

*Original*

8366

8366

*Diag'd. in pencil on Diag. Ch. No. 1007*

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<u>Topographic</u>
Field No.	<u>T-8366</u>
Office No.	
LOCALITY	
State	<u>Florida</u>
General locality	<u>Tampa Bay</u>
Locality	<u>Zephyrhills</u>
<u>1943</u>	
CHIEF OF PARTY	
Ray L. Schoppe	- Field
Kenneth G. Crosby	- Compilation
LIBRARY & ARCHIVES	
DATE	<u>Sept 25, 1946</u>

## DATA RECORD

T- 8366

Quadrangle (II): Zephyrhills  $1\frac{1}{2}$   
*N 2807.5 W 8207.5*

Project No. (II): CS 290 B

Field Office: 1101 E. Broadway  
 Tampa, Florida

Chief of Party: Ray L. Schoppe

Compilation Office:

Chief of Party: K. G. Crosby

Tampa, Florida

Instructions dated (II III):

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

Nov. 16, 1942

Completed survey received in office: *2/1/44*Reported to Nautical Chart Section: *2/2/44*

Reviewed: *4/18/44* Applied to chart No. Date:

Redrafting Completed: *6/3/44*

Registered:

Published: *1944*

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. 1929

Reference Station (III): Zephyrhills First Meth. Ch. Spire, 1937

Lat.:

Long.:

Adjusted

*28° 14' 05.507" (169.52 m) 82° 10' 42.448" (1157.30 m)* ~~Unadjusted~~

State Plane Coordinates (VI): *Zephyrhills First Meth. Ch. Spire, 1937*  
*Florida - West Zone*

*x = 442,537.66 ft.*

*y = 1,418,074.75 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>
11732	11/13/43		1:20,000	Inshore Sheet
11733	"		"	
11734	"		"	
11813	"		"	
11814	"		"	
11815	"		"	
11816	"		"	

Tide from (III):----

Mean Range: ---- Spring Range: ----

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

Field Inspection by: H. R. Cravat Jr. Topo. Engineer date: April - May 1943

Field Edit by: C.C. Fryer, Jr. Topo. Engineer date: Feb-March, 1944

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

Projection and Grids ruled by (III) B.R.C. & F.E.B. date: Apr. 21, 1943

" " " checked by: B.R.C. date: "

Control plotted by: B. R. Finch, Jr. Engr. Draftsman date: Aug. 16, 1943

Control checked by: H. W. Thune, Photo Aid date: "

Radial Plot by: Tampa Office Personnel date: Aug. 19, 1943

Detailed by: Marie R. Blake, Ass't Engr. Draftsman date: Oct. 1943 - Jan. 1944

Reviewed in compilation office by: A. L. Kidwell, Photo Aid, date: Jan. 1944  
J. H. S. Billmyer, Ass't Photo Engr.

Elevations on Field Edit Sheet

checked by: C.C. Fryer, Jr. Topo. Engr. date: February, 1944.

### STATISTICS (III)

Land Area (Sq. Statute Miles): 68.0

Shoreline (More than 200 meters to opposite shore):

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established:

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles: 95 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. 290-B, 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 templets) 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.

## DESCRIPTIVE REPORT

Project CS 290 B - Quadrangle T-8366

1. The area is a  $7\frac{1}{2}$  minute quadrangle bounded as follows: on the west by longitude  $82^{\circ}15'00''$ , on the north by latitude  $28^{\circ}15'00''$ , on the east by longitude  $82^{\circ}07'30''$ , and on the south by latitude  $28^{\circ}07'30''$ .

The land is relatively smooth in the southern portion, with the average elevation above <sup>40</sup> feet mean sea level. A portion of the Hillsborough River drainage is an exception. The northern portion of the quadrangle is more rolling, with several knolls over 120 feet in elevation. These knolls show a marked trend toward north and south ridges.

Numerous small cypress swamps cover the entire area, and along the Hillsborough river drainage the cypress swamp is  $\frac{3}{4}$  mile wide in most places. It is in these swamps where most tree growth is found, the majority of the area being given to grazing.

In the north central part of the quadrangle is found the village of Zephyrhills. It is an incorporated town covering about one square mile, and is connected to neighboring areas by the Seaboard <sup>AIRLINE</sup> Railroad, Atlantic Coast Line Railroad, and State Highways 156, 23, and 209.

The Zephyrhills Army Air Base is located to the east of the town.

Except in Zephyrhills, the population is very scattered and the roads are poor, being mostly of a 4 or 4U class.

2. The field inspection for the clarification and classification of details on the photographs was completed at the time of contouring.

There are no major power lines carried on prominent steel towers nor less important transmission lines to show cutting across country.

3. Deciduous trees appear on the photographs in the darkest tones and look like ink spots approximately 1/15 inch in diameter where they are sparse, due to their shadows.

The evergreens have a lighter tone and look like small elongated dots in the areas where they are sparse.

In the lightly wooded areas where the photograph has a steel-gray tone, any lighter tone generally indicates a higher elevation.

5. Two lines of U. S. Coast and Geodetic bench marks of second order accuracy ran north and south along highways 156 and 23 in quadrangle T-8366. This made it possible to run all main supplemental level lines between bench marks, with spur lines running between the main supplemental lines. All main and spur lines were closed with a maximum error of 0.3 of a foot, and the error was adjusted throughout the line. The main lines were of less than third order accuracy but sufficient care was used in establishing turning points to close all lines within the 0.3 of a foot allowable error. Adjustments were made for all loops, regardless of size or closure. Closures were adjusted by determining the number of instrument set ups and dividing into the error of closure for the loop. This quotient was added or subtracted progressively, depending on whether the loop closed low or high. About 95 miles of supplementary levels were run in this quadrangle. The average error of closure for all lines was around 0.14 of a foot. The leveling was done with a Builders' Wye level, using rods marked in feet and tenths. All readings were made to 0.01 of a foot.

Supplementary third order lines were run by the U. S. Engineering Department (Harbor Survey). Adjusted elevations were obtained from



the Tampa office, and it is assumed that these elevations have been adjusted to the Coast and Geodetic line of second order levels in the same area. Furthermore, a county survey was run in this quadrangle following a line drawn roughly from just east of the Hillsborough River State Park north and east through Crystal Springs and extending into quadrangle T-8367. No descriptions were available for these bench marks at the time of this report and therefore, only those bench marks were found which were located on the same road on which the level party was running levels. The order of accuracy was not known, nor was it known whether this line of levels had been adjusted to the Coast and Geodetic line of second order levels. Therefore, no supplementary levels were adjusted to this county line survey, but tied to Coast and Geodetic bench marks.

The data for the U. S. Engineers Department bench marks is as follows:

<u>Marking on discs</u>	<u>Establishing Agency</u>	<u>Headquarters</u>
"EDT 61 - 1940"	U. S. Engineers Dept. (Harbor Survey)	Jacksonville, Fla.

Other U. S. Engineering bench marks in this quadrangle are "EDT 62-65" inclusive and EDT 72. Bench marks EDT 63, 65, and 72 were not tied into Coast and Geodetic second order lines and are of third order.

The county survey bench marks found were marked CS 6-1941, CS 8-1941, CS 10-1941, CS 11-1941, CS 12-1941, CS 14-1941, and CS 15-1941. Apparently the discs were borrowed from the U. S. Engineers Department, as they were identical to those used by the U. S. E. D. except for the marking.

Where no definite points of intersection could be picked on the photograph, a stake was driven flush with the ground accompanied by a guard stake. The approximate position of the points was picked opposite

a bog or pond which could be seen on the photograph. In most cases, elevations of ground points were spotted on the photographs at  $\frac{1}{2}$  mile intervals.

The bench marks follow about  $\frac{1}{2}$  mile south of the Hillsborough River in the grazing area. Because of the lack of detail, it was difficult to locate many of them. In such instances, long measurements of 100 meters or more were taken to definable points. The definable points were picked on the photographs and measured distances were noted on the photograph to aid the compiler in locating the bench marks. Recovery notes were written in duplicate.

6. It will be noted that around many of the bench marks there are several pick points, which may be confusing. When the contouring was done, the topographer had no information regarding the location of the bench marks and it was purely by chance that the shots were near the bench marks. Small red arrows were used to clear up any doubt about which pick points are to be used.

In a final search for the marks, a map published by the establishing agency was used. A few of the marks had been destroyed and some which were searched for were not found.

The contouring was done by Harland R. Cravat, Junior Topographic Engineer, on photographs 11734, 11814, 11816, and 11813.

The contour interval was 20 feet and the work was done directly on the photographs. No attempt was made to keep the work of one photograph in one quadrangle. Some of quadrangle T-8365 was also submitted on the above photographs. An attempt was made, however, to keep the work as near the center portion of the photograph as possible in an effort to minimize distortion and large changes in scale.

The field work was done by a four man planetable party, thoroughly covering the area in an effort to locate all surface changes and to classify the culture of the land.

Elevations were carried by direct levels, vertical angles, and the stepping method; all lines run by the planetable party were closed within an accuracy of less than one foot. The usual closure between vertical control was 0.3 of a foot.

In the flat country an attempt was made to sketch the contours so they would not be out in elevation over one foot at any point. In the more broken areas where there was a more rapid change in slope, the contours were sketched with slightly less accuracy.

Most of the intermittent drainage was visible on the photographs, but was checked at frequent intervals by stadia. The streams run some distance, and they usually enter a cypress swamp, emerge from the other side and wind into another swamp. The swamps are low flat places and there is no definite drainage pattern through them. In such instances, a symbol was used on the photographs: N.D.D.(no definite drainage).

The water in the main drainages was photographed, and where it was obscured by overhanging trees it was located by stadia, and also by pacing.

It will be noted on photograph 11734 (southwest edge of quadrangle T-8366) on the Hillsborough River there are supplemental level elevations of 40.7 and 40.4 feet. The 40 foot contour is located about one mile to either side of these elevations. There are natural levees along the river which are about 5 feet high, and the width of them above 40 feet mean sea level <sup>is</sup> too narrow to show the contour.

Occasionally it will be noted a contour following each side of the drain crosses a road with a higher elevation (supplemental level) between

the contours. This may look incorrect, but is not since the contour has actually been brought through a bridge or a large culvert.

Because of the many large grazing areas with little detail, it was difficult for the supplemental level party to obtain a good position on the spotted elevations. For this reason, many stakes were used. In some instances the stakes were found to be in error by several hundred feet horizontal distance. Where these errors were found, the topographic party adjusted the position on the supplemental level elevation.

14. All roads which are serviceable have been classified. Many of the 4 U roads are dim or are covered by overhanging trees; in such cases, the road was dotted in with red ink.

All railroads are single track unless noted differently on the photograph. Side tracks and ladder tracks have been drawn in on the photographs. The points of departure from the main line are marked by a pick point which may be slightly obscured by red ink.

16. Zephyrhills proved to be a problem for the classification of buildings because of other detail on the photograph; therefore, photograph 11813 was used entirely for building classification and the incorporated city limits of the town.

All dwellings were picked and circled and other buildings were circled or blocked in and labeled. Attached to this photograph is a map of the town which gives the street names. The street names have been verified in the field.

17. The following boundaries were located on the photographs: county, incorporated city limits, military reservations, and the state park. The boundaries were located in the field with the aid of local inhabitants.

Submitted with the quadrangle photographs are the notes for political

boundaries in Pasco County. They are a copy of the Commissioners Record from the County Court House in Dade City, Florida. These boundaries have not been drawn on the photographs.

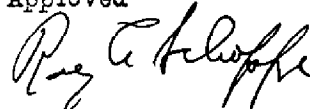
The levels for this quadrangle and the written report pertaining thereto were accomplished by Herbert W. Burgoyne, Engineering Aid.

The contouring and the remainder of the work on the photographs were done by Mr. Harland R. Cravat, Junior Topographic Engineer. Mr. Cravat wrote the main body of this report.

Respectfully submitted,

Harland R. Cravat  
Junior Topographic Engineer

Approved



Ray L. Schoppe  
Chief of WMFP<sup>42</sup>


4. Existing triangulation has been supplemented by the Lakeland - Zephyr ~~side~~ traverse extending through Quad 8367 and terminating north of the north boundary of the quad. This traverse was run by William A. Rasure, Photo Aid.

15. BRIDGES.

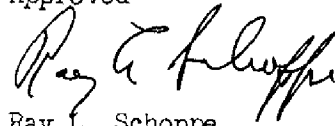
All bridges have been classified according to the instructions by Mr. Clarence C. Fryer, Jr. Topo. Engineer.

18. GEOGRAPHIC NAMES

The portion of the work covering geographic names was accomplished by Mr. Jack W. Stingley, Jr. Topo. Engineer, and it is covered by a special report.

  
C. F. Chenworth  
Lieut. U.S.C&G Survey

Approved

  
Ray L. Schoppe  
Comdr. U.S.C&G Survey  
Chief of Party

## COMPILATION REPORT

To Accompany  
Sheet T-8366

### 26. CONTROL

Six control stations fall within the tracing limits of the sheet all could be "held-to" in the radial plot and were sufficient when used in conjunction with the control on the adjoining sheets.

### 27. RADIAL PLOT

The main radial plot, of which this sheet was a part, is discussed in the compilation report for sheet T-8368.

### 28. DETAILING

The photographs from which the detailing was done were clear and of fair scale. The field inspection was sufficient and complete except for a few obvious errors of a minor nature.

Political boundaries were taken from county maps furnished by the field party. The field inspector marked precinct boundaries on these maps after consulting the proper county authorities.

In reviewing this sheet, it was found that two of the boundaries on T-8373 to the south were slightly in error. This was due to the compiler assuming that a road ran along a section line when it actually was to the west of it. The boundary between precincts 63 and 64 on sheet T-8373 should be moved to the east to agree with the line on T-8366 and should then fall along the north-south road at longitude  $82^{\circ} 11'.2$ . The north end of the boundary between precincts 63 and 66 should be moved to one statute mile east of the southwest corner of precinct 64.

## 29. SUPPLEMENTAL CONTROL

A city map of Zephyrhills was the only map by other organizations used to supplement the field inspection and photographs. This map was obtained by the field inspector and is attached to this report.

## 36. LANDING FIELDS AND AERONAUTICAL AIDS

The Zephyrhills Army Air Base is located to the east of the town of Zephyrhills. This field was detailed from the photographs as no maps or plans were available in the compilation office.

## 44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There are no existing standard topographic quadrangle maps in the Tampa Office with which T-8366 could be compared.

## 45. COMPARISON WITH NAUTICAL CHARTS

None of the published nautical charts show the area covered by this sheet in detail.

Respectfully submitted,

*Marie R. Blake*

Marie R. Blake,  
Ass't Engineering Draftsman.

Forwarded by:

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



FIELD EDIT REPORT TO ACCOMPANY  
Quadrangle T-8366  
Project CS 290 B

Items 1 to 3, and 5 and 6, inclusive, are covered in the field inspection report.

4. Horizontal Control. Horizontal control was recovered by W. Bever, Jr. Topo. Engr. Proper photograph identification and recovery notes were completed, and forwarded to the compilation office.

Items 7 through 12 are inapplicable to this quadrangle.

13. Landing Fields and Aeronautical Aids. One airfield, the Zephyrhills Army Air Base, is located southeast of the town of Zephyrhills. *Additional details from later photos added during review.*

14. Items 14 through 18 are covered in the field inspection report.

46. Methods. A visual inspection of the entire quadrangle was made, and additional detail added by measurements taken from identifiable points on the compilation. Where flooded areas were shown on the outer edges of depression contours, the area shown as flooded was checked by hand level methods. In most cases, these so-called flooded areas were found to differ from the contour elevation from .2 to .8 foot. Most of these have been deleted, since it does not appear to be consistent to show a depression contour, then to add an intermittent pond to the contour that will vary only by a few tenths of a foot.

Additions and corrections are shown in black. Deletions are in green, and additional contours have been shown in brown.

47. Adequacy of the Compilation. The compilation was found to be complete, with the exception of the additions, corrections, and deletions which have been noted. In some cases, elevations were omitted as were some bench marks. Wherever an area is shown as flooded, it should be classified as an intermittent pond\*. In many cases, general marsh symbols have been used. These areas are in most cases small patches of brush or palmetto which should not be shown on the compilation. Those which should be shown have been outlined by the conventional wooded area symbol.

The field edit party was unable to locate three E. D. T. bench marks, Nos. 61, 65, and 71, established by the U. S. Engineers (Harbor Survey). They are shown on the photographs, but have not been shown on the compilation. *EDT 61 added during review. EDT 65 too close to BMT-106 to show both. EDT 71 could not be spotted.*

Several checks have been made on the accuracy of the position of detail. It may be said that the compilation is within the limits required for accuracy.

48. Accuracy Tests. For horizontal accuracy test, refer to sections of control traverse run between Triangulation Station Odessa and Triangulation Station Stanley; and Triangulation Station Lakeland and Triangulation Station Zephyr.

A vertical accuracy test was run on quadrangle T-8365, which adjoins this quadrangle on the west. Refer to the report of that accuracy test.

Respectfully submitted:



C. C. Fryer  
Jr. Topo. Engr.  
March 14, 1944

Approved:



Ray L. Schoppe  
Chief of Party

T-8366

	Remarks	Decisions
1		USGB
2		
3		
4		Railway Guide
5		"
6		Road Maps
7		279824
8		281821-22
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		282821-22
20		"
21		"
22		" U.S.G.B.
23		"
24		"
25		"
26		281821-22
27		282821-22

# GEOGRAPHIC NAMES

Survey No. T-8366

ZEPHYRHILLS quadrangle

Name on Survey

	A	B	C	D	E	F	G	H	K	
✓ Florida										1
✓ Pasco County										2
✓ Hillsborough County										3
✓ Seaboard Air Line RY										4
✓ Atlantic Coast Line R.R.										5
✓ State Nos. 156 (Fort King Highway), 23, 209										6
✓ Hillsborough River										7
✓ Blackwater Creek										8
✓ Burnt Bridge										9
✓ Hillsborough State Park										10
✓ Glennell Station										11
✓ Two Hole Branch										12
✓ Big Ditch										13
✓ Crystal Springs (village)										14
✓ Crystal Springs School										15
?/ Crystal Springs (springs)										16
✓ Central Avenue										17
✓ Hawk Lake										18
✓ Site of Bramlet Sawmill										19
✓ Douglas Pond										20
✓ Lake Zephyr										21
✓ Zephyrhills										22
✓ Zephyrhills Army Air Base										23
✓ Halfway Pond										24
✓ Sixmile Pond										25
✓ Morris Bridge Road										26
✓ White Temple Road										27

Names underlined in red approved  
by L. Heck on 5/5/44

## 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- 8366

ZEPHYRHILLS 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

A horizontal accuracy test was run in this area and found to be satisfactory. See the files in the Division of Photogrammetry.

The nearest vertical accuracy test was run in quadrangle T-8365.

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 4-18-44 By Lillian A. Lee  
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones. 8/46

Examined and approved:

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

Chief, Topography Section

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

Harmon E. Egan  
Chief, Div. of Coastal  
Surveys