

8305

Diag. Cht. No. 1251-2.

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey ... HYDROGRAPHIC

Field No. Hy-1156

Office No. H-8305

LOCALITY

State ... FLORIDA

General Locality ... KEY WEST

Locality ... SEAPLANE OPERATING AREA

1956

CHIEF OF PARTY

J. C. PARTINGTON & W. J. CHOVAN

LIBRARY & ARCHIVES

DATE ... 10-31-60

8305

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER NO. H-8305

Field No. Hy-1156

State FLORIDA

General locality KEY WEST

Locality SEAPLANE OPERATING AREA

Scale 1:10,000 Date of survey 12 May to 26 June 1956

Instructions dated 29 Dec. 1955

Vessel HYDROGRAPHER

Chief of party J.C. PARTINGTON & W.J. CHOYAN

Surveyed by E.K. McCAFFREY, A.M. COOK & L.W. HEILMANN

Soundings taken by ~~XXXXXXXX~~ graphic recorder, ~~XXXXXXXX~~ Pole

Fathograms scaled by L.C. Smith, A.M. Cook & J.J. Curley

Fathograms checked by E.K. McCaffrey, D. Moscopolus & Norfolk Office

Protracted by R.D. Lynn (Norfolk Processing Office)

Soundings penciled by R.D. Lynn " " "

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS:

DESCRIPTIVE REPORT

To Accompany

Hydrographic Survey H- 8305 (HY-1156)

12 May to 26 June 1956

Ship HYDROGRAPHER

Scale 1:10,000

Walter J. Chovan
Chief of Party

A. PROJECT:

This survey was accomplished under paragraphs 8 and 9 of Supplemental Instructions 222 MEK - S-2-HY for project 13280, dated 29 December 1955. The original instructions for this project are dated 20 March 1952; 22/MEK, S-2-HY.

B. SURVEY LIMITS AND DATES:

This is a survey of the U. S. Naval Seaplane Operating Area at Key West, Florida. The limits of this area are indicated on Chart 584. It is bounded approximately as follows: on the north by latitude $24^{\circ} 36'$ N, on the east by Dredgers Key, on the south by Key West Island, and on the west by Fleming Key. Field work was begun on 12 May and completed 26 June 1956. This area was dredged in 1943. There are no contemporary surveys of the area.

C. VESSELS AND EQUIPMENT:

This survey was accomplished using ships launches CS-114 and CS-117. The launches operated from the ship while it was berthed at the U. S. Naval Station, Key West, Florida.

Both launches used 808 type depth recorders. Both have keel mounted transducers in faired housings. Launch CS-114 used depth recorder number 105 S; launch CS-117 used 153 SPX.

Several shoal soundings were taken from each launch using a sounding pole. Bottom samples were taken using a sounding lead with snapper attachment.

D. TIDE AND CURRENT STATIONS:

No tide or current stations were occupied within the limits of hydrography of this survey.

*A tide station within the limits of the smooth sheet falls in lat. $24^{\circ} 32.2'$, long. $81^{\circ} 48.5'$
(portable gage)*

A portable tide gage was installed at the Naval Station, Key West, Florida and maintained by ships personnel. Time and height corrections to this gage were furnished by the Washington Office 16 March 1956, letter 36-122-982h. For additional information see attached Tidal Note.

E. SMOOTH SHEET:

To be plotted at Office.

F. CONTROL STATIONS:

Control stations used on this survey were triangulation stations, supplemented by planetable located topographic stations.

Triangulation stations used were located by:
^{HY-A-56 (1956)}

<u>Chief of Party</u>	<u>Year</u>
J. C. Partington & Walter J. Chovan	1956
W. H. Bainbridge	1934
W. B. F.	1917

Topographic signals used are located on sheet HY-A-56. One hydrographic station was located by sextant cuts. Angles are recorded in sounding record 1 (one) of this survey. (BB) "105" ^{(1956) graphic control sheet} pos. 1a. (reel)

G. SHORELINE AND TOPOGRAPHY:

Shoreline and topographic details were transferred to the boat sheet from a film positive of survey T-5546 (1938) revised from 1955 photographs. No additional field revisions were made by this survey.

*See attached letter dtd 12 Sep 1960,
subject: Shoreline for HY-1156 (Key West
Naval Seaplane Operating Area)*

H. SOUNDINGS:

Soundings were obtained with 808 type depth recorders numbers 105 S and 153 SPX. Several shoal soundings were taken using a sounding pole.

All soundings taken by the 808 type depth recorders were on "A" scale. All corrections applied to these soundings are derived from bar checks.

I. CONTROL OF HYDROGRAPHY:

All hydrography on this survey was controlled by the standard 3-point fix method. No unusual position jumps were noted when changing fixes.

✓ J. ADEQUACY OF SURVEY:

This survey is considered complete and adequate to supersede prior surveys of this area. *See Review Report.*

Several lines were run in the northwest corner of this survey at the request of the Public Works Officer, Boca Chica Naval Air Station. These lines were run primarily to verify the existence and direction of the channel in that area. ✓

Actual tides were used to reduce boat sheet soundings, with the exception of "a" day 24 May which used predicted tides. As a result the boat sheet soundings for this day are one foot too deep. The correct reducers and soundings appear in the sounding volumes. ✓

✓ K. CROSSLINES:

Approximately 10% of the total mileage of this survey consists of crosslines. Satisfactory boat sheet crossings were obtained. ✓

✓ L. COMPARISON WITH PRIOR SURVEYS: *See Review Report*

This area was dredged in 1943 and an after dredging survey (88 37963) made. A print of this survey was obtained from the Navy. In general, the depths are unchanged. Some shoaling has occurred at the corner of the north-south, east-west runway. Latitude 24° 35.30, Longitude 81° 47.17. Several shoaler spots were found, these are discussed in section M^N following. A copy of the after dredging survey accompanies this survey.

✓ M. COMPARISON WITH CHART: *See Review.*

The seaplane operating area is shown on Chart 584, 1:30,000 print date May 3, 1954. A comparison was made with a copy of this chart corrected to May 19, 1956. ✓

✓ N. DANGERS AND SHOALS:

The below listed soundings are recommended for charting.

<u>Latitude</u>	<u>Longitude</u>	<u>Depth</u>	<u>Remarks</u>
✓ 24° 34.84	81° 46.94	6.0	Position 62e. Fathometer and sounding pole. Also verified between positions 76-77b by a 6.4 foot sounding. ✓
✓ 24° 35.17	81° 46.26	8.2	Position 66-67d. This verifies a charted sounding not shown on the after dredging survey. ✓ Depth reduced to 9.0 ft as shown on smooth sheet. Depths of 8 feet were obtained 100 meters NE of the aforementioned position. ✓

- ✓ 24° 35'05⁶ 81° 46'83 7.8 Position 56-57e verified by an 8.4 ✓
 on position 50b 8.0 ft. on smooth sheet. A depth of
 7 ft. occurs approx. 120 meters south.
- ✓ 24° 34'80 81° 47'31 7.6 Position 142-143a. - 7 ft. at this location obtained
 Also an 8.6 between 79-80d. by reexamining graphic
 record during review.
 - reduced to 9 ft. on smooth sheet.

Items from the Preliminary Review of 4 January 1956 were investigated as follows:

✓ Item 1, wreck; Latitude 24° 35'52³, Longitude 81° 47'98⁹. The existence of this wreck was verified from adjacent sounding lines. A position was not obtained at the site as the wreck lies well up on the low water line. The ribs are bare at all stages of the tide, and this wreck would be more properly charted as a stranded wreck.
Not trans. to S. sheet - shows on T-11249 & chart 584
Item is presently charted as a visible wreck and is not delineated upon this survey (H-8305 (1956)).
visible wreck

✓ Item 3, wreck; Latitude 24° 35'92, Longitude 81° 47'86. This wreck was not located. A sextant location of a seadrome marker was made 45 meters west of the wreck position (See page 3 of Volume 1). Following this position, a search was made of the immediate area for the wreck. The water depth varies from 5 to 7 feet, and all bottom features are clear. Naval personnel at the seadrome boat house report that they too have never seen this wreck.
Concur, the wreck was removed from chart 584 prior to Review.

✓ Item 27, seadrome markers. These markers are single piles 3 to 5 feet in height; surmounted by a yellow and black triangular daymark. All display a fixed green light, with the exception of multiple markers at runway ends. These display fixed amber lights. Those markers on the south half of this survey are located on graphic control survey HY-A-56. The remaining markers are located by sextant fix, and locations recorded in the sounding volumes of H-8305 (1956). ✓

✓ O. COAST PILOT INFORMATION:

This survey was made by ships launches operating from the ship HYDROGRAPHER, at a berth in Key West Inner Harbor. No coast pilot revisions are recommended for the area covered by this survey. Coast Pilot information for the Key West area is submitted in another report for this project. ✓

✓ P. AIDS TO NAVIGATION:

No fixed or floating aids to navigation, with the excepting of the previously mentioned seadrome markers, were located within the limits of this survey.

See Section F (Controls). A fixed aid, B Bn "105" was located.

✓ Q. LANDMARKS FOR CHARTS:

Landmarks for charts were submitted 29 July 1956 on form 567. Recommended landmarks within these survey limits are: *Copy not sent*

The condition of the landmarks at the time of verification of the present survey (H-8305, 1956) is shown on the smooth sheet.

1. Dredgers Key, CAA Ommirange Station Cupola, 1956
2. Dredgers Key, Sigsbee Park Tank, (Elevated), 1956
3. Key West, Naval Station Tank, (Elevated), 1956
4. Key West, Aqueduct Commission Tank, (Elevated), 1956
5. Key West, Naval Hospital Cupola, 1950

R. GEOGRAPHIC NAMES:

There are no changes in geographic names to report.

Z. TABULATION OF APPLICABLE DATA:

1. Letters relative to tide gage 4/7/56 and 4/13/56 attached. ✓
2. Description of tide station and levels forwarded 4/7/56.
3. Marigrams, to be forwarded
4. Survey HY-A-56 forwarded 8/20/56. ✓
5. Landmarks for charts forwarded 6/29/56.
6. Velocity corrections attached. ✓

The boat sheet, sounding records, and other applicable data are forwarded with this report.

Edwin K. McCaffrey
Edwin K. McCaffrey
LTJG C&GS

LIST OF SIGNALS

To Accompany Hydrographic Survey H-8305 (HY-1156) 1956

<u>Signal Name</u>	<u>Source</u>
Abe - - - - -	HY-A-56
Cab - - - - -	HY-A-56
Cup - - - - -	Dredgers Key, CAA Omirange Station Cupola, 1956
Ear - - - - -	Key West Harbor, Rear Range Light, 1934
Hot - - - - -	Key West, Aqueduct Commission Tank (Elevated), 1956
Mid - - - - -	Key West, Naval Radio Mast Middle, 1917 -35
Nor - - - - -	Key West, Naval Radio Mast North, 1917 -36
Oat - - - - -	HY-A-56
Red - - - - -	Dredgers Key, Sigsbee Park Tank (Elevated), 1956
Rip - - - - -	HY-A-56
Sa m - - - - -	Volume 1, Page 3
Tow - - - - -	HY-A-56
Val - - - - -	Key West, Naval Hospital Cupola, 1950

STATISTICS to

Accompany Sheet H- 8305 (HY-1156) 1956

<u>Date</u> 1956	<u>Day Letter</u>	<u>Volume</u>	<u>Number of</u> <u>Positions</u>	<u>Stat. Mi. Sdgs.</u>
12 May	a (green) RED	1	101	18.8
24 May	a (blue)	3	147	29.0
26 May	b (blue)	3-4	155	31.4
15 JUNE	c (blue)	4	15	2.4
11 June	b (green) RED	1	23	1.7
12 June	c (green) "	1-2	68	11.7
16 June	d (green) "	2	85	12.6
26 June	e (green) "	<u>2</u>	<u>62</u>	<u>9.6</u>
TOTAL:		4	641 656	114.8 117.2

Area surveyed 2.0 Sq. Stat. Mi.

VELOCITY CORRECTIONS

To Accompany Sheet H- 8305 (HY-1156) 1956

- 12 May - Fathometer 105 S - Launch CS-114
0.0 throughout limit of sounding.
- 24 May - Fathometer 153 SPX - Launch CS-117
/ 0.2 ft. from 4.0 ft. to 7.0 ft.
/ 0.4 ft. from 7.2 ft. to limit of sounding.
- 26 May - Fathometer 153 SPX - Launch CS-117
/ 0.2 ft. from 4.0 ft. to 7.4 ft.
/ 0.4 ft. from 7.6 ft. to limit of sounding.
- 11-12
June - Fathometer 105 S - Launch CS-114
0.0 throughout limit of sounding.
- 16 June- Fathometer 105 S - Launch CS-114
0.0 for all soundings to position 16.
Position 17 to Position 85
-0.4 ft. from 4.0 ft. to 10.0 ft.
-0.6 ft. from 10.2 ft. to 17.4 ft.
-0.8 ft. from 17.6 ft. to limit of sounding.
- 26 June- Fathometer 105 S - Launch CS-114
/ 0.2 ft. from 4.0 ft. to 10.4 ft.
/ 0.4 ft. from 10.6 ft. to 12.8 ft.
/ 0.6 ft. from 13.0 ft. to limit of sounding.

All soundings were taken on "A" scale.

Where the initial varied from 2.0 ft. on the fathograms, a suitable initial correction is entered in the sounding volumes.

APPROVAL

The records and boat sheet for Survey HY-1156^{(H-8305) 1956} are approved as submitted. Prior to my assuming Command on 1 June the survey was directed by Capt. J. C. Partington. All work after that came under my personal supervision. The boat sheet was examined each day and the sounding volumes and fathograms were inspected frequently. The survey is complete and adequate for its purpose as outlined in the instructions.



Walter J. Chevan
CAPT, C&GS
Commanding Officer
Ship HYDROGRAPHER

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8305 (Hy-1156) 1956

GENERAL

This appears to be an excellent survey and no unusual conditions were encountered during the smooth plot. Soundings are in good agreement at crossings. ✓

Crossing disagreement found was resolved by rescanning of graphic record. See Review Report.

SHORELINE

This survey is being submitted without shoreline in accordance with the attached letter dated 12 Sept. 1960, 839:hrm. ✓

MARKERS

Some of the markers were transferred from graphic control survey Hy-A-56, others were plotted according to fixes and references in the sounding volumes. Those not otherwise located were transferred from the boat sheet. ✓

Norfolk, Va.
24 October 1960

Respectfully submitted,

Hugh L. Proffitt

Hugh L. Proffitt
Cartographer

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
WASHINGTON 25, D.C.

IN REPLY, PLEASE ADDRESS THE
DIRECTOR, COAST AND GEODETIC
SURVEY, AND NOT THE SIGNER
OF THIS LETTER, AND REFER TO

NO. 839:hrm

12 September 1960

To: Norfolk District Officer
Coast and Geodetic Survey
102 West Olney Road
Norfolk 10, Virginia

Subject: Shoreline for HY-1156 (Key West Naval Seaplane
Operating Area)

Inasmuch as no contemporary shoreline survey
is available for survey HY-1156, the smooth sheet may be
submitted without the high-water line.

A film copy of graphic control sheet HY-A-56
together with the Descriptive Report is being forwarded
for location of signals and dolphins.

Max G. Ricketts
Max G. Ricketts, Chief
Nautical Chart Branch
Chart Division



AMC VERIFICATION NOTES
SURVEY H-8305

GENERAL

This appears to be an excellent survey. No unusual methods were used except for the application of fathometer time corrections to the 800 soundings between positions 42 and 47d (red).

SHORELINE

Shoreline was not applied to this survey. See enclosed letter dated 12 September 1960, 839:hrm.

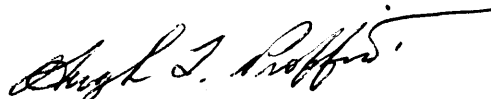
JUNCTIONS

Junctional soundings with contemporary surveys, if there are any, were not furnished.

HY-6-1-66 junctions south of FLEMING ISLAND. This is an unverified and unregistered survey. No attempt at a junction was made.

TIDES

Verification was completed prior to tide approval in compliance with oral instructions from Hydrographic Survey Branch.



Hugh L. Proffitt
Chief, Verification Br., AMC

Norfolk, Va.
Nov. 11, 1971

TIDE NOTE to accompany
Hydrographic Survey H-8305 (HY-1156) (1956)

Tide Station: Key West, Florida
Latitude: 24° 33.2' N
Longitude: 81° 48.5' W
Plane of Reference: MLW - 3.1 ft. on staff
(Directors letter - 36-159-982H of 13 April 1956)
Area covered: Limits of hydrography
Time Correction: / (plus) one hour
Height Correction: none

The station was established 5 April 1956. Heights from the gage were used to reduce all soundings taken during this survey.

SHIP HYDROGRAPHER
c/o General Delivery
Key West, Florida

//COPY//

7 April 1956

To: The Director
Coast and Geodetic Survey
Washington, D.C.

Subject: Tide Gage-Key West

Reference: Supplemental Instructions for Project 1328 dtd
1/26/56, 3/1/56, and 3/16/56.

The operation of the standard tide gage at Key West was checked with the Public Works Department at the Naval Station. It is and has been operating satisfactorily since the annual inspection by Lt. Tucker in February.

In order to expedite the processing of the field records for the several special surveys in the area it is planned to operate a portable gage at this station also. The MLW on the staff for this portable gage has been determined to be 3.1 feet by levels from existing bench marks. Please verify this value.

Please also advise the height of MLW on the staff of the standard gage.

/s/ J.C. Partington
J.C. Partington
Capt, C&GS
Comdg., Ship HYDROGRAPHER

DEPARTMENT OF COMMERCE
Coast and Geodetic Survey
Washington 25

//COPY//

36-159-982H

13 April 1956

To: Commanding Officer
USCGSS HYDROGRAPHER
c/o General Delivery
Key West, Florida

Subject: Tide Gage, Key West

Reference is made to your letter of 7 April 1956.

The value of mean low water on the staff of the portable tide gage has been verified.

Mean low water on the staff of the standard tide gage corresponds to a reading of 5.9 feet.

/s/ Robert W. Knox

Acting Director

GEOGRAPHIC NAMES
Survey No. H-8305

Name on Survey	<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On Chart No. 584</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On previous survey No.</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On U. S. quadrangle Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">From local information</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On local Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">P. O. Guide or Map</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Rand McNally Atlas</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">U. S. Light List</div> </div>								KEY WEST	
	A	B	C	D	E	F	G	H		
Fleming Key	✓									1
Sigsbee Park	✓									2
Key West	✓								✓	3
Garrison Bight Channel	✓									4
										5
										6
										7
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George M. Baa
Geographic Names
Section 11/8/60

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-8305 (HY-1156)

Records accompanying survey: Smooth sheets;
 boat sheets ..!...; sounding vols. .4...; wire drag vols.;
 Descriptive Reports ..!...; graphic recorder envelopes .8...;
 special reports, etc. !Navy drawing. J. !copy HY-A-56.....

The following statistics will be submitted with the cartog-
 rapher's report on the sheet:

Number of positions on sheet	656.	
Number of positions checked	107.	2
Number of positions revised	0.	0
Number of positions revised (refers to depth only)	10.	12
Number of soundings/erroneously spaced	—	0
Number of signals erroneously plotted or transferred	—	0
Topographic details	Time —	8
Junctions	Time —	1
Verification of soundings from graphic record	Time ..5...	12
Special adjustments	Time ..—...	16

Verification by Bernie T. Davis.... Total time .46.. Date !V2/71

Reviewed by T.R. Sanocki..... Time .37.. Date 13 Dec 1974

Insp. D.J. Romiszewski 24 hrs. 1-17-75

Passed RUC 12/14/75

H-8305

Information for Future Presurvey Reviews

The bottom in this area appears to be stable; however, the area is subject to severe storms.

<u>Position</u>	<u>Index</u>	<u>Bottom Change</u>	<u>Use</u>	<u>Resurvey</u>
<u>Lat.</u>	<u>Long.</u>	<u>Index</u>	<u>Index</u>	<u>Cycle</u>
243	0815	3	2	25 years

OFFICE OF MARINE SURVEYS AND MAPS

MARINE CHART DIVISION

HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-8305

FIELD NO. HY-1156

Florida, Key West, Seaplane Operating Area

SURVEYED: May 12 to June 26, 1956

SCALE: 1:10,000

PROJECT NO.: 13280

SOUNDINGS: 808 Depth Recorder and
Pole Soundings

CONTROL: Sextant Fixes
on Shore
Signals

Chief of Party	W. J. Chovan
.....	J. C. Partington
Surveyed by	A. M. Cook
.....	L. W. Heilmann
.....	E. K. McCaffrey
Protracted by	R. D. Lynn
Soundings Plotted by	R. D. Lynn
Verified and Inked by	B. T. Davis
Reviewed by	R. D. Sanocki
.....	Date: December 13, 1974
Inspected by	D. J. Romesburg

1. Description of the Area

This survey covers an area north of Key West, Florida, between Fleming Key and Sigsbee Park on the west and east, respectively, and extends northward to latitude 24°36'.

Most of this survey covers a relatively flat dredged bottom with depths of 6-12 feet. Outside of the dredged area, general depths are 2-7 feet, except for Garrison Bight Channel northwest of Fleming Key where depths to 20 feet were obtained.

The predominant bottom characteristics are mud, sand, coral.

2. Control and Shoreline

The control is adequately described in Section F of the Descriptive Report.

In accordance with a letter of instruction from the Chief, Marine Chart Division, dated September 12, 1960, no shoreline is shown on this survey. This letter is included with the Descriptive Report.

3. Hydrography

A. Depths at crossings are in adequate agreement.

B. The usual depth curves were adequately delineated. Survey operations did not extend inshore to define the low water line. Additional dashed and brown curves were added to emphasize important bottom features.

C. The development of the bottom configuration and investigation for least depths are considered adequate.

4. Condition of the Survey

The survey records, Descriptive Report, and verification are adequate and conform to the requirements of the Hydrographic Manual with the following exceptions:

A. Several unsatisfactory sounding line crossings were resolved by rescanning the graphic records.

B. Survey signals described as landmarks for charts in the Descriptive Report were not identified as such on the smooth sheet.

C. Fathometer 153 employed by Launch 117 apparently had some difficulty with paper alignment or stylus arm length, as the fix marks did not coincide with the arcs on the graph. However, no corrections to the sounding data are necessary; crossings and adjoining hydrography with Launch 114 appear adequate.

5. Junctions

There are no contemporary surveys which junction with the present survey. However, survey depths in these junctional areas are in harmony with charted depths.

6. Comparison with Prior Surveys

H-5908 (1935), 1:10,000
H-5934a (1934-36), 1:10,000
H-5935 (1934-35), 1:10,000

These surveys, taken together, cover the area of the present survey. A comparison of the above prior surveys with the present survey reveals changes in the bottom configuration over most of the common area as a result of U.S. Navy dredging operations in 1943. Depth agreement between present and prior surveys is very good, within one-half foot, in areas unaffected by the dredging operations.

The present survey is adequate to supersede the prior surveys within the common area.

7. Comparison with Chart 576 (11447), 17th Ed., May 4, 1974, and Chart 584 (11441), 25th Ed., July 13, 1974

A. Hydrography

The charted hydrography originates with the previously discussed prior surveys which require no further consideration, supplemented by applications from the boat sheet of the present survey (BP-53912 and BP-54187), the verified smooth sheet, and a U.S. Naval Seaplane Landing and Takeoff Area survey (BP-37963) of 1943.

Attention is directed to the following:

(1) The visible wreck charted in latitude $24^{\circ}35.53'$, longitude $81^{\circ}47.99'$, originates with Chart Letter 19, 1948, and was confirmed by the hydrographer. A position was not obtained on H-8305 (1956); however, the wreck should remain as charted.

(2) Charted markers in the survey area depict the perimeter of a former seaplane operating area. The marker locations were determined by the present survey, H-8305 (1956), and Topographic Survey HY-A-56 (1956). The condition of the markers has been modified by charted information subsequent to the present survey and should remain as charted.

Except as noted above, the present survey is adequate to supersede the charted information within the common area.

B. Aids to Navigation

The aids presently charted adequately mark the features intended.

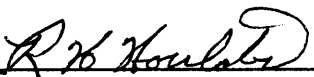
8. Compliance with Instructions

The present survey adequately complies with the Project Instructions.

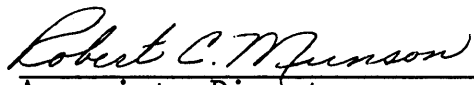
9. Additional Field Work

This is considered to be a very good basic survey, and no additional field work is recommended.

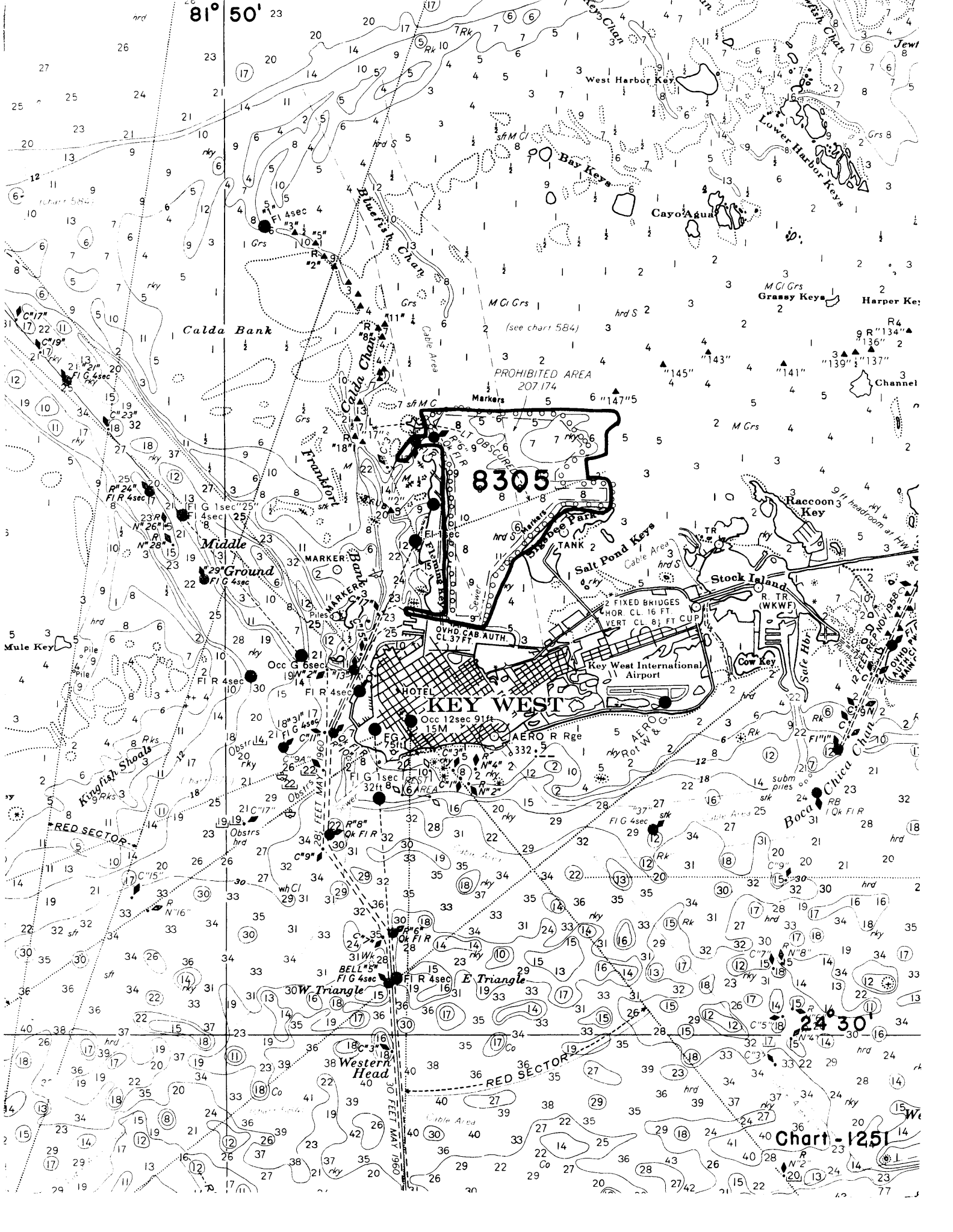
Examined and Approved:



Chief
Marine Chart Division



Associate Director
Office of Marine Surveys
and Maps



81° 50'

8305

KEY WEST

Chart - 1251

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8305

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1/5/61	854	E. E. Thomas	<i>Partially Applied.</i> Before After Verification and Review
2/2/61	1251	J. H. Eaton	<i>PARTIALLY APPLIED THRU CHT 854</i> Before After Verification and Review
9-5-61	584	G. R. Johnson	Before After Verification and Review <i>Part. Applied.</i> <i>Added 2 ft. Sdg.</i>
			<i>Moved several markers located on HY-A-56</i>
11-4-61	576	G. R. Johnson	Before After Verification and Review <i>Partly Applied</i>
			<i>Revised location of Markers. Added Sdgs & Curves</i>
4/7/62	1351	<i>A. Evans</i>	Before After Verification and Review <i>partial app'n</i>
1-6-65	584	H. Ladden	Before After Verification and Review <i>part. Applied</i>
			<i>added two sdgs (4 & 8) revised 6' & 12' Curves</i>
12/20/76	576	F. B. Pomeroy	<i>Fully</i> Before After Verification and Review <i>& inspection</i>
4-7-78	584 (11441)	J. Briggs	<i>Fully</i> Before After Verification and Review <i>& Inspection</i> <i>Applied only the areas outside of 576 (11447)</i>
5-12-78	584 (11441)	D. N. Galvin	Applied Before After Verification and Review <i>inspection</i> <i>Applied areas inside of 576 through that chart (576)</i>
			Before After Verification and Review
1-9-79	854 (11445)	Stephen J. Verry	<i>FULLY APPLIED AFTER INSPECTION</i>
1-12-79	⁽¹²⁵¹⁾ 11442	Stephen J. Verry	<i>FULLY APPLIED THROUGH 11445 (854A)</i> <i>AFTER INSPECTION - DRAWING No 44 (7-13-78)</i>
4-6-83	⁽¹³⁵¹⁾ 11434	Joe Turner	<i>N/C - FALLS IN AREA OF NO HYDRO</i>

M-2168-1

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.