

Original

8221

1220

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Topographic
Field No.	Office No. T-8221
Georgetown North, S. C.	
N3322.5-W7915/7.5	
LOCALITY	
State	South Carolina
General locality	Georgetown County
Locality	Georgetown North
194 3	
CHIEF OF PARTY	
Lt. Comdr. Kenneth G. Crosby	
LIBRARY & ARCHIVES	
DATE June 6, 1946	

ON

Diag. Ch. 1110

DATA RECORD

T-8221

Quadrangle (II): Georgetown North, S.C.

Project No. (II): 285

N 332X5-47915/7.5

Field Office: Myrtle Beach, S.C. Chief of Party: F. L. Gallen

Compilation Office: Tampa, Florida Chief of Party: K. G. Crosby

Instructions dated (II III): July 15, 1942

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: August 11, 1943

Reported to Nautical Chart Section: August 12, 1943

Reviewed: 1/30/43

Applied to chart No.

Date:

Redrafting Completed: Jan. 20, 1944

Registered: 5/46

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31,680

~~1:10,000~~
(1:31,680)

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): Georgetown 1932

Lat.: 33°23'30.168" (929.4m) Long.: 79°21'06.583" (170.1m) Adjusted
~~Redrafted~~

State Plane Coordinates (VI): South Carolina, South Zone

X = 2,503,060.16 ft.

Y = 570,910.79 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>
8277	Apr. 2, 1942			Inshore Sheet
8278	"			
8334	Apr. 6, 1942			
8335	"			

Tide from (III); No Tide - This is an inshore sheet

Mean Range: ----

Spring Range: ----

Camera: (Kind or source) U. S. C. & G. S. (9 lens)

Field Inspection by: Caswell Silver,
Morris W. Burr

date: ----

Field Edit by: *D. Flippo*

date: *Aug 1943*

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

Red line celluloid print

~~Projection-and-Grids-ruled~~ by (III) Washington office date: ----

" " " checked by: " " date: ----

Control plotted by: Previous Project date: ----

Control checked by: " " date: ----

Radial Plot by: " " date: ----

Detailed by: P. Gill, Photo Aid:

date: Feb-J

H.W. Thune, Jr. Topo Engr.

Reviewed in compilation office by: *F. H. Elrod* Sr. Photo Aid date: Ju

J.H.S. Billmyer, Ass't Ph

Elevations on Field Edit Sheet

checked by: *D. Flippo*

STATISTICS (III)

Land Area (Sq. Statute Miles): 61

Shoreline (More than 200 meters to opposite shore): 6.7

Shoreline (Less than 200 meters to opposite shore): 16.2

Number of Recoverable Topographic Stations established:

Number of Temporary ^{Topographic} ~~Hydrographic~~ Stations located by radial plot: 1

Leveling (to control contours) - miles: 46 mi.

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. 285, 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 1933-34 and were published in 1935 on the scale of 1:10,000. 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 nine lens photographs for the most part. However a blue line print of the area previously compiled with notes by the field inspection party was used to supplement the photographs.

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.

3.

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 ~~new~~ radial plot was made for this work.

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.

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.

DESCRIPTIVE REPORT TO ACCOMPANY QUADRANGLE 28221

GEORGETOWN-NORTH QUADRANGLE

PLANE TABLE MAPPING PROJECT CS 275-2

Wm. D. Patterson, Chief of Party

This Survey was made in accordance with instructions No. 28/MEK, 1990, dated January 23, 1942.

GENERAL CHARACTER OF QUADRANGLE:

Quadrangle 2 is a flat, slightly undulating plain with very little physiographic relief. It is heavily wooded and about 15% is cleared land.

CONTROL USED:

Horizontal: Only well defined points such as centerline intersections of very nearly right roads and plotted triangulation stations were used for horizontal control. All traverses made took off of and tied to such strong points.

Vertical: Standard U. S. Coast and Geodetic Survey Bench Marks and temporary B. M. 's set by closed level lines were used for vertical control.

CLOSING ERRORS OF TRAVERSES RUN AND HOW ADJUSTED:

No planetable traverse run on Quad. 2 had a horizontal closing error greater than 6 meters, or a vertical error of closing greater than 0.3 of a foot. Where necessary, plotted traverses were adjusted by the method of similar triangles. No vertical adjustments were made. Differential leveling methods employing the striding level were used almost exclusively. Indirect level shots were limited to one or two a day.

DESCRIPTION OF AUXILIARY SURVEYING METHODS USED:

In locating contours through densely wooded areas, traverses were run on compass stadia without occupying alternate turning points. A lack of relief and heavy forest cover eliminated intersection and resection as a means of control. All trails and contouring on the east side of highway U. S. 701 were surveyed by traverse as described above.

PROCEDURE DEVIATING FROM STANDARD PRACTICE:

Shots which controlled the contour were spaced at intervals of 20

to 500 feet. While this is not standard practice for a twenty foot contour interval on a 1:20,000 scale on terrain of low relief; longer shots were impossible without excessive brush cutting. In general, a proper mean between short clear shots and brush cutting was sought.

REVISION WORK:

Three plantations have been rebuilt and extensive changes in roads and buildings made by wealthy owners since the photographs were taken. Changes in buildings and roads should be especially noted at Wedgefield, Windsor and Beneventum Plantations.

In addition to new construction at Wedgefield Plantation, note a discrepancy in the location of roads and buildings already in existence. This seems to be about 20 meters. This was checked by tying traverses in to three strong points.

Windsor triangulation station. The intersection of two nearly right roads, one a mile north and the other about a mile northeast. This appears to be a simple drafting error limited to the immediate vicinity of Wedgefield Plantation and may have resulted from a uniform slip of the compilation sheet from control points while drafting this small section. On other portions of the sheet where strong control is available, displacement of about 5 meters in the center-line of roads was noted. These errors were not corrected.

MARSHES AND SWAMPS:

The short dashed blue lines enclosing stream drainages denote limits of wet weather swamps. Wet weather swamps are areas of mixed pine and deciduous trees inundated at certain seasons. The presence of pines indicates that these areas dry up in dry weather.

VEGETATION NOTES:

In general, the density of vegetation is fairly well represented by existing symbols, except where new growth has occurred on logged off areas. East of highway U. S. 701 where the timber is dense, no distinction was made between solid deciduous growth that occurs along streams and the almost solid pine with a scattering of brush that grows from streams. This information was roughly sketched on the sheet and probably can be distinguished more accurately on the photograph.

EXTENT OF WORK COMPLETED:

Contouring and revision work on Quad. 2 was limited at this time to the east side of Highway U. S. 701, in the belief that considerable

overlap would occur in rephotographing the area west of the highway, thus saving much time in the revision of culture there.

This report submitted by

Caswell Silver

Caswell Silver
Engineering Aid,
U. S. Coast and Geodetic Survey

Approved and forwarded:

Wm. D. Patterson

Wm. D. Patterson
Lieut. Comdr., U. S. C. and G. S.
Defense Mapping Field Party No. 1

ADDITIONAL NOTES BY CHIEF OF PARTY

No revision survey was made in the town of Georgetown, since it is located so close to the edge of the sheet that we believed the new photographs would cover the area. As it turned out, the entire sheet was re-photographed and all revision work was unnecessary.

Work on this partial sheet was begun before many of the more important sheets were received and when no other work was available.

There are no landmarks for charts on this sheet.

Wm. D. Patterson

Wm. D. Patterson,
Chief of Party.

Field work on this quadrangle was not completed during the field season and was returned for completion in 1943 - F.L. Gallen Chief of Party. See following report.

FIELD INSPECTION REPORT
QUADRANGLE T-8221
PROJECT CS-285
F. L. GILLEN, CHIEF OF PARTY

1. The Black River flows in a southeasterly direction through the Quadrangle except for a small portion on the eastern limit where the river flows in Quadrangle 8220 for a short distance. The drainage is divided into two parts by a slight ridge which runs in a westerly direction through the Quadrangle. The southern part of the drainage flows in a southerly direction into the Sampit River, and the northern part drains in an easterly direction into the Black River. The Black River is affected by tidal action.

The ground varies in elevation from sea level to a height of about 32 feet. Relatively there are few swamps in this Quadrangle and they are generally along the integral parts of the drainage system.

There are three paved roads in the quadrangle, State route 701, which runs in a north-south direction, State route 521, which runs in an east-west direction, and State route 51, which joins with Route 701 in the northeastern part of the quadrangle, and runs in a northwest-southeast direction. There are numerous sand-clay roads with poor drainage and many temporary truck roads built by the lumbermen. In general, the roads follow the high ground.

Farming is quite extensive in this quadrangle especially along the paved roads. This Quadrangle is also more densely populated than any of the adjoining quadrangles except for the northern part of Quadrangle 8226, which includes the City of Georgetown.

2. County and political boundaries have been omitted on the photographs and should be done at the time of field edit. Any roads, buildings and other detail constructed since the photographs were taken, and those that cannot be identified on the photograph, have been located by planetable and indicated on the photographs.

3. A double 24"-pipe line has been laid by the International Paper Company from Georgetown to the Black River to provide water for the plant. The pipes are approximately 24 inches underground. The pipes look like a road on the photograph; however, it is dirt which was moved a short time before the photographs were taken.

For additional information see the Report for Quadrangle 8237 and 8238.

4. This section of the report is intended to cover Quadrangles 8218, 8222, 8223, 8224 and that part of Quadrangles 8216 and 8221 which was not completed in the spring of 1942.

Triangulation stations have been recovered approximately outside the limits of the project on the west, and to the

on work accomplished in the spring of 1942.

In addition to the Coast and Geodetic Survey control, that of the following agencies was used:

ORGANIZATION	ORDER	DATUM
South Carolina Geodetic Survey	2nd and 3rd	NA 1927
U. S. Geological Survey	Transit Traverse	Prelim. 1927

Stations on the photograph which are circled in green are the intersections of roads located by transit traverse by the Geological Survey. These stations were used only when marked stations were not available.

All stations recovered have been located on the photographs, except for those where no photograph ties were available. The proper notations have been made on all picking cards.

Notes have also been placed on the picking cards indicating the agency that located the stations. For colors used on the photographs, please refer to the sheet of field inspection symbols and colors previously submitted by this party. For a more detailed discussion of the accuracy and methods used on the State Survey, refer to the publication, State Local Control Survey Projects, Southeastern South Carolina, part two; and Local Control Survey Projects, Northeastern South Carolina, part two.

5. All Coast and Geodetic Survey and Geological Survey bench marks have been searched for and those recovered have been identified on the photograph, except for those so near each other that they could not be shown without conflict.

Supplemental level lines for the control of the planetable were run over the roads and elevations were recorded on road intersections and other identifiable points where they existed. Where identifiable points were not available stakes were driven to identify them and were located later on the photographs by the planetable party. Sufficient ties were made to permanent bench marks to control these lines, and if the error of closure was less than 0.25 of a foot, no adjustment of the elevations was made. If the closure was greater than 0.25 of a foot, and less than 1.0 foot, a straight adjustment was applied to the elevations. If the error was greater than 1.0 foot, the lines were re-run.

6. See the report for Quadrangle T-8238.

7. The mean high water line has been indicated on the photographs where it could be determined by this party. For additional information see the report submitted in the spring of 1942.

8. The low water line could not be determined by this party. For additional information see the report submitted in the spring of 1942.

9. There are no wharves or shoreline structures in the part of the quadrangle covered by this survey. For additional information see the report submitted in the spring of 1942.

10. No offshore details were found in the part of the quadrangle covered by this survey. See the report submitted in the spring of 1942.

11. There are no landmarks or aids to navigation in the part of the quadrangle covered by this survey. See the report submitted in the spring of 1942.

12. See the report submitted in the spring of 1942.

13. The Georgetown Airport is located about the center of the Quadrangle at the southern limits. The drainage is very poor and the runways are made of sand and clay. The Airport is owned and maintained by Georgetown County.

There are no aeronautical aids in the Quadrangle.

14. See the report for Quadrangle 8238.

15. The dimensions and the load limit of the bridges have been indicated on the photographs, but they have not been classified.

16. See the report for Quadrangle 8238.

17. See the report for Quadrangle 8226.

18. Geographic Names is the subject of a separate report for this Project. PA

19. The junction to the south with Quadrangle 8226, to the west with Quadrangle 8222 and to the north with Quadrangle 8217 are all on overlapping photographs and should be satisfactory.

Discrepancies were found in the junctions to the east with Quadrangle 8220 and that part of this Quadrangle surveyed in the spring of 1942. At the northeastern limits of the Quadrangle a 20-foot contour extending across the northwest corner of Quadrangle 8220 was erroneously omitted in the spring of 1942. At latitude $33^{\circ}23\frac{1}{2}'$ and longitude $79^{\circ}17\frac{1}{4}'$, the contour on the compilation sheet is slightly in error. The corrections have been made on the photographs and any changes or corrections should be accepted as correct.

All field work has been completed including a field check of parts of the area covered by the planimetric maps, except as noted above descriptive report. Field edit of the entire Quadrangle accomplished after these maps have been corrected from the field inspection photographs.

This report is not intended to cancel the report submitted in the spring of 1942 except where proper notations have been made.

Respectfully submitted,

Morris W Burr

Morris W. Burr,
Engineering Aid.

Approved and forwarded:

F. L. Gallen

F. L. Gallen,
Chief of Party.

COMPILATION REPORT
TO ACCOMPANY
SHEET T-8221

Control

The control was adequate on this sheet, there being eleven stations which could be plotted on the photographs. All of these stations could be held to with the exception of triangulation station "Campfield", which could not be properly identified on all of the photographs.

Radial Plot

The main radial plot, of which T-8221 was a part, is discussed in the compilation report for sheet T-8222.

Detailing

The eastern portion of this sheet was compiled previously from aerial photographs on a scale of 1:10,000. This part of the quadrangle was furnished to this office on a red line celluloid sheet on a scale of 1:20,000 with the remaining area left blank. All detailing and revisions were made on this sheet in black celluloid ink.

The photographs used were clear except for small areas obscured by clouds.

The scale of the pictures was very good with the exception of 8278.

The field inspection in general, was satisfactory. In some cases the field inspector obviously classified some roads and streams incorrectly, so the detailer used his own judgement in classifying them on the survey sheet.

Many of the smaller streams through heavy woodland are shown on the field prints and survey sheet with the intermittent stream symbol. These streams should be investigated in the field as they evidently should be classed as "P.D.W."

As the main radial plot was rerun and some of the points changed slightly, there are slight discrepancies with sheet T-8226, which joins this one on the south. A contour was omitted on T-8220 leaving one "dead ending" on the eastern junction of T-8221. These two junctions should be checked and corrected by the Washington office, as T-8220 has been published and T-8226 was forwarded to Washington some time ago.

A pipe line which appears as a road on the photograph was shown as a road on T-8226. This error should also be corrected.

Supplemental Data

A blue line print of the area previously compiled with notes by the field inspection party was the only other map used to supplement the photographs in the detailing.

Landing Field and Aeronautical Aid

The Georgetown Airport is mentioned in the field inspection report for T-8221.

Comparison with Existing Topographic Quadrangle

No topographic quadrangle sheets with which this sheet could be compared were available in the Tampa office.

Comparison with Nautical Charts

T-8221 compares very well with Intracoastal Waterway Chart No. 836, (published August 1942 on a scale of 1:40,000). No discrepancies of any importance were noted.

Respectfully submitted,

Frank H. Elrod

Frank H. Elrod,
Sr. Photo Aid

Forwarded by:

Kenneth G. Crosby
Kenneth G. Crosby,
Chief of Party....

FIELD EDIT REPORT
T-8221
PROJECT CS-285

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

The following color scheme was used:

FEATURES	COLORS
Additions, bench marks, wye level elevations and crosses	RED
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 Quadrangles Nos. T-8218 and T-8227.

The vertical accuracy tests are the subject of a special report for Project CS-285.

Submitted by

Donald G. Flippo
Donald G. Flippo
Engineering Aid

Approved and Forwarded

F. L. Gallen
F. L. Gallen
Chief of Party

Remarks

	Remarks	Decisions
1		
2		
3		
4		
5		Railway Guide
6		Road Maps
7		"
8		"
9	The continuation of this number southeast of Rhems is not certain.	"
10		
11		333792 U.S.G.B.
12		" "
13		334792
14		333792
15	Apply name as on Name Sheet No. 2	" U.S.G.B.
16		"
17		"
18		"
19		"
20		333793
21		"
22		"
23	Pending with U.S.G.B.	"
24		334793
25		334794
26		334793
27		"

GEOGRAPHIC NAMES

Survey No. T-8221

GEORGETOWN NORTH quadrangle

1	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
	Georgetown County		✓							1
	Pee Dee and Choppee Twp No. 5	✓								2
	Georgetown Twp No. 3		✓							3
	Andrews (Black River) Twp No. 4		✓							4
	Seaboard Air Line Railway	✓								5
	U.S. Highway 701 22	✓								6
	U.S. Highway No. 521	✓								7
	State No. 51	✓								8
	(Choppee Road, below)									
	State No. 502									9
	(Brown's Ferry Road according to 1942 Texas Map)									
										10
✓	Waccamaw River	✓								11
✓	Pee Dee River	✓								12
✓	Black River	✓								13
✓	Georgetown	✓								14
✓	Rosemont	✓								15
	(village, not plantation)									
✓	Kensington Plantation	✓								16
✓	Georgetown ^{co.} /Airport	✓								17
✓	Georgetown Country Club	✓								18
✓	Black River Road	✓								19
✓	Whitas Creek	✓								20
✓	Graves	✓								21
✓	Canaan Branch	✓								22
✓	Porta Creek	✓								23
✓	Mulberry Road	✓								24
✓	Gapway Road	✓								25
✓	Shackleford Swamp	✓								26
✓	Johnson Road	✓								27

T-8221

No. 2

Remarks

Decisions

1		334793
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		335793
12		334793
13		"
14		335793
15		334793
16		"
17		"
18		334792
19		"
20		"
21		"
22		335793
23		335792
24		334792
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8221

GEOGRAPHIC NAMES											
Survey No. T-8221											
2	Name on Survey	On Chart	On previous survey	On U. S. quadrangle	From local	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
		No.	No.	Maps	information						
A,	B,	C,	D	E	F	G	H	K			
✓										1	
✓										2	
✓										3	
✓										4	
✓										5	
✓										6	
✓										7	
✓										8	
✓										9	
✓										10	
✓										11	
✓										12	
✓										13	
✓										14	
✓										15	
✓										16	
✓										17	
✓										18	
✓										19	
✓										20	
✓										21	
✓										22	
✓										23	
✓										24	
✓										25	
✓										26	
✓										27	

M 234

T-8221

No. 3

Remarks

Decisions

1		334792
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		
12		"
13		"
14		"
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8221

3	Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
✓	Anne	✓								1
✓	Deer Hall	✓								2
✓	Sixmile Creek Bridge	✓								3
✓	Ramsey Grove	✓								4
✓	Skinner's Ferry (Abd.)									5
✓	State Forest Tree Nursery	✓								6
✓	Tyson Fire Lookout Tower	✓								7
✓	Beneventum Plantation	✓								8
✓	Mansfield Plantation	✓								9
✓	Wedgefield Plantation	✓								10
										11
✓	Windsor Plantation	✓								12
✓	Weehaw	✓								13
	Georgetown Wayside Park									14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

L. Heck 12/6/43

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-8221

GEORGETOWN NORTH 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

There was neither a horizontal nor a vertical accuracy test run in 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.

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos. 836, 787

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:

The details of T-8221 are complete and adequate for chart correction.

#836 is an Intracoastal Waterway chart.

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 Sept. 17, 1943 By Jack Rihn
under direction of D. H. Benson

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. Hays
Chief, Div. -of- Charts
Nautical Chart Branch

Raymond E. Egan
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. *T. 8221*

Record of Application to Charts

[illegible]

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.