

5142

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic Sheet No. 5142
Hydrographic

State Georgia & South Carolina

LOCALITY

Georgia & South Carolina

Savannah River *and Vicinity*

~~Robinson Island~~

1935

CHIEF OF PARTY

S. B. Grenell

U. S. GOVERNMENT PRINTING OFFICE: 1934

5142

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. T-5142

State..... Georgia & South Carolina

General locality..... Savannah River and Vicinity

Locality..... Hutchinson Island

Scale 1:10,000 photos: 10-11-33
Date of ~~survey~~, 192

Vessel..... Aerial Photo Compilation Party No. 18

Chief of Party..... Lieut. (j. g.) S. B. Greene

Photos plotted by:
~~Surveyed by~~..... R. D. Cross

Inked by..... D. B. Gaines

Heights in feet above..... to ground to tops of trees

Contour, Approximate contour, Form line interval..... feet

Instructions dated..... November 10, 1933, 192

Remarks:..... Compilation of Aerial Photos Nos. 1379 to 1386,

1389 to 1414, 1463 to 1475. T-5142 is made up of T-5142 East Half & T-5142 West Half

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. 5142 (West Half)

State Georgia

General locality ~~Savannah River~~ East *Savannah and Vicinity*

Locality ~~Hutchinson Island~~

Scale 1:10,000 photographs: 10-11-33
Date of ~~survey~~ 19

Vessel Aerial photo Compilation party No. 18

Reviewed and recommended for approval:

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

photographs plotted by:

~~Surveyed by~~ R. D. Cross

Inked by D. B. Gaines

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 photographs Nos.: 1389 to 1393,

1394 to 1403, 1471 to 1475

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. 5142 (East Half)

State Georgia & South Carolina

General locality Savannah River Savannah and Vicinity

Locality Hutchinson Island

Scale 1:10,000 photographs: 10-11-33
Date of ~~survey~~ 19

Vessel Aerial Photo Compilation Party No. 18

Reviewed and recommended for approval:

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

photographs plotted by: R. D. Cross

Inked by D. B. Gaines

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 photographs Nos.: 1463 to 1471,

1404 to 1414, 1379 to 1386

--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. 5142 (West Half)

	1389 PHOTO NO. <u>1394</u> 1471	to PHOTO NO. <u>1393</u> 1403 1475	
BY		START	FINISH
ROUGH RADIAL PLOT	<u>Warren Fitch</u>	<u>12-21-33</u>	<u>12-21-33</u>
SCALE FACTOR (940)	<u>S. B. Grenell</u>	<u>1-5-34</u>	<u>1-5-34</u>
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>	<u>"</u>	<u>"</u>
PROJECTION	<u>J. C. Partington</u>	<u>1-30-34</u>	<u>1-30-34</u>
PROJECTION CHECKED	<u>F. B. Hickman</u>	<u>1-31-34</u>	<u>1-31-34</u>
CONTROL PLOTTED	<u>R. D. Cross</u>	<u>1-31-34</u>	<u>1-31-34</u>
CONTROL CHECKED	<u>T. R. Cooper</u>	<u>1-31-34</u>	<u>1-31-34</u>
TOPOGRAPHY TRANSFERRED	<u>D. B. Gaines</u>	<u>Various</u>	<u>times</u>
TOPOGRAPHY CHECKED	<u>S. B. Grenell</u>	<u>"</u>	<u>"</u>
SMOOTH RADIAL LINE PLOT	<u>R. D. Cross</u>	<u>2-2-34</u>	<u>2-24-34</u>
RADIAL LINE PLOT CHECKED	<u>S. B. Grenell</u>	<u>2-2-34</u>	<u>2-24-34</u>
DETAIL INKED	<u>D. B. Gaines</u>	<u>12-2-34</u>	<u>2-14-35</u>
AREA DETAIL INKED	<u>8.5</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m.	<u>2.3</u>	Statute Miles	
LENGTH OF SHORE LINE UNDER 200m.	<u>4.9</u>	Statute Miles	
GENERAL LOCATION	<u>Savannah River</u>		
LOCATION	<u>Hutchinson Island</u>		
DATUM STATION	<u>Mexican 1934</u>	LATITUDE <u>32°-06'-38.919"</u> (1198.7M)	
DATUM	<u>N. A. 1927</u>	LONGITUDE <u>81°-07'-35.052"</u> (919.0M)	

REPORT OF COMPILATION:-

RADIAL LINE PLOT:-

The standard radial line plot method was used in making the plot for this compilation.

No difficulties were experienced in the radial plot. All triangulation stations held.

All common points held between the two 1400 flights and the 1300 flight.

The scale factor of this and all other atlas sheets is *about* .940.

The northern, eastern, and southern junctions with compilations 5141, 5143 and 5145 were made direct, being of the same scale factor. This sheet makes a south western junction with compilation No. 5114, 5-lens, 1:20,000 scale. This compilation, 5114, is part of another radial plot and the junction for all detail was made with the projector.

The two 1400 flights were run through by R. D. Cross on Feb. 2, 1934 and the north flight, 1300, was held up due to lack of control. Due to distortion in the celluloid it was impossible to fasten sheets 5141, 5142(w), 5142(e) and 5143 together to run this flight, so a master projection was made for these sheets and the radial plot carried through holding new control and points established by 1400 flights.

These points were then transferred by matching projection lines near the points to be transferred. There is no compilation joining on the northwest as noted on the overlay.

ADJUSTMENT OF PHOTOGRAPHS:-

The pictures on this sheet had about the average amount of tilt.

The radial points were well selected but it was found necessary to prick additional points. This method is explained in the report of compilation 5142(e). Tilt was excessive in some cases but by using adjoining photographs it was possible to cover badly tilted areas. In some cases pictures from the next flight were used to cover badly tilted areas.

There were no unusual difficulties.

INTERPRETATION:-

The pictures on this sheet were clear and had about the average amount of tilt.

Detail was sharply defined, particularly in the "B" prints.

COMPARISONS WITH CONTEMPORARY SURVEYS:-

The northern, eastern and southern junctions with compilations 5141, 5143 and 5145 were made direct, being of the same scale factor. This sheet makes a south western junction with compilation 5114, 5-lens, 1:20,000 scale.

This compilation (51114) is part of another radial plot, scale 1:20,000 and the junction was made with the projector. The shoreline of this compilation was checked with the controlled hydrographic sheets of C. A. Egner, 1934. Where comparison was made with hydro sheets any errors noted were investigated and corrections made so that the compilation is now in agreement. This compilation has also been checked with topo. sheet 6156-A.

COMPARISONS WITH OTHER SURVEYS:-

This compilation agrees in general with the U. S. Army Tactical Map of South Carolina and Georgia (Savannah quadrangle).

This compilation agrees with all detail from the former city map drawn in the City Engineer's office in 1931.

All railroads were drawn in after a close study of local railroad blue prints. This was necessary because railroads were difficult to follow on the photographs.

ACCURACY AND COMPLETENESS:-

It is felt that the required accuracy and completeness are obtained in this compilation; namely: probable error in well defined detail not more than 4 meters; probable error in less well defined detail not more than 10 meters.

PHOTOGRAPHS:-

Photo No.	to	No.	Time	Date	Stage of Tide
1471		1475	10:54AM	10-11-33	3/5
1394		1403	10:56AM	10-11-33	3/5
1389		1393	10:56AM	10-11-33	3/5

D. B. Gaines

D. B. Gaines,
Draftsman.

Approved:

S. B. Grenell
S. B. Grenell

--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. 5142 (East Half)

PHOTO NO. <u>1163</u> <u>1104</u> <u>1379</u>	to PHOTO NO. <u>1171</u> <u>1114</u> <u>1386</u>	
BY	START	FINISH
ROUGH RADIAL PLOT <u>Warren Fitch</u>	<u>12-21-33</u>	<u>12-21-33</u>
SCALE FACTOR (<u>940</u>) <u>S. B. Grenell</u>	<u>1-5-34</u>	<u>1-5-34</u>
SCALE FACTOR CHECKED <u>S. B. Grenell</u>	"	"
PROJECTION <u>J. C. Partington</u>	<u>1-26-34</u>	<u>1-26-34</u>
PROJECTION CHECKED <u>F. B. Hickman</u>	<u>1-27-34</u>	<u>1-27-34</u>
CONTROL PLOTTED <u>R. D. Cross</u>	<u>1-27-34</u>	<u>1-27-34</u>
CONTROL CHECKED <u>T. R. Cooper</u>	<u>1-27-34</u>	<u>1-27-34</u>
TOPOGRAPHY TRANSFERRED <u>D. B. Gaines</u>	<u>various times</u>	
TOPOGRAPHY CHECKED <u>S. B. Grenell</u>	"	"
SMOOTH RADIAL LINE PLOT <u>R. D. Cross</u>	<u>2-2-34</u>	<u>2-21-34</u>
RADIAL LINE PLOT CHECKED <u>S. B. Grenell</u>	"	"
DETAIL INKED <u>D. B. Gaines</u>	<u>1-28-34</u>	<u>5-1-34</u>
AREA DETAIL INKED <u>17.3</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m. <u>21.0</u>	Statute Miles Streets 85.9	
LENGTH OF SHORE LINE UNDER 200m. <u>14.5</u>	Statute Miles R.R. 28.1	
GENERAL LOCATION <u>Savannah River Coast</u>		
LOCATION <u>Savannah Hutchinson Island</u>		
DATUM STATION <u>Masonic 1918-1932</u>	LATITUDE <u>32° 04' 22.492" (692.8M)</u>	
DATUM <u>N. A. 1927</u>	LONGITUDE <u>81° 05' 40.604" (1065.0M)</u>	

REPORT OF COMPILATION:-RADIAL LINE PLOT:-

The standard radial line plot method was used in making the plot for this compilation.

No difficulties were encountered in the radial plot. All triangulation stations held.

All common points ^{needed} between the two 1400 flights and the 1300 flight over this compilation.

The scale factor of this and all other atlas sheets is .940. The eastern, western and southern junctions with compilations 5143, 5142(w), and 5145(w) were made direct, being of the same scale factor. The northern junction with compilation 5141 was made direct also, being of the same scale factor.

ADJUSTMENT OF PHOTOGRAPHS:-

The two 1400 flights on this compilation were run through by R. D. Cross. The 1300 flight was run through by F. B. Hickman. Some difficulty was encountered in adjusting the photographs because there were not enough radial points, although this was corrected by cutting in additional points along road and street intersections where they were most needed. Tilt was excessive in some cases, but by using adjoining photographs it was possible to cover badly tilted areas. In some cases pictures from the next flight were used to cover badly tilted areas.

Additional points were pricked and this was done by pricking in the desired area a point common to three or more photographs and drawing radial lines through these points from their respective center points. By making these cuts on the compilation additional points were added. The method of interlacing points was used in shifting photographs between radial points.

INTERPRETATION:-

The photographs were on an average clear. The detail was sharply defined, particularly in the "B" prints.

The only difficulty was an over abundance of trees in the city, making it difficult to trace street intersections and it was necessary to use a former city map to interpret the various street intersections.

Embankments along the canals and ditches in the rice fields have been shown with a row of brush and occasional tree on each side of the canal or ditch.

The special symbols used on this compilation are:

1. Bascule ~~bridge~~, Railroad bridge over the Savannah River. This bridge lifts from one side by a counter balancing weight. Note is given of this bridge on the overlay sheet.

2. All parks are shown with a border of trees to make them stand out distinctly from the remaining detail.

COMPARISONS WITH CONTEMPORARY SURVEYS:-

All junctions with compilation were made direct, being of the same scale factor.

This compilation has been checked with Topo sheets Nos. 6156-A and 6155-B. The docks shown on the north side of the Savannah River, Lat. 32 - 05; Long 81 - 05 - 06" do not agree with the field sheet by about 5 meters.

This compilation has been carefully checked with special reference to U. S. E. D. Tank which can be seen clearly on photo 1411 B with the aid of the stereoscope. It is to be noted the tank is plotted out of position approximately 6 meters on the field sheet and that the tank was used in working a three point fix at station ROSIN from which these docks were rodded in. No probable error can be found in the compilation for this section. The U.S.E.D. Tank was plotted after the shoreline and docks were drawn and while it offered no influence on the original plot, it did help to check compilation shoreline later.

COMPARISONS WITH OTHER SURVEYS:-

This compilation agrees in general with the U. S. Army Tactical Map of South Carolina and Georgia (Savannah Quadrangle)

This compilation agrees with all detail from a city map drawn in the City Engineer's office in 1931.

All railroads were drawn in after a close study of local railroad blue prints. This was necessary because railroads were difficult to follow on the photographs.

Another source of information used in compiling this sheet were the field inspection notes made by members of this party.

ACCURACY AND COMPLETENESS:-

It is felt that the required accuracy and completeness are maintained in this compilation; namely: with a probable error in well defined detail of not more than 4 meters; and probable error in less well defined detail of not more than 10 meters.

PHOTOGRAPHS:-

No.	to	No.	Time	Date	Stage of Tide
1379		1386	10:50 AM	10-11-33	3/5
1404		1414	10:56 AM	10-11-33	3/5
1463		1471	11:20 AM	10-11-33	3/5

D. B. Gaines.

D. B. Gaines,
Draftsman

Approved:

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

Review of Air Photo Compilation T 5142 (1935)

May 1935

1. Projection:

The projection has been checked in the office. Meridian $81^{\circ}04'$ is three meters too far east at lat. $32^{\circ}04'$. It has not been corrected as a change would affect the position of control. The rest of the projection is correct within two meters.

2. Comparison with contemporary graphic control surveys:

(a) T 6155b (1:10,000), July-Sept., 1934.

The compilation and T 6155b differ along the north shore line of the Savannah River from the S.A.L. Ry. bridge to the freight terminal. The compilation shore line is from 0 to 20 meters inside the high water line on T 6155b. The shore line on T 6155b is indicated by a pencilled line connecting points measured from each of the U. S. Engineers dredging ranges. (See descriptive report, T 6154a-T 6155b, page 5, "Shoreline".) On the photographs, there can be seen a faint line which has been identified as a training wall (see blue print 27638). This has been added to the compilation in the office. The front dredging ranges shown on T 6155b fall along the line of this training wall. It has been assumed that the high water line indicated on T 6155b is along the face of the training wall.

The north shore line of the Savannah River from the S.A.L. freight terminal to the east edge of the compilation is from 0 to 35 meters outside the high water line indicated on T 6155b. This is due to the character of the marsh. At high water the marsh is undoubtedly partially flooded to the line indicated on T 6155b. The edge of the grass is a definite line on the photographs. The compilation shore line has been traced along the edge of the grass.

All details shown on T 6155b are located on the compilation with the exception of the following:

1. Temporary topographic stations
2. U. S. Engineers dredging ranges
3. U. S. Engineers grid system. For comparison between Coast survey positions and U. S. Engineers positions see the descriptive report, T 6154a-T 6156b, page 3, and tables.
4. Magnetic meridian.

(b) T 6156a (1:10,000), June 1934

From lat. $32^{\circ}06.2'$, long. $81^{\circ}07.0'$ to lat. $32^{\circ}06.5'$, long. $81^{\circ}07.2'$ the compilation high water line falls from 0 to 50 meters inside the high water line on T 6156a. Part of the high water line on T 6156a falls on the compilation low water line. This is a difference in interpretation where the shore line on T 6156a bounds the extreme edge of the grass. The compilation shore line has been located at the edge of the solid marsh. Scattered clumps of grass have been shown by marsh symbols outside the high water line.

All details on T 6156a south of lat. $32^{\circ}07.5'$ are included on the compilation with the exception of the following:

1. U. S. Engineers dredging ranges
2. U. S. Engineers grid system. See descriptive report, T 6154a-T 6156b for discussion.
3. Magnetic meridian.

3. Comparison with previous surveys

(a) T 383 (1:5,000), 1852

The channel on T 383 north of Fig Island is now closed by marsh. The waterfront at Savannah is generally the same except for the slips west of the city which have been built since the date of T 383. The rice fields have been abandoned, and the S.A.L. freight terminal has been built on Hutchinsons Island.

The compilation is complete and adequate to supersede that part of T 383 which it covers.

(b) T 385 (1:10,000), 1852

There have been extensive changes in this area since the date of T 385. For the most part, changes have resulted from dredging operations in the Savannah River.

The compilation, in conjunction with T 5141, is complete and adequate to supersede T 385.

4. Comparison with contemporary hydrographic surveys

H 5572 (1:10,000, August 1934

There are no conflicts between the compilation shore line and the hydrography.

5. Comparison with charts

The compilation area is covered on charts Nos. 440 and 1240. There are no major changes to be applied to the charts.

6. Additions and corrections

(a) The piling shown on H 5572 (lat. $32^{\circ}05.4'$, long. $81^{\circ}04.2'$) can not be seen on the photographs. It has been transferred to the compilation from H 5572.

(b) The following triangulations stations have been plotted on the compilation in the office from the latest list of geographic positions

by V. R. Sobieralski and checked by D. H. Benson:

North of Savannah, Silver Twin Tanks (West One), 1932
 Savannah, Aluminum Water Tank, 1932
 " City Hall Dome, 1932
 " First Ind. Presbyterian Church Spire, 1932
 " High Black and Yellow Water Tank, 1932
 " International Veg. Oil Co. Water Tank, 1932
 " St. Johns Cathedral East Spire, 1932
 " " " West Spire, 1932
 " St. Johns Episcopal Church Spire, 1932
 " Wesley Memorial Church Spire, 1932
 Argyle (U.S.E.), 1934
 Flare Stack, 1934
 Silver Tank, 1934

7. Recoverable stations

All recoverable stations on the compilation have been transferred from T 6155b and T 6156a. Those marked (d) are described on Form 524 and filed under T 6155b and T 6156a.

The following recoverable stations have been transferred to the compilation in the office by V. R. Sobieralski and checked by D. H. Benson:

<u>Station Name</u>	<u>Transferred from</u>
Chimney (U.S.E.) (d)	T 6155b
Canal 2 (U.S.E.)	"
Seaboard Office 2 (U.S.E.)	"
Kings I. Range Front Bn. "2" (U.S.E.)	T 6156a

8. Landmarks, Lights and Beacons

All landmarks and beacons shown on the charts are included on the compilation with the exception of the beacon at lat. $32^{\circ}06.3'$, long. $81^{\circ}07.2'$ (Chart No. 440, insert). No position can be found for this beacon and it can not be seen on the photographs. It is listed in the Light List (1935) as Angle Beacon "1".

In addition, all landmarks recommended for the charts by the graphic control party (descriptive report, T 6154a-T 6156b) are located on the compilation.

Respectfully submitted,

V. R. Sobieralski

8-27-35

Frank F. Enline

Date July 22, 1935

GEOGRAPHIC NAMES

Survey No. T-5142Chart No. 440GEORGIA

Diagram No. _____

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Kings Island</u>	Same			
	<u>Savannah River</u>	"			
	<u>Marsh Island</u>	P.M.M.			
	<u>Back River</u>	Same			
	<u>Pennyworth Island</u>	"			
	<u>Woodville</u>	"			
	<u>Mutchinsons Island</u>	"			
	<u>Alabama Junction</u>	"			
	<u>Savannah and Ogeechee Canal</u>	"			
	<u>Savannah</u>	"			
	<u>RTG-1-1000</u>	"			
	Central Junction				
	Under Canal				
	Pipe Makers Canal				
Names underlined in red are approved					
<i>[Signature]</i>					
Sheet names from City Map of Savannah filed in air photo brief					

REVIEW OF AIR PHOTO COMPILATION NO. *T-5142*

Chief of Party: *S. B. Grenell*

Compiled by: *D. Gaines*

Project: *F.P. 4 Ga. Party 1B*

Instructions dated: *Nov. 10, 1933*

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) ✓
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) *None*
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) *Compiler used City Map and Blue Prints of Local railway track system.*
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.
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 ~~reeks~~, 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 C.A. Egner 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 C.A. Egner 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) *None*
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. ✓
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) ✓
15. *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. ✓

* *This sheet was completely redrawn in a blue line*

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;

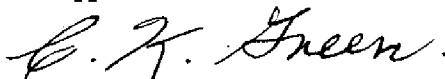


Chief of Party

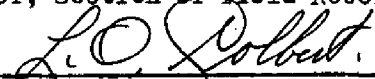
19. Remarks after review in office: *See review pages.*

Reviewed in office by: *V. R. Sabieralski*
F-27-35
Frank G. Evlaine

Examined and approved:



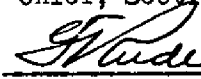
Chief, Section of Field Records



Chief, Division of Charts



Chief, Section of Field Work



Chief, Division of Hydrography
and Topography.

applied to chart 440. June 10, 1936
g. H. S.