

5136

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. 5136
~~Hydrographic~~

State South Carolina

General LOCALITY

From Broad River southward

Locality

Lemon Island

1935

CHIEF OF PARTY

S. B. Grenell

Applied to Cht. 571 Nov., 1935 R. Reynolds

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.

REGISTER NO. 5136

5136

State South Carolina

General locality Broad River

Lemon Island

Locality From Broad River southward

Scale 1:20,000 Date of photographs: 10-10-33 survey, 19...

Vessel Aerial Photo Compilation Party #18

Reviewed and recommended for approval:

Chief of party Lieut. (j.g.) S. B. Grenell *S.B. Grenell*

Photographs plotted by:

~~Surveyed by~~ F. B. Hickman

Inked by G. F. Lenoir, Jr.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 10, 1933, 19...

Remarks: Compilation of aerial photos Nos.: 1036 to 1058;

1011 to 1033

--NOTES OF COMPILATION--

One copy of this form must accompany each chart from beginning to completion. The last draftsman, whose name appears on this form, is responsible for it and all personnell will endeavor to keep these forms up to date and correctly posted. This form is very important inasmuch as the final Descriptive Report of the chart compiled is based upon the information contained herein.

SHEET No. 5136

| | | |
|--|---|---|
| | 1036 PHOTO NO. <u>1014</u> | to PHOTO NO. <u>1058</u> <u>1033</u> |
| BY | START | FINISH |
| ROUGH RADIAL PLOT <u>Warren Fitch</u> | <u>7-1-34</u> | <u>7-2-34</u> |
| SCALE FACTOR (<u>.935</u>) <u>Warren Fitch</u> | <u>7-1-34</u> | <u>7-1-34</u> |
| SCALE FACTOR CHECKED <u>S. B. Grenell</u> | <u>7-3-34</u> | <u>7-3-34</u> |
| PROJECTION <u>M. Gruber</u> | <u>7-10-34</u> | <u>7-11-34</u> |
| PROJECTION CHECKED <u>S. B. Grenell</u> | <u>7-11-34</u> | <u>7-11-34</u> |
| CONTROL PLOTTED <u>F. B. Hickman</u> | <u>7-15-34</u> | <u>7-15-34</u> |
| CONTROL CHECKED <u>A. A. Futral</u> | <u>7-16-34</u> | <u>7-16-34</u> |
| TOPOGRAPHY TRANSFERRED <u>S. B. Grenell</u> | <u>G. F. Lenoir (various times)</u> | |
| TOPOGRAPHY CHECKED <u>S. B. Grenell</u> | <u>(various times)</u> | |
| SMOOTH RADIAL LINE PLOT <u>F. B. Hickman</u> | <u>10-10-34</u> | <u>10-10-34</u> |
| RADIAL LINE PLOT CHECKED <u>S. B. Grenell</u> | | |
| DETAIL INKED <u>G. F. Lenoir, Jr.</u> | <u>10-16-34</u> | <u>1-29-35</u> (Inter- mittently) |
| AREA DETAIL INKED <u>117</u> | Square Statute Miles | |
| LENGTH OF SHORE LINE OVER 200m. <u>52.8</u> | Statute Miles | |
| LENGTH OF SHORE LINE UNDER 200m. <u>84.8</u> | Statute Miles | |
| GENERAL LOCATION <u>South Carolina</u> | | |
| LOCATION <u>From Broad River southward</u> | | |
| DATUM STATION <u>Pinckney 1932</u> | LATITUDE <u>32°-20'-50.104" (1543.4m)</u> | |
| DATUM <u>N. A. 1927</u> | LONGITUDE <u>80°-53'-28.584" (747.4m)</u> <i>(adjusted)</i> | |

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INSPECTION REPORT
COMPIATION No. 5136
Scale 1:20,000

In reviewing this sheet in the Washington office, reference should be made to the General Report for 5-lens Sheets which was forwarded with sheet 5114.

GENERAL INFORMATION:

This compilation extends southward from the Broad River and includes the maze of small rivers and creeks as far south as the headwaters of the Okatee River. The general features of marsh, woodland, roads etc. are of the type common to this section of the coast and are discussed in the General Report of above reference. Vegetation symbols have been carefully used to indicate the character and extent of growth.

CONTROL:

The compilation was controlled entirely from triangulation of first, second and third order accuracy and from traverse of third order accuracy run in by the compilation party. The triangulation was from the following ~~xxxxxx~~ sources:

First order, C. D. Meaney, 1932; second and third order, C. A. Egner, 1933 and C. M. Durgin 1933-34.

RADIAL PLOT DIFFICULTIES:

An attempt was made to run the radial plot on two flights through sheets 5136 and 5137. It was found that the existing control was insufficient for the purpose and the plot was temporarily abandoned. A sub-party of C. M. Durgin put in a break-down scheme from the first order arc and with one station on this scheme (JASPER) as an initial point a closed traverse was run to station PRITCHARD (sheet 5137) in order to furnish additional control. With this new control a second attempt was made to push through a satisfactory plot but again it was found impossible. A second traverse was then run from SWITZERLAND to HEYWARD -2 (near the highway crossing the Savannah River) and a third attempt was made on the plot. (75137)

After considerable rerunning and adjustment a smooth plot was run through sheets 5136 and 5137. This plot caused more trouble than any other plot on the entire project and it is the belief of the writer that there is something wrong with the photographs. The plotting and pricking of all control was checked; all common radial points were checked and some of the photographs remounted and yet a series of alternate straight prints could be held on a group of control stations and the intervening "skew" prints could not be made to hold the same control and the azimuth established by the straight prints.

The amount that these control stations fell off on various prints were seldom more than four or five meters and the effect on the general plot was much less than this but the small discrepancy made it difficult for the writer to be certain that the radial plot was up to standard.

Everything possible has been done in the field to straighten out this section and it is the belief of the writer that the plot is as accurate as it can possibly be made. Stations BOLEN, PINCKNEY, EUHAW, JASPER, FRIPP and SWITZERLAND were the stations which would not hold on all pictures and which roughly surrounded the area in which most of the difficulty was encountered. The photographs giving the most trouble were Nos. 1042 to 1055 and the Office Reviewer is especially requested to inspect the area outlined above.

COMPARISON WITH CONTEMPORARY SURVEYS:

All junctions with adjoining compilations are satisfactory. However, considerable difficulty was encountered in adjusting the shoreline to fit sections rodded in on the aluminum mounted sheets of Lieutenant Rittenburg. Many of the discrepancies were small and were obviously a matter of interpretation of detail and such adjustments were made as necessary.

There were two sections however that gave considerable trouble and in which it was found impossible to alter the compilation sufficiently to agree with the field survey. It is the belief of the writer that the compilation is more correct for these two areas for the following reasons:

1.- The section around the junction of Hazzard Creek and the Chechessee River falls within the triangle formed by stations EUHAW, BOLEN, and FRIPP and for that reason is excellently controlled by these stations on several wing prints giving a rigid fix for that area.

2.- The second and more pronounced discrepancy occurred on the Okatee River in the region around Cherry Point Landing, Lat. 32°-19' to Lat. 32°-20'. One print was found, No. 1017, on which both station PINCKNEY and BARRELL both fell and on which all radial points surrounding these stations held simultaneously. This one print was used as a check on the compilation of the detail in question. The reviewer should note that the shoreline rodded in by Lieutenant Rittenburg's party is controlled from station PINCKNEY only and that the sheet does not extend as far as BARRELL and that a traverse is "hanging in the air" on that end. The compilation was held rigidly between the two stations.

LANDMARKS FOR CHARTS:

A list of landmarks for this area has been submitted on form 567 by Lieut. I. E. Rittenburg, 1934

COAST PILOT NOTES:

Notes have been submitted by Lieut. I. E. Rittenburg, 1934.

NAMES ON OVERLAY SHEET:

All names appearing in the tracing have been taken from current issues of charts and from Geological Survey and U.S. Army maps of the area.

Respectfully submitted,


S. B. Grenell, Chief of Party

REPORT OF COMPILATION:COMPILATION METHOD:

The standard radial line method was used in making the plot. Considerable trouble was encountered in running the plot so it was held up once to run a traverse between triangulation stations Jasper and Pritchard. One flight failed to hold so the plot was further interrupted until traverse could be run from triangulation station Switzerland to Heyward-2. However, even with this additional control there seemed to be some trouble with the pictures, probably a sticking camera shutter or wrong adjustment of the transforming printer. The plot was carried through by using points only on or near "B" print for carrying the azimuth forward.

All stations were held although not on every one of the pictures since some of the stations fell so far out on the wings that their accurate plotting was practically impossible, due to lack of clearness of the detail

The common points between flights failed to hold very well. The flights were flown too far apart, thereby causing insufficient overlap. The points picked common to both flights were so far out on the wings that their selection was doubtful due to dimness of the photographs in this area.

Adjoining sheets were of the same scale.

ADJUSTMENT OF PHOTOGRAPHS:

Due to excessive tilt of the pictures a considerable amount of difficulty was encountered in adjusting the photos for tracing.

With a few exceptions the radial points were well selected and spaced.

In some areas it was necessary to establish additional points especially in the overlapping area. The standard radial line method was used in cutting in these points. Interlacing between points was also used to furnish additional detail control.

Unusual difficulties were encountered in making the shoreline conform to the hydro sheet especially that of the Okatee^{river} between stations Barrell and Pinckney. Using skewed photo No. 1017, the radial points in this area held nearly perfect but shoreline failed to check hydro sheets and in order to obtain a check, radial points had to be relocated. Difficulty was also encountered where Hazzards Creek enters Chechessee River near station Fripp. Radial points failed to hold, new points were selected and still it was difficult to obtain a shoreline that checked the hydro sheet. Obscurity of photos here made the accurate selection and transference of points almost impossible.

INTERPRETATION:

The pictures were not very clear for drafting; especially those covering the Broad River shoreline in the vicinity of stations Euhaw and Bolen and those covering the overlapping area.

Detail was not sharply defined in the areas mentioned above and considerable trouble was encountered in tracing same.

A section of a tramroad appears on the N.W. part of this sheet. This road runs to a logging camp at Hardeeville, S.C. (shown on compilation 5137).

There is a portion of a large swamp (Great Swamp) in this region also. It is, for the most part, very heavily wooded; principally gum and cypress.

COMPARISONS WITH CONTEMPORARY SURVEYS:

This sheet adjoins with others, viz.:-

No. 5134 at the S. W. corner
 No. 5135 at the South
 No. 5137 at the West
 Sheet of Charleston S. C. office at N. E. corner

All these junctions were satisfactorily made.

The shoreline was checked with 1934 hydro sheets of the party of Lieut. I. E. Rittenburg and agrees with same.

COMPARISON WITH ~~CONTEMPORARY~~ SURVEYS: OTHER

The detail on this compilation agrees very well with that shown on charts available in this office. However, in a few places some differences were noticed which are as follows:

U. S. C. & G. S. chart No. 1240 - St. Helena Sound to Savannah River, shows Cole Island (Lat. $32^{\circ}-27'-30''$ Long. $81^{\circ}-51'$ roughly) to be entirely surrounded by a good sized creek. On the photographs show that there is no definite creek on the N. W. side of the island, the area being bordered by flood marshlands on this side.

Same chart also shows two other islands just north of Cole Island on one of which is station Boyd. This fails to agree with the compilation from the photographs which show no islands here.

The shoreline in the vicinity of station Euhaw (Lat. $32^{\circ}-25'$ Long. $80^{\circ}-49'$ roughly) likewise has undergone a change.

Chart also fails to show a small marsh island near large one in Okatee River (Lat. $32^{\circ}-19'-20''$ Long. $80^{\circ}-54'-30''$ roughly) This island is clearly visible on the photographs.

S. C. quadrangle chart by U. S. A. Engineers fails to show tramroad shown in N. W. corner of this compilation.

ACCURACY AND COMPLETENESS:

This compilation should have a probable error in well defined detail of not more than 4 meters, and ~~one~~ in less well defined detail not greater than 10 meters. *See review at back.*

PHOTOGRAPHS*

| No. | to | No. | Time | Date | Stage of Tide |
|--------------|----|------|---------|----------|---------------|
| 1014 | | 1033 | 11:00AM | 10-10-33 | 3/5 |
| 1366 1036 | | 1058 | 11:15AM | 10-10-33 | 3/5 |

G. F. Lenoir, Jr.
G. F. Lenoir, Jr.
Draftsman

Approved:

S. B. Grenell
S. B. Grenell,
Chief of Party

REVIEW OF AIR PHOTO COMPILATION T 5136 (1935)

Projection.

The projection diagonals have been checked in this office and were found correct so no further check was deemed necessary.

Comparison With ~~Other Surveys and Charts:~~

1. The contemporary ~~plane table~~ ^{Graphic Control} surveys show only short sections of shore line being primarily for hydrographic and air photo control.

(A) T-6129, 1934 (1:10,000) Although there is no shore line rodded in on this sheet the described stations were added to the compilation and fell in true relation with their descriptions. All information and detail on this plane table sheet is shown on the compilation except temporary topographic stations.

(B) T-6130, 1934 (1:10,000) There is no shore line rodded in on this plane table sheet but the described stations were added to the compilation and fell in true relation with their descriptions. All information and detail shown on the part of the plane table survey covered by the compilation is included in the compilation except temporary topographic stations.

(C) T-6131, 1934 (1:10,000) There is no shore line rodded in on this plane table sheet but the described stations added to the compilation fall in true relation with their descriptions. All information and detail shown on that part of the plane table survey covered by the compilation is included on the compilation with the exception of temporary topographic stations.

(D) T-6132, 1934, (1:10,000) At Lat. $32^{\circ} - 22.4'$ and Long. $80^{\circ} - 49.9'$ the plane table position of the dock disagreed with the compilation position by about 15 meters. The difference was due to an error in proportioning between radial points and has been corrected on compilation and agrees with the plane table position.

At Lat. $32^{\circ} - 22.9'$ and Long. $80^{\circ} - 51.8'$ at the junction of a small stream with Hazzard Creek the plane table shore line and compilation shore line do not agree. The compilation shows the mouth of the stream about 12 meters wider. The compilation is accepted as correct after checking this detail with the photographs.

At Lat. $32^{\circ}-22.7'$ and Long. $80^{\circ}-51.1'$ there was a difference in shore line between plane table survey and the compilation. The triangulation station Fripp had been plotted in error on photos and the shore line had been added holding to this station. The shore line on the compilation has been corrected and is in agreement with the plane table survey. Other slight discrepancies have been adjusted where the interpretation of the shore line was difficult.

All information and detail shown on that part of the plane table survey covered by the compilation is included in the compilation except temporary topographic stations.

(E) T 6135b, 1934 (1:10,000) At Lat. $32^{\circ}-19.5'$ and Long. $80^{\circ}-52.5'$ the plane table survey and compilation did not agree as to the position of the dock but on examination it was found that it was due to proportioning between radial points. At Lat. $32^{\circ}-19.5'$ Long. $80^{\circ}-54.3'$ as referred to on page 2 and 3 of the report it is found that photo 1017 has triangulation station Barrett but not station Pinkney as stated but the photo is good as to scale. By plotting in additional points it is found that the shore line can be shifted enough to conform to the graphic control sheet. The compilation is now in agreement with the plane table survey. Other minor changes were made where small differences occurred due to clearness of photos.

All information and detail shown on the part of the plane table survey covered by the compilation is included in the compilation except temporary topographic stations.

Comparison with Hydrographic Surveys:

(A) H5561, 1934 (1:10,000) The shore line of Hazzard Creek in the vicinity of Lat. $32^{\circ}-24'$ Long. $80^{\circ}-50'$ ~~the shore line~~ ^{shifted} was found could be ~~moved out~~ ^{shifted} and now is in agreement with the soundings. The photos were very dim and it was difficult to determine the shore line. At Lat. $32^{\circ}-27.6'$ - Long. $80^{\circ}-50'$ it was found the shore line could be ~~moved out~~ ^{shifted} and now agrees with the soundings. The compilation and the soundings are now in agreement throughout. The ~~three~~ changes have been made on the compilation by locating additional radial points and eliminating small errors in adjustment.

(B) H-5563, 1934 (1:10,000) There were numerous places where the shore line and soundings showed small discrepancies. In some instances it was due to the dimness of the photos and others ~~this~~ ^{the} tilt was considerable making the adjustment between radial points difficult. These discrepancies have been corrected so that the compilation and the soundings are now in agreement throughout. The compilation was corrected by putting in additional radial points and ~~rechecking~~ ^{reducing} the size of adjustments in tracing the detail.

Comparison with Former Surveys

T-998 (1864) covering Broad River and shows no great changes in the topography of this area. There are slight changes due to shifting of streams and sloughs in marsh areas but as a whole no important changes are noted.

T-1195 (1871) covering from Broad River southward over Lemon Island and southward reveals no important changes.

The compilation is complete and adequate to supersede the sections of T-998 and T-1195 which it covers.

Recoverable Stations

Recoverable topographic stations transferred to the compilation in the office from the plane table sheets listed below:

| | | |
|------------------|------------------|------------------------|
| Fox (d) - T 6129 | Col (d) T 6132 | Trip (d) T 6135b |
| Odd (d) T 6129 | Span (d) T 6132 | Tank (d) T 6135b |
| Rit (d) T 6130 | Tank T 6132 | |
| Sal (d) T 6130 | Bee (d) T 6135b | |
| Skip (d) T 6131 | Flat (d) T 6135b | Plotted by L. C. Lande |
| Ex (d) T 6131 | For (d) T 6135b | Checked by M. D. Crook |

Remarks: The interior of the marsh areas have in a number of cases been generalized and all the small sloughs and breaks have not been shown. Along Broad River between latitudes $32^{\circ} 23'$ and $32^{\circ} 25'$ the marshes have been partially redrawn to give a better interpretation. This has been done from a careful study of the photos and of the old surveys.

With reference to the comments on adjustments of the plot and on pages 1 to 3 of the descriptive report, comparison with the plane table and hydrographic surveys indicates only small errors along the waterways, which were due largely to adjustments between radial points and which have been corrected. Photos Nos. 1042 to 1055 listed on Page 2 affect mainly the interior detail.

The accuracy of location of 4 to 10 meters given on page 4 is high for work on this scale and in view of the difficulties in making the plot. A better estimate is an accuracy of location with reference to the triangulation control of 5 to 15 meters for intersected points and 5 to 25 meters for other detail.

L. C. Hardy
✓ B. G. Jones

Approved
K. T. Adams

GEOGRAPHIC NAMES

Survey No. T 5136

Date. 3/21/55

Chart No. 1240-571
U.S. Army Quad

Diagram No. _____

* Approved by the Division of Geographic Names, Department of Interior.

Ø Not Approved by the Division of Geographic Names, Department of Interior.

R Referred to the Division of Geographic Names, Department of Interior.

| Status | Name on Survey | Name on Chart | New Names in local use | Names assigned by Field | Location |
|--------|-------------------------------------|----------------------------|--|-------------------------|-----------------|
| | <u>Old Charleston Savannah Road</u> | | | | |
| | <u>Barrell Landing</u> | U.S.C.G.S. # 1240 | | | |
| | <u>Great Swamp</u> | U.S. Army Quad 807-S-1-W/2 | | | |
| | <u>A.C.L. R.R.</u> | " " | | | |
| | <u>U.S. Hwy #17</u> | | | | |
| | <u>Seaboard Air Line Railway</u> | U.S.C. + G.S. # 1240 | | | |
| | <u>Cherry Point Landing</u> | " " | | | |
| | <u>Okatee River</u> * R | " " | see C.L. 50 (1922) D.S.N. 10/12/52 | | 1/26/38 H.E. |
| | <u>Callawassie Island</u> | U.S.C.G.S. 571 | | | |
| | <u>Pinkney Landing</u> | " " | | | |
| | <u>Spring Island</u> | " " | | | |
| | <u>Manigault Neck</u> | " " | | | |
| | <u>Fripp Landing</u> | " " | | | |
| | <u>Chechessee River</u> | " " | | | |
| | <u>Chechessee Pt.</u> | " " | | | |
| | <u>Chechessee Bluff</u> | " " | | | |
| | <u>Chechessee Creek</u> | " " | | | |
| | <u>Hazzard Creek</u> | " " | | | |
| | <u>Bellinger Neck</u> | " " | | | |
| | <u>Bolon Hall</u> | " " | | | |
| | <u>Hazzard Neck</u> | " " | | | |
| | <u>Euhaw Creek</u> | " " | APPROVED NAMES UNDERLINED IN RED H.L. Flemer | | |

Survey No. _____

Chart No. _____

Diagram No. _____

Not Approved by the Division of Geographic Names, Department of Interior.

B. Referred to the Division of Geographic Names, Department of Interior.

(M 100)

REVIEW OF AIR PHOTO COMPILATION NO. 5136

Chief of Party: S.B. GREENELL

Compiled by: G.F. Lenoir Jr.

Project: F.P. 4, Ga. Party # 18

Instructions dated: 11-10-33.

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n) *No important changes*
- ✓ 3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
- ✓ 4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) *No maps or blueprints.*
- ✓ 5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. *See review at back.*
- ✓ 6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
- ✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) ✓
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
Form 524 submitted by I.E. Rittenburg, 1934
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
Form 567 submitted by I.E. Rittenburg, 1934
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
No bridges
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k) ✓
13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. *Position of the reference station is corrected.*
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) ✓
15. *very good* The drafting is satisfactory and particular attention has been given the following:
1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report. ✓
 2. The degrees and minutes of Latitude and Longitude are correctly marked. ✓

- ✓3. All station points are exactly marked by fine black dots. ✓
- ✓4. Closely spaced lines are drawn sharp and clear for printing. ✓
- ✓5. Topographic symbols for similar features are of uniform weight. ✓
- ✓6. All drawing has been retouched where partially rubbed off. ✓
- ✓7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time. ✓

17. Remarks:

18. Examined and approved;

Feb. 6, 1935

[Signature]

Chief of Party

19. Remarks after review in office:

Reviewed in office by: *L. C. Lande* ✓ *B. G. Jones*

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
L. Q. Lobout
Chief, Division of Charts

F. S. Borden
Chief, Section of Field Work
G. Wade
Chief, Division of Hydrography and Topography.