

ORIGINAL


8205

826
KTA

8205

Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT
Type of Survey <u>Air Photographic - Topographic</u>
Field No. <u>None</u> Office No. <u>T-8205</u>
LOCALITY
State <u>North Carolina & South Carolina</u>
General locality <u>Atlantic Ocean Coast</u>
<u>Hog Inlet to Mad Inlet</u>
Locality <u>Little River, S. C.</u>
<u>194 3</u>
CHIEF OF PARTY <u>J. F. Gallen and</u> <u>Fred. L. Peacock</u>
LIBRARY & ARCHIVES
DATE <u>June 27, 1946</u>

B-1870-1 (1)

Applied to Chs 1236 7/7/44 
885 Examined for piers, aids, bridges, rocks JTR
Fully applied chart 835 8/29/50 Benson

DATA RECORD

T- 8205

Quadrangle (II):	Project No. (II):
Little River, 7½ Minute Quadrangle	CS 275
Field Office:	Chief of Party:
Myrtle Beach, South Carolina	Lieut. Comdr. F. L. Gallen
Compilation Office:	Chief of Party:
Baltimore, Maryland	Commander Fred. L. Peacock
Instructions dated (II III):	Copy filed in Descriptive
Jan. 23, July 15,) 1942	Report No. T- (VI)
Oct. 19, 23, 27)	

Completed survey received in office: 5/43

Reported to Nautical Chart Section: 1/45

Reviewed: 8/2/43 Applied to chart No. Date:

Redrafting Completed: 10/43

Registered: 5/46 Published: 12/44

Compilation Scale: 1:20,000 Published Scale: 1:31680

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): Lewis, 1934

Lat.: 33° 51' 01.615"	Long.: 78° 36' 06.256"	Adjusted
49.8 m (1798.8 m)	160.8 m (1381.7 m)	Unadjusted

State Plane Coordinates (VI):
South Carolina - North zone

X = 2,728,120.76 ft. Y = 318,085.32 ft.

North Carolina grid system, single zone

X = 2,120,946.82 ft.

Y = 36,802.36 ft.

Military Grid Zone (VI) " B "

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8153 & 8154	4/1/42	1:30 P.M.	1:20,000	0.7' below M.L.W.
8169 & 8170	4/1/42	2:23 P.M.	1:20,000	0.6' below M.L.W.
8222 & 8223	4/2/42	12:24 P.M.	1:20,000	1.0' above M.L.W.

Tide from (III): Predicted tables, Reference station, Charleston, S.C. with
time correction for Little River, S.C. (1 mile above mouth)
Mean Range: 5.0' Spring Range: 5.9'

Camera: (Kind or source) U. S. Coast & Geodetic Survey, nine lens camera
(focal length 8 $\frac{1}{4}$ ")

Field Inspection ^{and contouring} by: A. M. Jylha date: April 1942
J. R. Evans Dec. 1942

Field Edit by: Louis Levin date: June 1943

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

Same as date of photographs

Projection and Grids ruled by (III) Washington Office date: Jan. 1943

" " " checked by: Washington Office date: Jan. 1943

Control plotted by: Raymond Glaser date: Jan. 25, 1943

Control checked by: J. Edward Deal, Jr. date: Feb. 3, 1943

Radial Plot by: J. Edward Deal, Jr. & Joseph Steinberg date: Feb. 1 - 23,
1943

Detailed by: Edward H. Snyder date: March 27 -
May 4, 1943

Reviewed in compilation office by: Henry P. Eichert date: May 5 - 7,
1943

Elevations on Field Edit Sheet
checked by: Louis Levin date: June 29, 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 9.0

Shoreline (More than 200 meters to opposite shore): 20.2 statute miles

Shoreline (Less than 200 meters to opposite shore): 19.0 statute miles
(center lines of river only)

Number of Recoverable Topographic Stations established:

24 aids to navigation as submitted on Form 567 by field inspection party

Number of Temporary Hydrographic Stations located by radial
plot: None

Leveling (to control contours) $-\frac{\text{statute}}{\text{miles}}$: 4

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:

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 275, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

1.

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in Apr., 1942 and were published in 1943 on the scale of 1:20,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

2.

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the planimetric base sheet and all connections to planimetry were made in the office from nine lens photographs taken in April 1942.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. A ~~no~~ radial plot was made for this work using a red-line print as a base.

4. FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc. Steps 2 and 4 were accomplished simultaneously.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

FIELD INSPECTION REPORT

QUADRANGLE T-8205

Project CS-275

F. L. Gallen, Chief of Party

1. The area is comprised of two-thirds water, 1/6 salt marsh and 1/6 fast land. Little River Neck occupies the major portion of the quadrangle and is accessible only by third and fourth class roads.

The land is well drained by cuts and sloughs which empty into Little River and the salt marshes.

Elevations vary from 50' in the town of Little River, in the northwest portion of the quadrangle to sea level.

2. The field inspection on Little River Neck was done by A. Jylha in April 1942, on a map assembly, and the remainder of the area was completed on nine lens photographs by J. R. Evans in January 1943. It is believed that the field inspection is complete and accurate and that it will be unnecessary to field edit this quadrangle.
3. Along the salt marsh facing the ocean is a 30' bluff with scattered trees. This bluff and land directly behind, photographs a light grey color. The land along the Little River slopes more gently and is more thickly wooded with pine on the high ground and deciduous in the low ground and swamps. These wooded areas photograph very dark.
4. The U. S. Engineer's R.M.'s along the Intracoastal Waterway were recovered in January 1943, for the purpose of cutting in the lights and beacons. The triangulation and local control stations were recovered in January 1943 by L. R. Grames.
5. A supplemental level line was extended from T-8206 to include T-8205 in March 1942. This line was run in the same manner as the other level lines in the project. That is, elevations were spotted at road intersections and other definitely identifiable points. The level loop in this quadrangle needed no adjustment because the error of closure was 0.12 foot.

The majority of the vertical control in Colkins Neck was obtained from the elevation of the water surface in Little River. Levels were run from mean sea level which was assumed after observations were made along the waterway and the river.

6. For contours see paragraph 2.

The drainage on this quadrangle could be sketched in upon visual examination. An effort was made to spot elevations at the bottom of all draws and the tops of all ridges to show more thoroughly relief which was not indicated by contours.

7. Many changes exist around the mouths of Little River, Hog¹ and Mad Inlets. These changes will be investigated and corrected before the quadrangle is submitted to the office.
9. The docks at Little River are apparent enough on the photographs to need no interpretation.
11. Lights and beacons in the Intracoastal Waterway were cut in from plane table positions using U.S.E. R. M.'s as control for position and orientation.
14. U.S. Highway 17 is the only road capable of bearing military loads of any consequence. The roads were classified according to instructions. All roads on Little River Neck are private.
15. No bridges exist on this sheet.
16. Buildings were added to map assembly by topographic party in April 1942. Additional structures were circled in red on photographs in January 1943. Dwellings are circled only. Other buildings, such as stores, schools, barns, etc. are circled and noted.
17. N.C. - S.C. State Line Monuments plotted by geographic position provide state boundaries. No political boundaries are provided.
These monuments were located by plane table. 524 cards are filed under T-6213 in the Division of Photogrammetry.
18. Geographic names were submitted in April 1942 in a report for *L.H.* project CS-275.
19. Junction with T-8206 on the west was found to be in close agreement.

The northern portion of the quadrangle was contoured on photographs and the work carried up into T-8201 with no regard to quadrangle limits. Since the work was continuous a junction was assured.

No junction to the south. The only junction to the east is a stretch of flat sand beach on which no work has yet been done.

Submitted by

John R. Evans
John R. Evans, Junior Topographic Engr.

Approved:

F. L. Gallen

F. L. Gallen,
Chief of Party

26 CONTROL:

Six triangulation stations as recovered by the field party were used as control to establish secondary and detail control points on this map manuscript. One station is inside the limits and five are just outside the north limits of this map manuscript.

The station within the limits is

Lewis, 1934

Those stations outside the limits are

H.O. 81, 1934 (Civil Works Administration)
Blane, 1942
Metcalf, 1942
Little River, 1932
Seaside, 1934

In addition, there are three triangulation stations shown within the limits of this map manuscript for which no data was submitted to this compilation office by the field inspection party, but were evidently recovered and used as control by the parties responsible for the survey and compilation of 1935.

Those stations are

Hog, 1934
Goat, 1934
I.W.L. "46", 1934

In addition to the above listed triangulation stations, there are two stations established by the Civil Works Administration which are shown within the limits of this map manuscript. These stations were recovered as vertical control by the field party, and are shown with the bench mark symbol. The names and positions of these stations were submitted to this compilation office on a blue-line print of the original 1935 compilation. These stations were transferred from the blue-line print to the map manuscript.

They are

H.O. 79 (C.W.A.)
H.O. 80 (C.W.A.)

27 RADIAL PLOT:

The radial plot for this map manuscript will be described in section one of the descriptive report for the radial plots of Projects CS 275 and CS 284, which will be submitted in the near future.

28 DETAILING:

Satisfactory field inspection was furnished by the Field Inspection Party for the majority of the topographic detail of the inshore areas of this quadrangle.

This compilation office was furnished a red-line print on celluloid of a survey made in 1935, which was to be corrected and supplemented as of the date of the 1942 nine lens photograph. After the positions of numerous well defined points had been determined, it was found necessary to relocate most of the detail shown on this red-line print due to topographic and cultural changes. Roads were relocated and new roads were added; buildings were added, deleted or relocated according to the field inspection and examination of the office photographs. Tree lines were changed due to additional growth or the establishment of new cleared areas; and the shoreline was corrected where its reformation was visible on the photographs.

The original red-line print which was considerably larger in area than the $7\frac{1}{2}$ minute quadrangle designated for this survey, has been corrected to the limits of the $7\frac{1}{2}$ minute quadrangle only. Corrections outside this quadrangle will be made on adjoining map manuscripts.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys, by the U. S. Coast and Geodetic Survey, have been made, covering portions of this map manuscript.

Survey No. T-1959	dated 1859-60	scale of 1:10,000
Survey No. T-1295b	dated 1873	scale of 1:20,000
Survey No. T-4196	dated 1925-26	scale of 1:20,000
Survey No. T-4097	dated 1924	scale of 1:20,000
Survey No. T-725b	dated 1859-60	scale of 1:10,000

These surveys were not available to this compilation office, and a comparison with this map manuscript could not be made.

Comparisons made with planimetric surveys of 1935.

30 MEAN HIGH WATER LINE

The stage of tide of all the nine lens photographs furnished this compilation office, was computed and found to be at or near mean low water. Partial data only on the high water line along the Atlantic Coast and the Intracoastal Waterway was furnished this compilation office by the field inspection party.

Stereoscopic examination of the office photographs indicated extensive changes in the high water line since the 1935 survey. The high water line along the Intracoastal Waterway was determined by careful stereoscopic examination of the office photographs.

31 LOW WATER AND SHOAL LINES:

As the nine lens photographs were taken at or near low tide, the low water areas were clearly discernible and have been fully indicated on this map manuscript.

No shoal lines were indicated by field inspection and only those apparent on the photographs at Little River Inlet were delineated.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE:

No offshore details were noted by the field inspection party. Only one was observed on the office photographs, and that was what appeared to be a row of piling in Little River just offshore from the West side of Colkins Neck, and has been detailed as such on this map manuscript.

33 WHARVES AND SHORELINE STRUCTURES:

Wharves were noted in two places by the field inspection. One group at Little River and a dock along the Intracoastal Waterway on Colkins Neck were detailed and labeled.

34 LANDMARKS AND AIDS TO NAVIGATION:

This map manuscript includes twenty-four non-floating aids to navigation which are in Little River Inlet and along the Intracoastal Waterway. These are lights and beacons which were located from a plane-table survey by the field party and are shown on a print of the 1935 compilation. They were transferred from the print to the map manuscript.

It was noted by the field party on the above print that two beacons, namely Beacon "2" and Beacon "24", in the Intracoastal Waterway had been destroyed.

35 HYDROGRAPHIC CONTROL:

There was no hydrographic control within the limits of this map manuscript except for the twenty-four aids to navigation, described in paragraph 34, "Landmarks and Aids to Navigation." These could be used as partial control for future hydrographic surveys.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There is no data available to this compilation office as to landing fields or aeronautical aids within the limits of this map manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this map manuscript. On it are noted such discrepancies and additions as were observed during the process of detailing. Due to only partial

37 DISCREPANCY OVERLAY: (Cont'd.)

field inspection along the Intracoastal Waterway, several notes will be found concerning the interpretation of the limits of high and low water. The names or numbers of the bench marks have been shown for use of the Baltimore Compilation Office.

38 GEOGRAPHIC NAMES:

The geographic names appearing on this map manuscript were investigated by the field party during April 1942 and were forwarded to the Washington Office in May 1942. Those geographic names appearing in black acid ink are names which had been lettered again because of the necessity of removing the original red lettering, in the course of corrections and additions.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this map manuscript is believed to be within the limits set forth, for well-defined and less-well-defined points of detail in the instructions for CS 275, paragraph 36; dated January 23, 1942.

40 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetric detail as presented on this map manuscript is believed to be complete, including all field inspection data and strict interpretation of the office photographs where field data was missing. This map manuscript is subject to review by the Washington Office.

41 JUNCTIONS:

The following satisfactory junctions have been completed with this map manuscript:

To the North - T-8201 - complete
To the South - Atlantic Ocean
To the East - A small portion of the Atlantic Coast line falls to the East where no quadrangle has been assigned and which will be detailed as an addition to T-8200
To the West - T-8206 - complete

42 REMARKS:

The description as prepared by the field inspection report adequately describes the area covered by this map manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

No existing Topographic Quadrangles of this area were available to this compilation office, therefore, no comparison with this map manuscript could be made.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast and Geodetic Chart No. 835, January 7, 1943, and reissued April 15, 1943; scale 1:40,000.

Generally, the shoreline features are in good agreement except at Hog Inlet, Little River Inlet, and Mad Inlet.

This compilation office has been informed by the field party that the shoreline along this section of the Atlantic Coast is subject to continual change especially in the vicinity of these inlets.

It was noted that a lighted day beacon on Bird Island shown on Chart No. 835 was neither discernible on the office photographs nor noted by the field inspection party. Apparently this beacon has been moved or destroyed.

Respectfully submitted, 5/7/43

Edward H. Snyder
Edward H. Snyder
Photogrammetric Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Report,
Reviewed by

Henry P. Eichert
Henry P. Eichert
Jr. Photogrammetric Engineer

Compilation of Map Manuscript
Supervised by

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded

MAY 8 1943

Fred. L. Peacock
Fred. L. Peacock
Commander, C & G Survey
Officer in Charge
Baltimore Field Office

FIELD EDIT REPORT
T-8205
PROJECT CS-275
F. L. Gallen, Chief of Party

46. The field edit was accomplished by visual inspection in the field, making all additions and corrections on the map manuscript and transferring all detail to a smooth copy while inking.

The following color scheme was used:

Features	Colors
Additions, bench marks, wye level elevations, and crosses	Black
Deletions	Green
Drainage features	Blue
Contours	Brown
Civil Boundaries	Violet

47. The position and amount of detail on this map manuscript is believed to be complete and adequate.
48. Horizontal accuracy tests were run in Quads. T-8201 and T-8193.

The vertical accuracy test is the subject of a special report for Project CS-275, 284, and 285.

Submitted by
Louis Levin per F.L.G.
Louis Levin
Photogrammetric Aid

Approved and Forwarded

F. L. Gallen

F. L. Gallen
Chief of Party

Remarks.

Decisions

1		U.S.G.B.
2		338785
3		"
4		"
5	This name replaces former Mad Inlet Creek and also the Dead River of the name sheet for quadrangle No. 19. Apply from Mad Inlet to Bonaparte Creek, as on name sheet.	" U.S.G.B.
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24	Dunn Sound correctly applied: Board applied it as extending only from Little River Inlet to Hog Inlet. Dunn Sound Creek correctly applied on name sheet No. 19	" USGB
25		" "
26		"
27	for forward by Mr. H. H. 6/20/47 L. L. 6	" USGB

GEOGRAPHIC NAMES

Survey No. T-8205

LITTLE RIVER quadrangle
No. 1 Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
Intracoastal Waterway	✓								1
Little River	✓ (stream)								2
Little River Inlet	✓								3
Bird Island	✓								4
Dead Backwater	✓								5
Mad Inlet	✓								6
Bald Beach	✓								7
The Big Narrows	✓								8
Blane Creek	✓								9
Fox Creek	✓								10
Bull Creek	✓								11
Salt Boiler Creek	✓								12
East River	✓								13
East River Island	✓								14
Bonaparte Creek	✓								15
Clayton Creek	✓								16
Goat Island	✓								17
Horse Ford Creek	✓								18
Horse Ford Landing		no longer exists!							19
Mink Island	✓								20
Milliken Cove	✓								21
Graveyard Creek	no	gone							22
The Battery Island	✓								23
Dunn Sound	✓								24
Dunn Sound Creek	✓								25
Sheephead Creek	✓								26
Waiter Island	✓								27

T-8205

No. 2
Decisions

Remarks.

1		338785
2		"
3	Apply this name rather than Atlantic Ocean	
4		338786
5		"
6		"
7	Very little on this quadrangle	"
8		"
9		"
10		"
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GEOGRAPHIC NAMES

Survey No. T-8205

No. 2

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
Collins Neck	✓								1
Little River Neck	✓								2
Long Bay	✓								3
Hog Inlet	✓								4
Hog Island	✓								5
House Creek	✓								6
Williams Creek	✓								7
Eden Saltworks Creek	✓								8
Little River	✓ (village)								9
Futch Beach	✓								10
Little River Political District			(S.C.)						11
Shallotte Political District			(N.C.)						12
Horry County			(S.C.)						13
Brunswick County			(N.C.)						14
U.S. Highway No. 17			(Crosses northwest corner near village of Little River)						15
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The names listed above are those reported from the field (Special Report No. 23), modified in a few cases by decisions of the U.S. Board on Geographical Names. In some instances it may not be found desirable to apply the names on this quadrangle, but all have been included in the above list.

Names underlined in red approved
by L. Heck on 8/24/43

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20,000 scale
Black and white cloth-mounted copy of the ~~map~~
~~manuscript~~. This copy is filed to preserve
original survey detail shown on the manuscript
at 1:20,000 scale which may not have been shown
on the published sheet. For ~~political boundaries~~,
woodland, ~~marsh, and swamp limits~~, refer to the
published quadrangle for the finally adopted
~~positions~~. outlines.

Descriptive Report.

Division

Filed in the Photogrammetric Section -- Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in ~~Reviewing Unit~~ Section

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions
to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T.
Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.
Gallen, 1944.

Season's report on field work by Commander R. L.
Schoppe, 1944.

Delivered to the Army Map Service in accordance
with the contract

Film negatives and film positives of the color
separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the
first edition of the quadrangle with notes in red
indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8205

LITTLE RIVER QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

Horizontal accuracy tests were run in quadrangles T-8201 and T-8193.

There is no vertical accuracy test around this area.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-725b	1:10,000	1859-60
T-1959	1:10,000	1859-60
T-1295b	1:20,000	1873
T-4097	1:20,000	1924
T-4196	1:20,000	1925-26
T-6213a&b	1:10,000	1934-35

Comparison with Nautical Charts Nos. 1237

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

There are numerous changes in shorelines. A sunken wreck just south of Bald Beach appears on this chart. This wreck is shown on T-1219b but not on later surveys. It is not visible on the photos but probably yet exists.

(Map manuscript has been applied to chart 1236 since review.)

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed July 16, 1943 By W. W. Belling
under direction of D. H. Benson *per R.M.*

Inspected by B. G. Jones *B.G. Jones 5/46*

Examined and approved:

K. T. Adams
Chief, ~~Surveys Branch~~
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Knox
Chief, Div. of Charts
Robert W. Knox
Chief, Nautical Chart Branch
Raymond P. Egan
Chief, Div. of Coastal
Surveys