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<tr>
<td>General locality</td>
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1947

CHIEF OF PARTY

George E. Morris, Jr.

LIBRARY & ARCHIVES

DATE        June 3, 1948
RECORD SHEET

GENERAL LOCALITY...Florida East Coast
LOCALITY...Homestead

PHOTOS ORDERED: 9 Jan. 1947
RECD: 4 Feb. 1947

PROJECTION ORDERED: RECD: 16 Dec. 1946

CONTROL:
COMPUTED: R. J. Pate
VERIFIED: R. M. Slavney
PLOTTED: R. J. Pate

PHOTO PREPARATION:
CONTROL: R. J. Pate
AZIMUTHS: M. M. Slavney
PASS POINTS: M. M. Slavney

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

RADIAL PLOT:
PLOTTED BY: 14 May 1947
VERIFIED: 14 May 1947

DATE: 27 April 1947
TIME: 07:00 EST
STAGE OF TIDE: 0.7 ft. above M.L.W.

COMPILATION:
W. H. W.

DATE: 14 May 1947

DETAIL POINTS:
S. Shearouse
DATE: May-July 1947

VERIFIED:
J. A. Giles
DATE: July 1947

COMPARISON WITH PREVIOUS SURVEYS; TOPO, HYDRO, AND CHARTS:
Planimetric sheet T-5535: (1) Florida East Coast Railroad (abandoned) is now U.S. Hwy. No. 1. (2) The old overseas highway (Fla. Hwy. No. 4A) is now a secondary road. (3) Numerous minor cultural changes are noted. (4) Shoreline agreement is very good. The only discrepancy worthy of mention being in lines delineating the mangrove.
Planimetric sheet T-5539: Agreement is excellent. The Florida East Coast R. R. (abandoned) is now U.S. Hwy 1, and the old overseas highway is now a 3rd class road. All the changes, worthy of note.
Nautical charts 1249 and 3261: Visual comparison only due to the large scale differences, shoreline appears to be in very good agreement.

REMARKS:

FORWARDED TO: DATE:

M-2305-12
DATA RECORD

T-8808

Quadrangle (II): Rock Harbor, Florida  Project No. (II): Ph-10(46)


Completed survey received in office: 2-2-48

Reported to Nautical Chart Section:

Reviewed: 3-26-48 Partially Applied to chart No. 1249 Date: 10-17-47

Redrafting Completed:

Registered: 5-24-48 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): Mac, 1934

Lat.: 25° 04' 22.774(700.7m) Long.: 80° 27' 38.828(1088.2m) Adjusted

State Plane Coordinates (VI): Florida Coordinate System, East Zone

X = 678,476.75  Y = 269,129.99

Military Grid Zone (VI)
### PHOTOS (III)

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<tr>
<th>Number</th>
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<tr>
<td>16310</td>
<td>27 April, 1946</td>
<td>08h1 EST</td>
<td>1:20,000</td>
<td>0.17 above MLW</td>
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<tr>
<td>16311</td>
<td>&quot;</td>
<td>08h2 &quot;</td>
<td>&quot;</td>
<td>0.7 &quot;</td>
</tr>
<tr>
<td>16312</td>
<td>&quot;</td>
<td>08h4 &quot;</td>
<td>&quot;</td>
<td>0.6 &quot;</td>
</tr>
<tr>
<td>16331</td>
<td>&quot;</td>
<td>09h21 &quot;</td>
<td>&quot;</td>
<td>inside photograph,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>tide negligible.</td>
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Tide from (III): Mayport, Florida

Mean Range: Outside - 2.2 ft.  Spring Range:  
Inside - Negligible

Field Inspection by: J. D. Weiler  Date: March-May 1947  
E. E. Taylor

Equipment: 9 lens, 8x focal length
Cameras: (kind or U.S. Coast and Geodetic Svy.
source)

Field Edit by: J. D. Weiler  Date: Dec. 1947

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

Projection and Grids ruled by (III) T. L. J. (W.O.)  Date: 11 Dec. 1946
"    "   "    " checked by: T. L. J. (W.O.)  Date: 11 Dec. 1946

Control plotted by: R. J. Pate  Date: 11 Feb. 1947

Control checked by: R. Dossett & M.M. Slavney  Date: 10 Mar. 1947

Radial Plot by: M. M. Slavney  Date: 14 May 1947

Detailed by: W. H. Shearouse  Date: May-July 1947

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

Map Manuscript  
Elevations on (III) draft checked by: J. A. Giles  Date: July 1947
STATISTICS (III)

Land Area (Sq. Statute Miles): 7.4

Shoreline (More than 200 meters to opposite shore): 41.2 Stat. Miles

Shoreline (Less than 200 meters to opposite shore): 4.8 " "

Number of Recoverable Topographic Stations established: 27

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 11.5

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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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $\phi$-COORDINATE</th>
<th>LONGITUDE OR $\lambda$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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<tr>
<td>Julia Island</td>
<td>G.F. Access No. 323R</td>
<td>25° 07' 15&quot;230</td>
<td>80 23 07.658</td>
<td>468.6 (1377.4)</td>
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<td>364</td>
<td>25 07 02.102</td>
<td>80 25 22.376</td>
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<td>323</td>
<td>25 06 34.118</td>
<td>80 25 33.069</td>
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<td></td>
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<td>926.5 (754.6)</td>
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<td>Sever 2, 1934</td>
<td>363</td>
<td>25 06 31.679</td>
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<td>25 06 15.149</td>
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<td>80 28 37.924</td>
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<td>Cleve, U.S.E.D.</td>
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<td>25 04 41.918</td>
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<td>25 04 44.646</td>
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<td>Pt. Charles 2</td>
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<td>25 04 32.979</td>
<td>80 26 36.038</td>
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<td></td>
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<td>Mac, 1934</td>
<td>379</td>
<td>25 04 22.774</td>
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1 FT = 0.3048006 METER Plotted: R.J. Fate Feb. 10, 1947
COMPUTED BY: R. J. FATE Jan 22, 1947
checked R. Dossett Feb 24, 1947
DEPARTMENT OF THE INTERIOR
REMEMBER YOUR DATE Jan 31, 1947
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<td>25° 21'</td>
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<td>Beacon 39 *1934</td>
<td>G.P. Access 369</td>
<td>N.A. 1927</td>
<td>25º 00' 35º 438</td>
<td>80 27 28.160</td>
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<td>Elba, 1852</td>
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<td>25 07 29.761</td>
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<td>25º 04' 20º 95</td>
<td>640.645.45</td>
<td>649.4 (9354.6)</td>
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* Asterisk indicated station is either lost or destroyed and does not appear on map manuscript.
FIELD INSPECTION REPORT

TO ACCOMPANY

QUADRANGLE T-8808

"ROCK HARBOR"

PROJECT WH-10(46)

15 May 1947

1. DESCRIPTION OF THE AREA

This standard, 7.5-minute quadrangle (N2500-W8022.5/7.5) lies in the northern part of Monroe County, Florida, near the south end of Key Largo. There are about 6 square statute miles of land area within the quadrangle, made up of a part of Key Largo and Julia Island, Rodriguez Key and several smaller islands offshore from Key Largo.

The only developed area is on Key Largo; U.S. Hwy. 1 runs the full extent of the Key within the quadrangle, with several restaurants, filling stations, taverns, and camps along the highway. There are numerous lime groves on Key Largo, but no other cultivation.

Rock Harbor, a small, unincorporated community, is the only population center in the quadrangle. However, the development of this section of Key Largo is progressing rapidly, and a relatively dense settlement of the area along the highway may from all indications be expected.

The shoreline, in general, is mangrove-covered marl or mangrove growing in the water. The fast land along the shoreline is mainly coral with occasional short stretches of sand beach.

2. COMPLETENESS OF FIELD INSPECTION

Field inspection was done as a part of the planetable contouring and is believed to be adequate. New buildings and cleared areas have been added to the photographs. There are numerous lime groves in the quadrangle that are grown up and appear almost as brush on the photographs; they are not abandoned, however.

3. INTERPRETATION OF PHOTOGRAPHS

The light phase of the photographs with darker spots, directly offshore, is due entirely to the variation in depth of water and composition of the ocean floor.

For the land area refer to Quadrangles 8804 and 8806 for discussion of similar features.
4. HORIZONTAL CONTROL

A search was made for all known horizontal control, consisting of U.S.C.& G.S. triangulation only, and all land stations recovered were identified on the photographs except BASIN, 1934, which could not be identified readily. It is believed that sufficient control has been recovered and identified to meet the radial plot requirements.

A number of U.S.E.D. stations along the Intracoastal Waterway were recovered but were not used as control since the order of accuracy was not known and sufficient U.S.C.& G.S. control was available. See Item 19.

5. VERTICAL CONTROL:

All known vertical control was searched for and all recovered bench marks were identified on the photographs.

Fly level elevations to control contouring 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 "RH".

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 fast land.

Contouring was done by planetable methods, with cross-sections run across the key at intervals and contours sketched with the aid of a stereoscope.

Contouring was done during May 1947 by John D. Weiler, Photogrammetrist.

7. MEAN HIGH-WATER LINE

The apparent shoreline was delineated on the mangrove, and actual MHWL along the fast shoreline. Tick marks on the photographs show the points of change from actual to apparent shoreline.

In general a small boat was used and run as close inshore as possible to delineate the shoreline details.

Shoreline inspection notes for this quadrangle are on photographs 16310, 16311, 16312, 16331 and 16332.

8. LOW-WATER LINE

The small amount of fluctuation in the tide and the very gradual
slope of the bottom made it practically impossible to delineate
the low-water line. Therefore the inspection of the MLWL is
spotty due to not being in the area at low tide. In most cases
the LWL, as well as the MLWL, is within the mangrove. Where
possible the MLWL has been noted with the approximate low-water
line symbol.

9. WHARVES AND SHORELINE STRUCTURES

All piers and buildings along the shoreline have been noted on
the photographs. They are: the Mandalay Fishing Camp pier at
Rock Harbor, three small fishing-camp piers in Sunset Cove, and
one on the point to the Northeast in Buttonwood Sound.

10. DETAILS OFFSHORE FROM HIGH-WATER LINE

The only offshore details are the spoil banks along the Intra-
coastal Waterway channel; it is believed that they may be compiled
adequately from the photographs and shoreline inspection notes.

No details requiring investigation by a hydrographic party were
observed in this field inspection.

11. LANDMARKS AND AIDS TO NAVIGATION

All fixed aids to navigation within the limits of the quadrangle
were located. Refer to the project report for lists and methods
of location. Project report filed in Div. of Photogrammetry-General
Files.

Two landmarks are recommended on the project report (form 567).

12. HYDROGRAPHIC CONTROL

No hydrographic signals were required for this project.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields nor aeronautical aids within the
quadangle limits.

14. ROAD CLASSIFICATION

All roads were classified according to instructions dated
30 June 1945.
Rands reclassified by Field Editor according to Photogrammetry
Instructions # 10.

15. BRIDGES

There are no bridges within this quadrangle.

16. BUILDINGS AND STRUCTURES:

All buildings to be shown have been circled in red, those to be
omitted have been deleted with green ink on the photographs.

17. BOUNDARY MONUMENTS AND LINES

This quadrangle lies entirely within Precinct No. 7, Monroe
County.
County, Florida, and has no incorporated towns. The only boundary line is that of the Everglades National Park; refer to the Special Report on Boundaries, Project Ph-10(46), for the description of this line. See Field Ed. report filed in Div. of Photogrammetry-General Files.

18. GEOGRAPHIC NAMES

Subject of a Special Report for the project, submitted by Lowell I. Bass, Engineering Aid.

19. TOPOGRAPHIC STATIONS

Permanent, recoverable topographic stations were established so that, with the existing triangulation, control points are available at approximately one-mile intervals along the shoreline.

A number of U.S.E.D. control stations along the Intracoastal Waterway were recovered and used as topographic stations, with descriptions written on form 524. One of these stations, PON (U.S.E.D.), was recovered but not identified; its position was taken from the list 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.

See Field Ed. report filed in Div. of Photogrammetry-General Files

20. SYMBOLS

Refer to the reverse pf photograph 16313, Quadrangle 8807, for symbols used in field inspection.

21. PUBLIC LAND LINES

One marker at the center of a section and one meander corner just south of the quadrangle limits were recovered. Several pipes were found but it was not possible to determine their designations or whether they are definitely section-line markers; notes have been made on the photographs indicating where these pipes were found.

After completion of the field inspection Right-of-Way plans of State Route 5 (U.S.Hwy. 1) were obtained. These plans show ties to section lines and in some cases show the location of corners. It is believed that from these plans land lines may be compiled with a degree of accuracy at least sufficient to serve as a guide for further investigation and search by the field edit party. From these data it may also be possible to determine the significance of the pipes previously mentioned. See Field Ed. report.
SUBMITTED BY:

E. H. Taylor
Engineering Aid
(Shoreline Inspection and Control Recovery)

John D. Weiler
Photogrammetrist
(Topography and Interior Inspection)

SUPERVISED:

Lewis V. Evans, III
Lisut. (jg)

APPROVED AND FORWARDED:

Ross A. Gilmore
Chief of Party
26 and 27 CONTROL AND RADIAL PLOT:

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

28 DEELINEATION:

Nine lens photographs 16310, 16311, 16312 and 16331 were used for delineation. These photographs were of good scale, readily interpreted and provided full coverage of the area.

The field inspection was well done; very few discrepancies being noted on the overlay for the field editor.

No unusual difficulties were encountered in delineating the manuscript.

29 SUPPLEMENTAL DATA:

None was used.

30. MEAN HIGH WATER LINE:

The field inspection notes were followed in delineating the mean high water line.

Reference is hereby made to item number 7 of the Field Inspection Report where this subject is discussed.

31 LOW WATER AND SHOAL LINES:

Field inspection notes were followed, see item 8 of the Field Inspection Report.

32 DETAILS OFFSHORE FROM HIGH WATER LINE:

Item 10 of the Field Inspection Report covers this subject.

33 WHARVES AND SHORELINE STRUCTURES:

Wharves and shoreline structures were delineated on the manuscript in accordance with noted submitted by the field inspector.

34 LANDMARKS AND AIDS TO NAVIGATION:

See item 11 of the Field Inspection Report. Also refer to the Project report for lists and methods of location of the aids. Filed in Div. of Photogrammetry General Files.
The two existing landmarks now shown on nautical chart No. 1249 have been located by radial line intersections and their positions scaled and recorded on Forms 524 and 567. Attention is called to the fact that the charted name WINDMILL has been changed to STEEL TOWER by the field inspector. He states the windmill no longer exists.

Name changed to TOWER - See chart letter #591, 1947

35 HYDROGRAPHIC CONTROL:

None required. See item 39 of the Project Instructions to the field party.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

None within the limits of the quadrangle.

38 SECTION CORNERS:

See special report by William A. Rasure, Photogrammetric Engineer, dated 9 July 1947, on this project. This report was submitted to the Washington Office with quadrangle T-8803 9 July 1947. Filed in Div. of Photogrammetry, General Files. See Review Report.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES AND OTHER MAPS:

Comparison was made with Coast and Geodetic Survey planimetric maps numbers T-5538 and T-5539 with results as follows:

Shoreline: Agreement very good. Minor changes in limits of mangrove.

Cultural features: (1) Florida East Coast Railroad (abandoned) is now U. S. Hwy. No. 1

(2) The old overseas highway (Fla. St. Hwy. 4A) is now a secondary road and is "4A" classed as road "a" in the northern part of the quadrangle and road "I" in the southern part.

(3) Buildings have been added.

(4) Citrus groves (orchards) have been planted and some abandoned.

Aids to Navigation: Most of these are in new locations. No topographic quadrangle was available for comparison.
Comparison was made with nautical chart No. 1249. Due to the large scale difference only a visual comparison was made. The shoreline appears to be in very good agreement.

Respectfully submitted

William H. Shearouse
Cartographer
(Photogrammetric)

Approved and forwarded,

George E. Morris, Jr.
Chief of Party.
FIELD EDIT REPORT
QUADRANGLE T-8308
"ROCK HARBOR"
PROJECT Ph-10 (46)

The Field Edit of this quadrangle was completed during December 1947 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript all roads were traversed by truck for checking interior features. Shoreline was checked with a small launch, keeping as close to the shore as possible. All aids to navigation were verified visually. Data added to the map manuscript were either plotted from topographic features, cut in by planetable methods, or positions determined by sextant angles.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was in general, adequate and correct except for a few details overlooked by the field inspector and the compiler. A few cultural changes have taken place since the original field inspections.

During the field edit the positions of day beacons along Baker Cut were determined by sextant fixes; but upon instructions from the compilation office, cut in on a double weight print of the map manuscript by planetable. Both results are shown on the planetable sheet. In most instances positions coincided. When the sextant fix and planetable cuts do not coincide, probably due to distortion of the paper, both results are shown for an aid in checking against the previously submitted theodolite cuts.

The Everglades National Park has been officially dedicated. The boundary is unsurveyed and the legal description was the only guide in its construction. The boundary line appears to be correct as shown.

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

The spoil bank data on the northwest side of Baker Cut were inspected and the correct nomenclature has been shown on the field edit sheet.

The pile shown on Chart 1249, just southwest of Molasses Reef Lt. (questioned on discrepancy overlay) was submitted as destroyed on the original field inspection and listed on Form 567. This has been verified during the field edit.

Mosquito Bank Bn. 35, 1935 was changed to a light, and the position moved in 1929, as indicated by the 1935 recovery notes. The Review Section evidently did not refer to the 1935 recovery date.
48. VERTICAL ACCURACY TEST

No vertical accuracy tests were specified for Project Ph-10 (48). The contours appear visually to have good conformation.

49. PUBLIC LAND LINES

See Field Edit Report for quadrangle T-8304 relative to this item. Filed in Project Photogrammetry General File. Also See Review Report.

It was very difficult to find anyone other than strictly local people to pass judgement on the completeness of the map manuscript; however, it was reviewed by Mr. W. Turner, owner of the Key Largo Grill and a resident for many years, as well as several commercial fishermen at the Mandalay Fishing Camp. They could find no errors.

[Signature]

John D. Weiler
Photogrammetrist

Supervised:

[Signature]

William A. Rasue
William A. Rasue
Photogrammetric Engineer

Approved and Forwarded

[Signature]

Ross A. Gilmore
Chief of Party
To be added to Form 567, nonfloating Aids, Project Report, Project Ph-10(46), on file in Washington Office:

Quadrangle T-8808

<table>
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<th>Location</th>
<th>Bearing</th>
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<th>Lat</th>
<th>Long</th>
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</table>

Above information reported to Nautical Charts 5 Feb 1948

Chart Letter 591, 1947
Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. **Control**.--Seven tidal bench marks were recovered. Their elevations to the nearest foot were added to the map manuscript.

31. **Low Water and Shoal Lines**.--One isolated shoal area that was noted by the field editor is shown on the map manuscript. All other shoal lines were removed because they did not indicate an abrupt change in depth and they apparently did not follow a depth curve.

The outlines of the spoil banks along the Intracoastal Waterway and in Rock Harbor were changed from a dashed line to a dotted mean low water line where they are below the plane of mean high water.

34. **Landmarks and Aids to Navigation**.--Forms 567 have been filed in the Nautical Charts Section for 22 aids to navigation, 1 lost aid to navigation and 2 landmarks. They are filed under Chart Letter Number 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 Grouper Creek Light 5½ was corrected on the Forms 567 and 524. The change was reported to the Nautical Chart Section.

The light list name, "Mosquito Bank Light 35", was added to the map manuscript at the triangulation station, "Mosquito Bank Light, 1934."

38. **Section Lines**.--All section lines shown on the map manuscript were added by the reviewer from maps compiled by the Monroe County Surveyor who used an aerial photograph base and all existing property line descriptions and filed plats. The lines were transferred to the map manuscript by measuring their distances from recognizable features on both surveys.

In several instances the section lines follow fence lines and roads that are apparent on the photographs. The one recovered sub-section corner served as a check on the position of the line between Sections 13 and 14.

The azimuths for the section lines were taken from a survey made for the Republic Oil Company. They check with the azimuths of roads and fence lines that coincide with the section lines.
The right of way plans for U.S. Highway No. 1 served as a further check on the positions of the lines.

40. Geographic Names.—All names shown on the map manuscript were added by the reviewer from the approved list submitted by the Geographic Names Section.

41. Comparison with Existing Topographic Surveys.—

<p>| | | |</p>
<table>
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These surveys are superseded in common area and detail by T-8808.

45. Comparison with Nautical Charts.—

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The map manuscript has been partially applied to Chart No. 1249. The only notable differences between the map manuscript and the nautical charts are:

The pier at Rock Harbor is not shown on the charts.

The name for the landmark "Windmill" has been changed to "Tower" on the map manuscript. See Chart Letter 597, 1947


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

Reviewed by:

[Signature]

C. Theurer
3-29-48
APPROVED:

S. V. Griffith
Chief, Review Section
Div. of Photogrammetry

K. T. Adams
Chief, Div. of Photogrammetry

K. F. Staudinger
Chief, Nautical Chart Branch
Division of Charts

C. K. Green
Chief, Div. of Coastal Surveys
<table>
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Names underlined in red are approved. 3/19/48  L.Heck
### 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.