

2809

Diagram No. 1252-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*
Field No. _____ Office No. *2809*

LOCALITY

State *Florida*
General locality *Approaches*
Locality *To Key West*
Harbor.

1906

CHIEF OF PARTY

P. A. Kelker

LIBRARY & ARCHIVES

DATE _____

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Library and Archives.

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,
JUL 9 - 1906
Acc. No.

Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Littmann

Superintendent.

State: *Florida*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2809

LOCALITY:

*Approaches to Key West Harbor
Florida. (West Channel)*

1906

CHIEF OF PARTY:

P. A. Welker, Assist.

2809

POST-OFFICE ADDRESS: Coast and Geodetic Survey Steamer "Bache",
Miller's Wharf, foot of Caroline St., Baltimore, Md.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:



2809

Department of Commerce and Labor

COAST AND GEODETIC SURVEY Str. "Bache",

ANSWERED Baltimore, Maryland,

JUL 10 1906

June 27th, 1906.

Library and Archives.

Mr. O. H. Tittmann,
Superintendent, Coast and Geodetic Survey,
Washington, D. C.

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,
JUL 9 - 1906
Acc. No.

S i r :-

In obedience to Instructions and Memoranda for Descriptive Reports, 1887, I have the honor to submit the following report on Hydrographic Sheet No. 2809:

2. The work consists of an examination with the channel sweep, of the West Channel, Approaches to Key West Harbor, Florida. Lines were run from 10 to 30 metres apart with the sweep set to various depths, from 18 feet to 31 feet, was used.

3. As the work is supplemental to the surveys made in 1904 and 1905, for which descriptive reports have already been submitted, no further report is considered necessary.

Very respectfully,

P. A. Walker

Assistant, C. & G. Survey,
Commanding.

DEPARTMENT OF COMMERCE AND LABOR

SHEET 2809

Key West,

West Channel

The field work on this sheet seems to have been carefully done, in every case when the drag struck, a buoy was dropped and a special development or examination made immediately.

For the ship work the drag was set at 30 or 31 feet when running lines, when making special examinations of shoal spots, when drag struck, it was raised to something less than 30 feet.

As the lines are so very close it would cause confusion and obscure the soundings— ~~therefore a general note~~ to draw colored lines to represent the dragged depths, therefore a general ~~drag~~ note was made, which seems to cover all the ground necessary.

July 27, 1906.

Signed by
F. C. Donn

Copied from the original
October 21, 1952

Sheet 2809 Key West West Channel

The field work on this sheet seems to have been carefully done, in every case when the drag struck a buoy was dropped and a special development ~~and~~ ^{or} examination made immediately.

For the ship work the drag was set at 30 + 31 feet when running lines, when making special examinations of shoal spots, when drag struck, it was raised to something less than 30 ft.

As the lines are so very close, it would cause confusion and obscure the soundings - ~~therefore a general note to draw colored lines to represent the dragged depths.~~ Therefore a general drag note was made, which seems to cover all the ground necessary.

July 27 1906

J. B. Dorn