

Original

8229

Diag'd. on Diag. Ch. No. 1110

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo. Compilation

Field No. Office No. T-8229

LOCALITY

State South Carolina

General locality Georgetown & Berkeley Counties

Locality Jamestown

1943

CHIEF OF PARTY

Lieut. Comdr. F. L. Gallen

Lieut. Comdr. K. G. Crosby

LIBRARY & ARCHIVES

DATE March 14, 1946

B-1870-1 (1)

8229

DATA RECORD

T-8229

Quadrangle (II): Jamestown

Project No. (II):
CS-285

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

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

Instructions dated (II III):
7/15/42.Copy filed in Descriptive
Report No. T- (VI)Completed survey received in office: *May 19, 1943*Reported to Nautical Chart Section: *May 20, 1943*Reviewed: *Aug. 25, 1943* Applied to chart No. Date:Redrafting Completed: *Nov. 27, 1943*Registered: *7/46*Published: *1943*

Compilation Scale: 1:20,000

Published Scale: *1:31,680*

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L.

Reference Station (III): Jamestown, 1934

Lat.: $33^{\circ} 17' 52.270$ (1610.3 m.) Long.: $79^{\circ} 40' 58.972$ (1525.8 m.) Adjusted
~~Unadjusted.~~

State Plane Coordinates (VI):

*S. Carolina S. Zone**X = 2,402,397.85 ft.**Y = 535,337.50 ft.*Military Grid Zone (VI) *Zone "B"*

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8393	4/6/42	3:43	1:20,000	No shoreline on
8394	"	3:45	"	sheet

Tide from (III): none

Mean Range:

Spring Range:

Camera: (Kind or source) USC&GS 9 lens (8 $\frac{1}{2}$ " focal length)

Field Inspection by M.G. Rosenfeld, A.L. Mitchell date: 12/17/43

Field Edit by: *D. Flippo* date: *July 1943*

Date of Mean High-Water Line Location (III): *12/17/43*

Projection and Grids ruled by (III) C.H.R. - J.O.N. date: 12/17/42

" " " checked by: J.O.N. date: "

Control plotted by: P.G. Gill, Photo. Aid date: 12/22/42

Control checked by: A.L. Kidwell, Jr. Topo. Engr. date: "

Radial Plot by: Tampa Office Personnel date: 12/28/42

F.H. Elrod, Sr. Photo. Aid
Detailed by: S.C. Jaspan, Photo. Aid date: Jan-
May '43

A.L. Kidwell, Jr. Topo. Engr.
Reviewed in compilation office by: date: May 1943
J.H.S. Billymer, Asst. Photo. Engr.

Elevations on Field Edit Sheet
checked by: *D. Flippo* date: *July 1943*

STATISTICS (III)

Land Area (Sq. Statute Miles): 59

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore): 27

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot: --

Leveling (to control contours) - miles:

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:

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.

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

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the ~~Baltimore~~ Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the 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.

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.

FIELD INSPECTION REPORT
QUADRANGLE T-8229
PROJECT CS-285
F. L. GALLEN, CHIEF OF PARTY

1. The Santee River flows in a south-easterly direction through the Quadrangle. The southern part of the Quadrangle drains in a northerly direction into the Santee River. The northwestern part drains in a southeasterly direction into the Santee River also. The remainder of the Quadrangle is drained in a southeasterly direction by Cedar Creek. There are extensive swampy areas along the Santee River especially in the northwest part of the Quadrangle. Hellhole Bay also extends into the southern limits of the Quadrangle.

The ground varies in elevation from a few feet above sea level at the Santee River to a height of about 57 feet both north and south of the river. This Quadrangle has many sandy ridges which in general extend in a northwest southeast direction.

State Routes Nos. 511 and 179 extend through the Quadrangle. Route Number 179 runs in a westerly-easterly direction through the southern part of the Quadrangle and is a well maintained road built of sand and clay. Route Number 511 runs in a southerly-northerly direction and is a paved road for approximately three miles in the northern part of the Quadrangle. During rainy weather it is almost impassable from the end of the pavement to the village of Jamestown. Lenuds Ferry crossing at the Santee River can only be operated at high water. The Ferry is owned by the South Carolina Highway Department and is used only for their convenience. There are other sand-clay roads in this Quadrangle, all of which are poorly maintained. The lumbermen have built numerous track roads through the forests. These roads can only be traveled in dry weather.

A large portion of the Quadrangle is wooded. Cypress and Gum are found in the swamps and low ground and pine on the higher ground. The area south of the Santee River is in the boundaries of The Francis Marion National Forest, however only a small portion of it has been acquired by the Forest Service at the present time.

The Seaboard Air Line Railroad runs in a southwest-northeast direction through the Quadrangle. There are a small number of temporary tracks in the vicinity of the Wee Tee Branch. The tracks are used by the lumbermen in this area.

The village of Jamestown, population 43 (1940 Census) lies in the southern part of the Quadrangle. Most of its inhabitants follow the lumber industry. Little farming is carried on in this Quadrangle.

2. See the report for Quadrangle 8221.
3. See the report for Quadrangles 8237 and 8238.
4. See the report for Quadrangle 8238.

5. See the report for Quadrangles 8233 and 8238.
6. See the report for Quadrangle 8238.
- 7-8-9. See the report for Quadrangle 8233.
10. There are numerous sand bars in the Santee River. These have been indicated wherever identifiable on the photographs.
- 11-12-13. See the report for Quadrangle 8233.
14. See the report for Quadrangle 8238.
15. See the report for Quadrangle 8221.
16. See the report for Quadrangle 8238.
17. The County and political boundaries have not been indicated on the photographs and should be shown at the time of the field edit. For boundaries of the Francis Marion National Forest see Report for T-8238.
Only the outside boundary of Francis Marion Nat'l Forest will be shown.
18. Geographic Names is the subject of a separate report for this project. *1 W.S.R. 84*
19. The junctions with Quadrangles 8234 to the south, 8228 to the east, and 8224 to the north are all on overlapping photographs and should be satisfactory. There is no junction with any modern survey on the west.

Submitted by,

Glen B. Woolley
Glen B. Woolley,
Senior Engineering Aid.

Approved and forwarded:

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

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8229
Jamestown Quadrangle

CONTROL

All of the control stations on the sheet were held to during the radial plot and checked satisfactorily.

MAIN RADIAL PLOT

A continuous radial plot was laid on December 28, 1942, to locate radial points, topographic stations, bench marks, and photograph centers. The plot extended over the area covered by Sheets: T-8227, 8228, 8229, 8233, 8234, 8238 and the western portions of Sheets T-8226, 8232, 8236 and 8237.

The usual procedure for laying the main radial plot was followed. Control points were plotted on the base grid sheets, checked, and then transferred to the survey sheets by matching individual grid squares. The amount of adjustment between the grid squares on the base grids and survey sheets was negligible. The grid sheets were taped to the plotting table and allowed to remain undisturbed for 36 hours. The base grid was then examined for movement and one minor adjustment was made to remove a ripple.

On the partially detailed sheets of the "1934" Survey," radial points were picked which could be readily identified on the photographs. These radials were subsequently transferred to all photographs covering the junction of the old and new surveys. These radial points were also transferred to the base grids by matching the individual grid squares of the survey sheets to those of the base grid sheets.

An innovation was adopted in the making of the templates. All radial lines through doubtful points were drawn in red ink. The photographs were carefully examined, and chambers which did not match were marked with red radial lines. In one instance a chamber was purposely omitted because it matched so poorly with the adjacent chambers. In laying the templates and in picking radial points from the plot, less weight was given to the red radial lines. In many instances the red radial lines fitted in quite well with the black radial lines, but wherever the red radial lines were obviously "wild" they were ignored. We believe that this innovation gives more accurate results than the former all-black radial line templates.

The plot consisted of 46 templates, of which seven were not used because these proved defective or superfluous. The following table indicates the adequacy of control density.

Number of Templates	Number of Control Stations (Triangulation and Traverse)
2	18 stations and over
10	13 to 17 inclusive
10	8 to 12 "
10	3 to 7 "
4	Less than 3 stations

From the above table it is evident that there was ample control for the plot as a whole. The control, however, was not uniformly distributed. Sheet No. T-8228 contained only one traverse station. Sheet No. T-8227 contained one traverse station and one triangulation station. All the other sheets had eight or more stations. Templates Nos. 8330, 8366, 8387, 8407 and 8408 were either excessively tilted or off-scale and could not be used in the plot. Two other templates were omitted. All templates used fitted excellently, with the exception of templates Nos. 8359, 8384 and 8388 which formed the transition between the old and new work. This area is of doubtful accuracy, because of the inability to pick radial points in the swamp area.

The identification of the control on to the photographs was satisfactory with the exception of a few F.I.P. stations which were difficult to determine. Some difficulty was also encountered in plotting F.I.P.'s on the base grid sheets, for we could not determine their geographic positions.

The photographs covered the area adequately throughout this plot.

In order to facilitate the making of a junction between the 1934 Survey and the new work, the radial plot was laid commencing with the most easterly flight lines, from south to north. The templates on the southern and eastern borders of the plot were not the most rigidly controlled by traverse and triangulation stations. However, these templates were nevertheless rigidly fixed by using what control was available and by using the numerous radial points established in the previously completed section (refer to paragraph 3 of this report). The central and western portions of the plot were most rigidly controlled. Over 80% of radial lines through traverse and triangulation stations were held rigidly in this plot. The balance were mostly all red radial lines of doubtful quality. Agreement along the flight lines, as well as intersection of radial lines to adjacent photograph centers, was excellent throughout. A vast majority of radial points resulted from 4 to 7 radial lines. The closure of the radial lines was very good throughout this plot, with the exception of the northern-most portions of Sheets T-8227 and T-8228. These will be further investigated by the individual detailers. No points were picked in triangles of error. Where such occurred, the radial lines were transferred on to the survey sheets so that these points could also be further investigated by the detailers.

This radial plot was laid by one Assistant Photogrammetric Engineer assisted by three Photogrammetric Aids. The time consumed in laying this plot amounted to 38 man-hours.

Various colored inks were used on the mounted office prints and on the survey sheets to designate triangulation, traverse and topographic stations, etc. The following key is furnished for this information.

PHOTOGRAPHS

Triangulation and Traverse Stations...2.5 m.m. blue circle
Marked Hydro. & Topo. Signals.....2.5 m.m. green circle
Radial Points (Main Plot).....2.5 m.m. red circle
Radial Points (Additional).....3.5 m.m. red circle
Photograph Centers.....Double circle

SURVEY SHEETS

Triangulation stations.....3.5 m.m. high black triangle
Hydro. & Topo. Stations.....2.5 m.m. black circle
Radial Points (Main Plot).....2.5 m.m. purple circle on back
Radial Points (Additional).....3.5 m.m. purple circle on back
Radial Points (Questionable).....3.5 m.m. green circle on back
Photograph centers.....Double purple circle on back

A fairly good check on the radial plot was obtained by plotting the geographic positions of traverse stations furnished by the U. S. Geological Survey. These traverses were of third-order accuracy or less. These traverses follow the highways, and many stations are at highway intersections which could be readily identified on the photographs. Over one hundred G.P.'s which could be identified on the photographs were plotted, and of these, 26 coincided exactly with radial points previously established by the radial plot. We believe that this is an indication that the radial plot was very successful.

DETAILING

The photographs and the field inspection were satisfactory for the office detailing.

Most of the area included within the Santee Swamp is heavily wooded and makes the picking of adequate radial points very difficult. Very little detail exists in this area and this is believed to have the required accuracy.

All of the area south of the Santee River is included within the boundary of the Francis Marion National Forest. Only part of this land has so far actually been acquired by the Forest Service and the limits of the acquired land were not shown in the field inspection. A map published by the Forest Service and showing this information was available to the draftsman but the scale was too small for practical use.

Many streams through wooded areas were shown on the field prints with the intermittent stream symbol. Although they are * also shown on the survey sheet with the intermittent symbol, they are obviously "probable drainage, unsurveyed" and should be shown on the finished map with the proper "P.D.U." symbol.

SUPPLEMENTAL DATA

No supplemental data was available for this compilation.

LANDMARKS AND AIDS TO NAVIGATION

No landmarks or aids to navigation fall within the limits of this quadrangle.

HYDROGRAPHIC CONTROL

No recoverable topographic stations suitable for the control of hydrographic surveys fall within the limits of the sheet.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

No existing topographic quadrangle maps were available for comparison.

COMPARISON WITH NAUTICAL CHARTS

The area covered by the compilation falls too far inland to appear on any published nautical chart.

Respectfully submitted,

Samuel C. Jaspán
Samuel C. Jaspán,
Photogrammetric Aid

Forwarded by:

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

* The streams should not be shown with the P.D.U. symbol on any of the topo. guards for the Army. The streams must be shown either as perennial or intermittent, and must be field inspected as to existence & location. Benson.

FIELD EDIT REPORT
T-8229
PROJECT CS-285

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

The following color scheme was adhered to:

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 Quads. T-8224 and T-8227.

Vertical accuracy tests are the subject of a special report for project CS-285. *Filed in the Division of photogrammetry.*

Submitted by

Donald G. Flippo
Donald G. Flippo *PLG.*
Engineering Aid

Approved and Forwarded

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

FIELD INSPECTION
PROJECT CS-265

BUILDINGS

b - Barn
Bldg - Building
Bo Ho - Boat House
Ch - Church (give name)
Ct Ho - Court House (give name)
P.O - Post Office (give name)
Sch - School (give name)
Hos - Hospital (give name)
RR Sta - Railroad Station
Sto - Country store or
gas station
P Sta - Power Station

BOUNDARIES

BDY - Boundary
F B - Fire Break
Hdg - Hedge
Fert - Fert
Cem - Cemetery
Co - County

LANDMARKS

FT - Fire Tower (give name)
TT - Transmission Tower
RT - Radio Tower or mast
Air En - Airway Beacon
En - Non-lighted aid to
navigation
Lt - Lighted aid to
navigation
Tk - Low tank
Tk elev - Tank elevated on
structure
Stk - Stack

GENERAL

I - delete; except where it
pertains to elevations.
Use only the abbrev. listed
on this page. Do not make
up abbreviations.

SHORE LINE

MWL - Mean high water; fast land
LWL - Low waterline
LL - Marsh shore line
M - Marsh
MW - Marsh grass in water
Dk - Dock
Pier - Pier
Se W - Sea Wall
Skhd - Bulkhead
Jet - Jetty
Dol - Dolphin
Pile - Pile
S - Sand
Mud - Mud
Rk - Rock or rocky
Sty - Stony
Cons - Concrete
Wo - Wood
Blf - Bluff
Dune - Dune

STREAMS AND PONDS

D - Largest ditches only
DK - Small ditch (delete)
IS - Intermittent stream
PD - Probable drainage
Cr - Creek
Ca - Canal
Cv - Culvert
Lev - Levee
Dam - Dam
P - Pond
IP - Intermittent pond

VEGETATION

Gr - Grass
Sw - Swamp
Cy Sw - Cypress Swamp

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminous Macadam, H-15 type structures.	Will bear heaviest loads with little maintenance.
2	Secondary, hard-surface all-weather road.	Surface-treated, oiled gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.	Will bear fairly heavy military loads in all weather if maintained.
3	Loose-surface graded, dry-weather road.	Gravel or stone surface, stable material, selected sand-clay, etc. Drained and graded.	Will bear light military loads in good weather.
4	Unimproved road.	Graded and drained earth, with very light structure.	Generally unsuitable for military loads.
4U	Truck road	Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.	
5	Trail	(Horse trails, foot trails, etc.)	

Roads with more than two (2) lanes are indicated by note along road, e. g. 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.

WOODS CONCEALMENT CLASSIFICATION

- Class A: ~~Trees over 10' high and thick enough to hide troops.~~
- Class B: ~~Brush thick enough to hide troops but dense enough to impede progress.~~
- Class C: ~~Scattered brush thick enough to hide troops but not thick enough to impede progress.~~

BRIDGE AND TUNNEL CLASSIFICATION

<u>First Symbol</u>	<u>One Lane</u>	<u>Unlimited</u>
Capacity	5 m.p.h.	
A	50 tons	25 tons
B	25 tons	18 tons
C	18 tons	13 tons
D	10 tons	7 tons
E	6 tons	4 tons
F	Light vehicles only	

Second Symbol

Vertical Clearance	A - over 14 feet
	B - over 13 feet
	C - over 12 feet
	D - over 11 feet, etc.

Third Symbol

Horizontal Clearance	A - over 18 feet
	B - over 17 feet
	C - over 16 feet
	D - over 15 feet, etc.

Fourth Symbol - Year of Classification.

WOODS AND BRUSH

TYPE

D	Deciduous
E	Evergreen
Cy	Cypress

CONCEALMENT

Z	Trees 10 feet or more in height, and thick enough when in foliage to conceal troops and vehicles.
Y	Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X	Scattered trees not thick enough to conceal troops.
W	Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

HG	Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
LG	Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.
SW	Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
M	Salt marshes

NOTE: The above areas are not outlined but sufficient notes are made on each photograph so that the variation in tones can be correctly interpreted in the office.

Remarks

Decisions

	Remarks	Decisions
1		332796
2		"
3		"
4		"
5		"
6	Pending with USGB	"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		
23		333796
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES.

Survey No. T-8229

JAMESTOWN quadrangle

No. 1 Name on Survey

	A	B	C	D	E	F	G	H	K	
	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		
Jamestown	✓		✓							1
Guilliard Road	✓		✓							2
Palmerville	✓		✓							3
Dutart Bridge	✓		✓							4
Dutart Creek	✓		✓							5
Devils Lodge Branch	✓		✓							6
Gravel Run	✓		✓							7
Sarah Drain	✓		✓							8
Flanders Hole	✓		✓							9
Bone Ldg. (Abd.)			x							10
Blake Ldg. (Abd.)			x							11
Maria Ldg. (Abd.)			x							12
Pipkin Road	✓		✓							13
Washington Town	✓		✓							14
Tiger Corner Road	✓		✓							15
Tiger Corner	✓		✓							16
Lighter Bridge	✓		✓							17
Conner Road	✓		✓							18
Persimmon Branch	✓		✓							19
Beufordtown	✓		✓							20
Gumville	✓		✓							21
Santee Swamp	✓		✓							22
Cedar Creek	✓		✓							23
Holly-Cypress Branch	✓		✓							24
Oceda	✓		✓							25
Cedar Creek Bridge	✓		✓							26
Cedar Creek	✓ (settlement)		✓							27

Remarks

1	Not Branson, according to Names Report	333796
2		"
3		"
4	Pending with USGB	"
5		"
6	Spelling of this name pending with USGB	"
7		"
8		333797
9	See line 4, above	"
10		"
11		"
12		
13		
14	Name OK, if feature found to exist	332797
15	" " "	333797
16	" " "	"
17	" " "	"
18	" " "	"
19		
20		
21		
22		
23		
24		Road Maps
25		"
26		Railway Guide
27		

GEOGRAPHIC NAMES.

Survey No. T-8229

No. 2

Name on Survey

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
Brunson Branch	✓		✓								1
Long Branch	✓		✓								2
Singletary Forks	✓		✓								3
Wee Tee Branch	✓		✓								4
Lenoude Ferry Bridges	✓		✓								5
Lenoude Ferry (Abd.)	✓		x								6
Lenoude Ferry Road	✓		✓								7
Gregler Swamp	✓		✓								8
Wee Tee Island	✓		✓								9
Byno Creek	✓		✓								10
Savanna Creek	✓		✓								11
Names in report by field party, applying apparently to non-existent features:											12
											13
Sarah Anne Pond			x								14
Byno Lake			x								15
Guerry Lake			x								16
Raccoon Creek			x								17
Wee Tee Lake			x								18
Santee River	✓		✓								19
Francis Marion National Forest			✓								20
(all area south of Santee River, although it is not all in government ownership).											
Berkeley County,	✓		✓								21
Georgetown County	✓		✓								22
Williamsburg County	✓		✓								23
State Highway No. 511			✓								24
State Highway No. 179			✓								25
Sagaboard Air Line Railway	✓		✓								26
											27

Remarks.

Decisions

	Remarks.	Decisions
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11	<i>entirely on T824</i>	
12		
13		
14	Covers large area, part of which is in the southern part of this quadrangle	(332797)
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8229

No. 3

Name on Survey

Name on Survey	Source											
	A	B	C	D	E	F	G	H	K			
Names used in direction notes:												1
Bethera			x									2
<u>Moncks Corner</u>			✓									3
<u>Andrews</u>			✓									4
<u>Shulerville</u>			✓									5
												6
<u>Political subdivisions:</u>												7
St. James-Santee Township (Berkeley County)			✓									8
Second St. Stephens (Pt)" "			✓									9
Sampit (Pt) (Gourdin) Township, Georgetown County			✓				✓					10
Anderson (Pt) Township 5,			x									11
Suttons (Pt) " 4, Williamsburg County			✓				✓					12
												13
<u>Hell Hole Bay</u>			x									14
												15
												16
												17
												18
												19
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Names underlined in red approved
by L. Heck on 9/1/43

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-8229

JAMESTOWN 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

The nearest horizontal accuracy tests were run in Quads. - T-8224 and T-8227.

The nearest vertical accuracy tests were run in Quads. - T-8224 and T-8227.

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.

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:

No nautical charts cover this area.

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 Aug. 25, 1943 By M. V. Parker
under direction of D. H. Benson *(per D.M.)*

Inspected by B. G. Jones *B.G. Jones 2/12/46*

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. Gray
Chief, Div. of Charts
Nautical Chart Branch

Raymond C. Lyman
Chief, Div. of Coastal
Surveys