainland north of Long Sound is composed mainly of mud flats with scattered brush and mangrove, interspersed with many small ponds.

The shoreline in general is mangrove-covered marl, or mangrove growing in the water. The fast land is mainly white clay, with some coral shore and a few sand beaches.

The pipe line (water main) to Key West is above ground, supported on heavy piling above the water at the edge of the road shoulder, from the northern limits of the quadrangle to the crossing at Jewfish Creek. From that point south the pipe line is underground, paralleling the highway.

2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done as a part of the planmable contouring and shoreline inspection; it is believed to be adequate except for public land lines (see paragraph 21). New buildings and cleared areas have been added to the photographs.

3. INTERPRETATION OF PHOTOGRAPHS

The very dark areas on the photographs are usually dense mangrove, as the land on each side of "The Boggies", photograph 16330.
The grey areas interspersed by streaks of black, as on Boggy Key, photograph 16330, are mud flats with scattered mangrove.

White areas within the land areas are ponds.

4. HORIZONTAL CONTROL

All known horizontal control, consisting of U.S.C. & G.S. triangulation, was searched for, and all stations recovered were identified except the following, which could not be identified because of lack of definite details in the vicinities:

1. CROSS KEY, 1934
2. SNIPE POINT, 1934

Several U.S.E.D. stations were recovered, but were not used for horizontal control; they are discussed in paragraph 19.

5. VERTICAL CONTROL

All known vertical control points, consisting of a first-order U.S.C. & G.S. level line along the former P.E.C. R.R. and numerous tidal bench marks, were searched for and all bench marks recovered were identified on the photographs. Most of the first-order bench marks were destroyed when the present road (U.S. Hwy. 1) was built over the former railroad right-of-way.

Fly level elevations were established by Wye level methods carrying elevations to the nearest hundredth. Points were set at identifiable points on the photographs and numbered consecutively with the quadrangle prefix "US".

6. CONTOURS AND DRAINAGE

There is no discernable drainage pattern on the keys. The topography consists of an irregular coral ridge running down the northwest side of Key Largo. It rises rapidly from the edge of the mangrove, and the five-foot contour is usually within 100 to 200 feet from the edge of the hard land.

It should be noted that fly level elevations along U.S. Hwy. 1 northwest of Jewfish Creek show elevations less than five feet. These elevations, however, are on the road shoulder. The road crown is over five feet and there is a continuous five-foot contour along both sides of the road.

Contouring was done by planitable methods, with cross-sections run across Key Largo at intervals, sketching the contours with the aid of a stereoscope.

Contours are on photographs Nos. 16332 and 16333.
7. MEAN HIGH-WATER LINE

The MHWL was delineated on the photographs within the prescribed accuracy. In many cases the apparent shoreline, a dense groth of mangrove growing in the water, was shown. Wherever fast land appeared on the MHWL, tick marks were shown on the photographs at the beginning and end of the fast land.

In general, a boat was used and run as close inshore as possible to delineate the MHWL.

Shoreline notes for this quadrangle appear on photographs Nos. 16313, 16314, 16329, 16330, 16332 and 16333.

8. LOW-WATER LINE

Due to the small amount of fluctuation in the tide little attempt was made to delineate the LML except in areas where it was in evidence. Furthermore, where apparent shoreline has been indicated, the LML is also within the mangrove. Where the LML was shown on the photographs it was shown with the approximate low-water line symbol.

9. WHARVES AND SHORELINE STRUCTURES

One dock of significance appears on the southeast side of Blackwater Sound, with a few smaller ones in the same area. Another small dock appears at the south entrance to Jewfish Creek. All docks have been marked on the photographs.

A submarine cable runs across the south entrance to Jewfish Creek, at the bridge, as noted on the shoreline photograph.

The pipe line along U.S. Hwy. 1 crosses Jewfish Creek as a submerged line, and is indicated on the photograph.

10. DETAILS OFFSHORE FROM HIGH-WATER LINE

No offshore details requiring further investigation by a hydrographic party were noted. There are spoil banks along the Intracoastal Waterway channel in Tarpon Basin which can be delineated adequately from the photographs.

11. LANDMARKS AND AIDS TO NAVIGATION

There are no landmarks for charting within the limits of this quadrangle.

All fixed aids to navigation were located. Refer to Project Report for list and methods of location. Form 524 is submitted for each fixed aid.

Chart Letter 5-91, 1947. Copies of Forms 567 + Form 524 are filed in Div. of Photogrammetry, General Files.
12. **HYDROGRAPHIC CONTROL**

No hydrographic control signals were required in this project.

13. **LANDING FIELDS AND AERONAUTICAL AIDS**

There are no landing fields nor aeronautical aids within this quadrangle.

14. **ROAD CLASSIFICATION**

All roads were classified according to instructions dated 30 June 1945.

15. **BRIDGES**

There is one bridge within the quadrangle limits. This is a bascule bridge at the south entrance to Jewfish Creek; its clearances are noted on photograph 16333.

In "Coast Pilot Information, Intracoastal Waterway, Norfolk, Virginia, to Key West, Florida, May 1945, Serial No. 670," page 69, the horizontal clearance is given as 94 feet. This clearance has been decreased to 77 feet, due to the placing of bumper piling at each end of the submerged pipe line.

Discrepancies were also noted between clearances determined for this bridge and the values given in the U. S. Engineers "List of Bridges over Navigable Waters of the U.S.", dated July 1, 1941; these discrepancies have been reported to the local District Engineer (see copy of letter attached to this report).

16. **BUILDINGS AND STRUCTURES**

All buildings to be shown have been circled in red or, in cases of new construction, located by plan-table and blocked-in with red. Buildings to be omitted have been deleted in green.

17. **BOUNDARY MONUMENTS AND LINES**

Parts of the Dade-Monroe County Line and the Everglades National Park boundary fall within this quadrangle. Refer to the Special Report on Boundaries, Project Ph-10 (46).

18. **GEOGRAPHIC NAMES**

See the Special Report on this subject for Project Ph-10 (46).

19. **TOPOGRAPHIC STATIONS**

Permanent, recoverable topographic stations were established at strategic points for future control use.
A number of U.S.E.D. control stations were recovered and
described as topographic stations, since their order of
accuracy was not known. One recovered station, "JEW
(U.S.E.D.)", could not be identified on the photographs.
Its position, believed to be at least equal to topographic
station requirements, is given on Sheet 1, File No.
2-2-12.751, (N.A. 1927 Datum) of the U.S.E.D. plans to be
submitted for the project.

20. **SYMBOLS**

Symbols used may be found on the back of photograph No. 15332.

21. **PUBLIC LAND LINES**

Refer to the Field Inspection Report for Quadrangle 8803
for a discussion of section lines on the mainland.

Right-of-Way plans for U.S. Hwy. 1 have been obtained
from the State Road Dept., and should be of value in con-
structing section lines in this quadrangle, and in Quad-
rangles 8803 and 8806 as well. These plans were not received
until after completion of the field inspection, and it was
not considered practicable to send a field inspection party
back to the area. It is believed that the State Road Dept.
plans will enable the Compilation Office to construct the
section lines to a degree such that the field edit party
will have a more definite indication of the location of
the corners, and can then make further search for any corners
that may exist.

/Signature/
Irving I. Saperstein
Engineering Draftsman

/Signature/
John D. Weiler
Photogrammetrist

**APPROVED AND FORWARDED:**

/Signature/
Ross A. Gilmore
Chief of Party
Stuart, Fla.

5 June 1947

To: District Engineer
   Jacksonville District
   Corps of Engineers
   P. O. Box 4070
   Jacksonville 1, Fla.

Subject: Bridge clearance, Jewfish Creek

In the course of field work for our quadrangle T-6806 the clearance of subject bridge was determined, and found to differ from the clearance listed in the "List of Bridges over Navigable Waters of the U.S.", edition revised to July 1, 1941.

The clearances obtained by our measurements are listed below and are reported for your information. It should be noted that our horizontal clearance was measured between fender piles which protect the ends of the submerged pipe-line crossing on the north side of the bridge, and which govern the effective clearance. Vertical clearance was taken at the center of the span to an estimated mean high water as indicated on the fender-piles.

1. JEWFISH CREEK, p. 280, Lat. 29° 27' 6", Long. 80° 53' 5": should read "R, 1 (span), (Horizontal Cl.) 77 ft., (Vertical Cl.) 11 ft. (SW)."

Lewis V. Evans, III
Chief of Sub-party

cc: 1. Director, Coast and Geodetic Survey
2. Lt. Comdr. Ross A/ Gilmore,
   Chief of Party
3. Field Inspection Report, T-6806
26 AND 27 CONTROL AND RADIAL PLOT:

A special report was submitted to the Washington Office 29 May, 1947 by M. M. Slaveney, Photogrammetric Engineer. Filed in Div of Photogrammetry General Files.

28 DELINEATION:

The Photographs were of good scale facilitating delineation; the field inspection was very complete and well done.

29 SUPPLEMENTAL DATA:

The county line between Monroe and Dade Counties was taken from a Dade County Map showing section line and the County line. The line shown checks the line as described in the special report on boundaries.

30 MEAN HIGH WATER LINE:

The mean highwater line was delineated according to field inspection notes.

31 LOW WATER AND SHOAL LINES:

Low water was shown wherever noted by the field inspector; shoal lines were shown when clearly visible on the photographs. Shoal lines were removed during revision. They were of no value.

32 DETAILS OFFSHORE FROM HIGH WATER LINE:

No offshore details have been noted.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures recovered have been shown.

34 LANDMARKS AND AIDS TO NAVIGATION:

The non-floating aids to navigation were listed on form 567 together with Form 524. They have been located by radial plot when visible on the photographs and by theodolite when not visible.

There are no landmarks in this quadrangle.
35 HYDROGRAPHIC CONTROL:

Not applicable since instructions state that none need be established.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids on this quadrangle.

37 BRIDGES:

The single bridge on the quadrangle is described as to type and clearances. The discrepancies between these clearances and those listed in "List of Bridges" have been reported to the "District Engineer of the U.S. Engineers."
The change has been made on the Nautical Charts.

39 SECTION CORNERS:

See Review Report

No corners have been recovered and no attempt has been made to construct the lines. See a special report submitted by William A. Rasue, Photogrammetric Engineer accompanying quadrangle T-8803.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

None available.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 849 bearing a print date 27 October 1945. No noticeable changes were noted with the exception of the following bridge.

(1) Jewfish Creek Bascule Bridge is shown on the chart with horizontal clearance of 94 feet.

The horizontal clearance is 77 feet and vertical clearance of 11 feet (closed).

Respectfully submitted,

E. C. Andrews,
Photogrammetric Aid.

Approved and Forwarded:

George E. Morris, Jr.
Chief of Party.
FIELD EDIT REPORT
QUADRANGLE T-8806
"BLACKWATER SOUND"
PROJECT Ph-10 (46)

Field edit of this Quadrangle was completed during November, 1947
by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all interior features were
checked by truck, traversing all roads within the quadrangle. All
shoreline was checked by using a small launch, keeping as close to
the shore as possible. All aids to navigation were visually verified.
All data added to the map manuscript were either plotted from topo-
graphic details or cut in by planetable methods.

47. ADEQUACY OF THE MAP MANUSCRIPT

In general, the map manuscript was well compiled, adequate and correct.
Most of the field edit notations are changes which have been made since
the date of the original field inspection. The field edit notes are
in most instances self explanatory.

All roads were reclassified according to Photogrammetry Instructions
No.10 and amendment dated 24 October 1947.

The county line was changed slightly to agree with the legal description
and local information.

For information regarding the status of The Everglades National Park,
see Field Edit Report for quadrangle T-8808.

Tarpon Basin Daybeacon 44 had been recently repainted and erroneously
numbered 42. This feature was reported to the Coast Guard and will
undoubtedly be corrected within a short time.

48. VERTICAL ACCURACY TEST

No vertical accuracy tests were specified for project Ph-10 (46). Visually,
the contours appear to have good placement.

49. PUBLIC LAND LINES

See field edit report of Quadrangle T-8804 relative to this item.

The map manuscript was reviewed by William Turner, owner of the Key
Largo Grill and a resident for the last 15 years. He was highly
familiar with the area and could find no errors.
Supervised:

William A. Rasure
William A. Rasure
Photogrammetric Engineer

Approved and Forwarded:

Ross A. Gilmore
Chief of Party

The authority used by the field editor to review this sheet appears rather unqualified to me but it is supposed that in this area it is rather difficult to find anyone of a higher calibre to do so.
Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8806

Subject numbers not used in this report are
adequately covered in other parts of the descriptive
report.

26. Control.--The triangulation station Tony, 1860
was removed from the map manuscript. The station
marker was found out of position by the field party.

Tony, Reference Mark 2, 1860, has been changed
from a topographic station to a triangulation station
on the map manuscript to replace Tony, 1860.

28. Detailing.--The position of the Everglades
National Park boundary was changed to conform with
the legal description.

30. Mean High Water Line.--An apparent mean high-water
line was added northwest of Manatee Creek in accordance
with Photogrammetry Instructions No. 17, Paragraph 29.

34. Landmarks and Aids to Navigation.--Forms 567 have
been filed in the Nautical Charts Section for 19 aids
to navigation, Chart Letter 591, 1947. Copies of these
forms are filed in the Division of Photogrammetry,
General Files, in a special report for the project.

The position for Jewfish Creek, Day beacon 31 was
corrected on the Forms 567 and 524. The change was
reported to the Nautical Charts Section.

38. Section Lines.--The project instructions call for
section lines to be shown in this area. The field editor
indicated in his report for T-8804 that, because of the
lack of information concerning public land lines in this
project, they should not be shown. Since the field edit,
G. L. O. plats and the Right-of-Way plans for Highway No. 1
have been obtained. The land lines have been plotted
during review, over the entire project area using the
following sources of information:

1. Recovered section corners and sub-corners

A sufficient number of corners were re-
covered in the area covered by T-8817 to
accurately plot the section lines.

Only two section corners, 3 quarter corners
and three points on section lines were
recovered in the remainder of the project.
All of these points were held except one
corner that held on only one section line.
2. Roads, fence and woods lines that were visible on the photographs. Those lines that nearly coincided with the section lines from other sources, were accepted.

3. Right-of-Way plans for Highway No. 1

These plans furnished the position of the land lines in the area covered by T-8806. The positions of the lines were measured from points recognizable on the plans and the quadrangle. Two lines that do not check with the plats are shown by dashed lines on T-8806.


The azimuths for the section lines were taken from this survey and extended. The position of the section lines relative to a test oil well west of Glades Canal was accepted and the section lines between this point and the recovered corners were evenly spaced on T-8803. These positions checked closely with the Highway No. 1 plans.

5. G. L. O. Plats.

Plats were obtained for the entire area except T-575, N\[10\]. The G. L. O. had no record of this plat and the area is assumed to be unsurveyed.

There are 2 sets of plats covering the keys north of Key Largo. The set that shows the land lines in closer conformance with the apparent lines on the photographs and the recovered corners has been used.

The plotted lines on the quadrangle were compared with the plats and no major discrepancies were noted except the section lines that are shown by dashed lines on the map manuscript.

40. Geographic Names.--Names were added to the map manuscript from the approved list submitted by the Geographic Names Section.
44. Comparison with Existing Topographic Surveys—

<table>
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<td>T-6359a</td>
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These surveys are superseded in common area and detail by T-8806.

45. Comparison with Nautical Charts—

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<th>Chart No.</th>
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The map manuscript has been partially applied to the nautical charts.

Two small boat basins shown on the map manuscript at Anglers Park are not shown on the charts.


49. Overlays—An overlay was prepared indicating the marginal data, road classifications and route numbers, road destinations and distances, selected spot elevations, triangulation stations and aids to navigation that are to be shown by the smooth draftsman.

Reviewed by:

[Signature]  
C. Theurer  
4-25-48

Approved by:

[Signature]  
S. V. Griffith, Chief, Review Sec.  
Div. of Photogrammetry

[Signature]  
K. T. Adams  
Chief, Div. of Photogrammetry

[Signature]  
C. W. Green  
Chief, Div. of Coastal Surveys
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<th>Name on Survey</th>
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Names underlined in red are approved. 3/30/48 L. Hook 21

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M 234
# Record of Application to Charts

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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under “Comparison with Charts” in the Review.