**Diag. Cht. No. 1210-2.**

**Form 804**

**U. S. DEPARTMENT OF COMMERCE**

**COAST AND GEODETIC SURVEY**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-163</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-10499</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Rhode Island</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Narragansett Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>Jamestown-North Kingstown Bridge</td>
</tr>
</tbody>
</table>

**1956-57**

**CHIEF OF PARTY**

Ira R. Rubottom

Chief of Party

William F. Deane, Balto. District Officer

**LIBRARY & ARCHIVES**

DATE 26 FEB 1969
Ph-163

Project No. (II): 25775

Quadrate Name (IV):

Field Office (II): East Providence, R. I.

Chief of Party: Ira R. Rubottom

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: William F. Deane

Instructions dated (II) (III):

(II) 9 April 1956

(III) 13 March 1957

Method of Compilation (III): Kelsh Plotter and Multiplex

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

1:10,000 (multiplex)

1:6,000 (Kelsh-Pantograph ratio 3/5)

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III):

Vertical Datum (III):

N.A. 1927

MHW

Elevations shown as (26) refer to mean high water
Elevations shown as (29) refer to sounding datum
I.e., mean low water or mean lower low water

Reference Station (III): BARBERS HEIGHTS, 1868

Lat.: 41° 31' 44.329" (1367.6 m)  Long.: 71° 25' 28.224" (654.3 m)  Adjusted

Plane Coordinates (IV):  * State:

Y=  Zone:

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel.

(Show name within area)

(II) (III)
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): Mathew A. Stewart
Leo F. Beugnet

Date: May - October 1956

Planetary contouring by (II):

Date:

Completion Surveys by (II): *see below*

Date:

Mean High Water Location (III) (State date and method of location):
1956 (Photogrammetric), date of photography

Date:

Projection and Grids ruled by (IV): J. B. Phillips

Date: 8/6/57

Projection and Grids checked by (IV): J. B. Phillips

Date: 8/6/57

Control plotted by (III): J. C. Cregan

Date: 8/23/57

Control checked by (III): B. Kurs

Date: 9/9/57

Radial Plot or Stereoscopic Control extension by (III):

Date: 9/30/57

E. L. Rolle

Stereoscopic Instrument compilation (III):

Date: 1/31/58

Planimetry J. C. Richter

Contours

Date:

Manuscript delineated by (III):

Date:

Photogrammetric Office Review by (III): D. M. Brant

Date: 9/30/59

Elevations on Manuscript checked by (II) (III):

Date:
Camera (kind or source) (III): C&GS Type "N" 6" focal length

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time (EST)</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>56-W-157 thru 159</td>
<td>5/1/56</td>
<td>0828</td>
<td>1:10,000</td>
<td>1.3 above MLW</td>
</tr>
<tr>
<td>56-W-198 thru 200</td>
<td>&quot;</td>
<td>0856</td>
<td>&quot;</td>
<td>1.6 &quot; &quot; &quot;</td>
</tr>
</tbody>
</table>

Tide (III)
(From predicted tables)
Reference Station: Newport, R. I.
Subordinate Station: Wickford, R. I.

<table>
<thead>
<tr>
<th>Reference Station</th>
<th>Subordinate Station</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newport, R. I.</td>
<td>Wickford, R. I.</td>
<td>3.5</td>
<td>4.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.8</td>
<td>4.7</td>
<td></td>
</tr>
</tbody>
</table>

Washington Office Review by (IV): S.G. Blankengaker

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 7 Sq. mi.
Shoreline (More than 200 meters to opposite shore) (III): 13 mi.
Shoreline (Less than 200 meters to opposite shore) (III): none
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 27
Recovered: 20
Identified: 7

Number of BMs searched for (II):
3
Recovered: 3
Identified: 1

Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III): none

Remarks:
All bench marks searched for are Tidal Bench Marks.
SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT
T-10499

Job PH-163, comprised of 30 planimetric surveys, covers Narragansett Bay, Rhode Island-Massachusetts.

A complete field inspection preceded compilation. A limited field check of T-10499 details was accomplished in conjunction with Contemporary Survey H-8367, 1956-57.

The project was bridged by multiplex and compiled by Kelsh plotter.

The accompanying addendum to this Summary includes information concerning the adequacy and accuracy of project maps. The review report includes additional information concerning the subject map.
ADDENDUM TO SUMMARIES TO ACCOMPANY
JOB PH-163 MAPS T-10472 through T-10501
(ACCURACY AND FUTURE SURVEYS)

Most of the project maps were used in contemporary hydrographic survey operations. Four hydrographic surveys accomplished in the period of time between 1943 and 1955 cover the project area outside the areas of contemporary surveys.

The contemporary hydrographic surveys have been registered. With one exception they are classified "basic". Survey H-8367 is classified as "basic for charting only".

Considerable difficulty was experienced during smooth plotting and verification of some hydrographic surveys in using signals located by plane table methods. Many of the objects were identified on field photographs by the plane table party. Field identification of these objects was re-examined in the Baltimore Office, Compilation Unit. Some of the objects were relocated photogrammetrically and this revised information was furnished for use in smooth plotting.

The Norfolk Processing Office Addendum to Accompany Survey H-8316 mentions difficulties experienced when plotting sextant angles locating piles, piers, shoreline changes, etc. -- they were seldom in agreement with photogrammetric manuscript positions. The Washington office verifier was unable to adjust the subject information using the available hydrographic data. To assist in resolving the discrepancies, the Photogrammetry Division (Washington Office Review Group) rechecked signal locations on Maps T-10472, T-10473, T-10475 and T-10475. Fifty-seven signal locations and random portions of shoreline were revised by graphic methods using available field photographs that included field identified primary control and signals. This additional work is subject to error due to the condition of the photographs and the more limited use of project control; many discrepancies between the surveys, however, were resolved by using the revised information. No requests for similar rechecks were made by verifiers of other hydrographic surveys.

In part, the problems encountered in survey H-8316 (and H-8394) during hydrography and by verifiers can be attributed to the enlargement of these photogrammetric maps from 1:10,000 to 1:5,000 scale for use in hydro support. Similar problems on
other hydrographic surveys were attributed, in part, to
incorrect transfer of signals, substandard plotting and use
of weak sextant fixes.

Control for project bridging (multiplex) was classified
"over abundant" (150 stations). While 25% of the stations
were "difficult to see", only two stations were not held.
Pass points between strips were averaged-adjustment less
than 0.5 mm.

In addition to the previously mentioned supplemental work
(relocation of signals and shoreline), two stereoplanigraph
models were set to test horizontal map accuracy. The models
covered parts of maps T-10472 and T-10473. A datum difference
was found to exist between Bureau control and MGS and USGS
control. Adjustment of these difference produced no appreciable
shift in map details.

Rock information mapped on some of the photogrammetric surveys
was incomplete as the result of poor photography inadequately
supplemented by field inspection. The hydrographer located
many rocks missed on the photogrammetric survey; and, in
addition, the hydrographic survey reviewers found it necessary
to bring forward considerable rock information without the
benefit of verification by either the photogrammetric surveys
or the contemporary hydrographic surveys.

These surveys have been used, in part, for nautical charting
through both direct application of details and indirectly
through contemporary hydrographic surveys. As previously
mentioned, all but one of the contemporary hydrographic
surveys have been registered as "basic surveys". Registration
of these maps is recommended. Future use of the maps
for hydro support purposes is not recommended due to the
previously discussed problems that were encountered. Re-
bridging by analytic aerotriangulation and new mapping with
new color and infrared photography is recommended.

S. G. Blankenbaker

NOTE: POLITICAL BOUNDARIES - with the exception of the
Mass.-Rhode Island state line, none of the numerous
mapped political boundaries are shown on modern
charts. In consideration of the loss of some field
photographs, and requests by photogrammetric
office reviewers for field verification of bound-
daries, it is recommended that the project maps
not be considered sources for political boundaries
(with the exception of the state line). See
FIELD INSPECTION REPORT
Project 25120
Map T-10499

Please refer to the Field Inspection Report for Map T-10494 for all data pertaining to this map.

Martin C. Moody
Cartographic Survey Aid

Approved:

Ira R. Hibottom
Chief of Party

FIELD INSPECTION PHOTOGRAPHS -
56W 156 THRU 159
198 11 200

PHOTOGRAPHS 56W 156 THRU 159
199 & 200 WERE
MISSING AT THE TIME
OF FINAL REVIEW -
APARENTLY LOST.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NARRAGANSETT CHURCH, 1912</td>
<td>G-6522 p. 139</td>
<td>41° 29'</td>
<td>1019.5</td>
<td>831.5</td>
</tr>
<tr>
<td>ROME, 1912</td>
<td>G-6230 p. 94</td>
<td>41° 32'</td>
<td>1566.2</td>
<td>294.8</td>
</tr>
<tr>
<td>PLUM BEACH LIGHTHOUSE, 1897</td>
<td>G-663 p. 94</td>
<td>41° 31'</td>
<td>1199.6</td>
<td>351.4</td>
</tr>
<tr>
<td>DUTCH ISLAND Lighthouse, 1868</td>
<td>G-4681 p. 10</td>
<td>41° 29'</td>
<td>1474.0</td>
<td>377.0</td>
</tr>
<tr>
<td>HULL, 1868</td>
<td>G-4740 p. 1</td>
<td>41° 32'</td>
<td>132.7</td>
<td>1418.3</td>
</tr>
<tr>
<td>BOULDER (USE) 1909</td>
<td>G-6522 p. 134</td>
<td>41° 31'</td>
<td>888.3</td>
<td>962.7</td>
</tr>
<tr>
<td>GETTY, 1940</td>
<td>G-4681 p. 14</td>
<td>41° 29'</td>
<td>712.0</td>
<td>1109.0</td>
</tr>
<tr>
<td>CARR, 1940</td>
<td>G-4684 p. 39</td>
<td>41° 31'</td>
<td>514.2</td>
<td>1336.8</td>
</tr>
<tr>
<td>FOX, 1912</td>
<td>G-6230 p. 94</td>
<td>41° 33'</td>
<td>485.1</td>
<td>1365.9</td>
</tr>
<tr>
<td>BARBERS HEIGHTS, 1868</td>
<td>G-6522 p. 134</td>
<td>41° 31'</td>
<td>1367.6</td>
<td>163.4</td>
</tr>
<tr>
<td>HAZARD (USE) 1909</td>
<td>p. 135</td>
<td>41° 31'</td>
<td>760.7</td>
<td>1090.3</td>
</tr>
<tr>
<td>WINDMILL, 1912</td>
<td>p. 138</td>
<td>41° 27'</td>
<td>1474.9</td>
<td>376.1</td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR (\lambda)-COORDINATE</td>
<td>LONGITUDE OR (x)-COORDINATE</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>-----------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>JAMESTOWN BRIDGE EAST NAVIGATION LIGHT, 1943</td>
<td>G-5964 p. 91</td>
<td>N.A. 1927</td>
<td>41 31</td>
<td>36.190</td>
</tr>
<tr>
<td>JAMESTOWN BRIDGE WEST NAVIGATION LIGHT, 1943</td>
<td>n</td>
<td>n</td>
<td>41 31</td>
<td>37.132</td>
</tr>
<tr>
<td>JAMESTOWN BRIDGE WEST BEACON, 1943</td>
<td>n</td>
<td>n</td>
<td>41 31</td>
<td>37.657</td>
</tr>
<tr>
<td>JAMESTOWN BRIDGE EAST BEACON, 1943</td>
<td>n</td>
<td>n</td>
<td>41 31</td>
<td>36.411</td>
</tr>
<tr>
<td>BROWN (USE), 1912</td>
<td>G-6522 p. 135</td>
<td>n</td>
<td>41 31</td>
<td>49.521</td>
</tr>
<tr>
<td>BROWNS HOUSE CHIMNEY, 1868</td>
<td>G-6522 p. 145</td>
<td>n</td>
<td>41 32</td>
<td>33.331</td>
</tr>
<tr>
<td>RAILROAD (USE), 1912</td>
<td>p. 134</td>
<td>n</td>
<td>41 32</td>
<td>45.250</td>
</tr>
<tr>
<td>Sub. Sta. ROME, 1912</td>
<td>Comp.</td>
<td>n</td>
<td>41 32</td>
<td>1555.3</td>
</tr>
<tr>
<td>Sub. Sta. HULL, 1868</td>
<td>n</td>
<td>n</td>
<td>41 32</td>
<td>471.9</td>
</tr>
<tr>
<td>Sub. Sta. BOULDER (USE), 1909</td>
<td>n</td>
<td>n</td>
<td>41 31</td>
<td>971.6</td>
</tr>
</tbody>
</table>
The photogrammetric plot report for this survey is part of the descriptive report for survey No. T-10472.

31. **DELINEATION**

The Kelsh plotter and multiplex were used for delineation. The west flight was delineated by multiplex.

32. **CONTROL**

Horizontal control was adequate.

Vertical control is inapplicable.

33. **SUPPLEMENTAL DATA**


Planetable Sheet, Ph 1-M-56 used for comparison. Copy of Boat Sheet, H-8367 used for comparison.

34. **CONTOURS AND DRAINAGE**

Drainage is complete.

Contours are inapplicable.

35. **SHORELINE AND ALONGSHORE DETAILS**

All shoreline details are from field inspection which was thorough.

No low-water or shoal lines were shown except in the vicinity of Great Creek where it was noted by the field inspector.

36. **OFFSHORE DETAIL**

Refer to paragraph 8 of the field report.

37. **LANDMARKS AND AIDS**

One landmark was submitted on Form 567.
38. CONTROL FOR FUTURE SURVEYS

No recoverable topographic stations were established. Photo-hydro signals for survey T-10499 were located on plan table sheet Ph-1-M-56. A comparison was made between survey T-10499 and a film positive copy of the plane table sheet. All signals that could be identified agreed within the allowable error.

39. JUNCTIONS

Junctions have been made as follows:
To the north with T-10495.
To the east with T-10500.
To the south with T-11432 (Ph-142)
To the west with T-11498.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. BOUNDARIES

The county and town boundaries were taken from the U.S.G.S. quad.

42 - 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

U.S.G.S. 7½ minute quadrangle Wickford, R. I., scale 1:24,000, 1959.

The comparison of survey T-10499 with USGS Wickford, R. I. quad. indicates considerable discrepancies in planimetry in the vicinity of Conanicut Island. Eldridge Avenue (Route 138) when leaving the Jamestown North Kingstown Bridge is 4 mm. north of the position shown on Survey T-10499.

Bureau Survey No. T-5751, scale 1:20,000.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 236, scale 1:20,000, 8th edition published January 12, 1953; revised February 20, 1956.

Items to be applied to nautical charts immediately. None.
Items to be carried forward: None.

Respectfully submitted
30 Sept. 1959

Donald M. Brant
Carto. (Photo.)

Approved and forwarded

*Refer to final review report.
PHOTOGRAMMETRIC OFFICE REVIEW

T-

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planetable contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler
Supervisor

Ref to Final Review Report

43. Remarks: -Side heading 64
61. **General Statement**

Approximately one-half this map has been used for hydrographic survey support purposes -- H-8367, dated 1956-57. The remainder of the mapped area is covered by survey H-6970, dated 1944.

Survey H-8367 was considered basic only for charting. Inadequacies in the survey were related, principally, to hydrographic operations.

During review of both H-8367 and H-6970 a thorough evaluation of prior Bureau topographic information (registered surveys and nautical charts) was made. For this reason no comparison was made with prior surveys, except survey T-5751, during this review of T-10499.

62. **Comparison with Registered Topographic Surveys**

| T-5751 | 1:20,000 | 1944 |

Map T-10499 supersedes the prior survey for nautical charting purposes in the common area.

63. **Comparison with Maps of Other Agencies**

| USGS Quad, Wickford | 1:24,000 | 1957 |

The compilation report (T-10499) mentions a discrepancy between T-10499 and the quad in position of roads on Conanicut Island (amounting to approximately 4 mm. -- when the quad is enlarged to 1:10,000 scale). The discrepancy was verified during the subject review; no practicable means exist, however, for checking the horizontal accuracy of T-10499 by office methods -- field photographs containing control are missing, and details on older Bureau surveys are outdated. The positions of several road intersections from prior survey T-5751 agree approximately with positions of the apparent same features mapped on T-10499.

64. **Comparison with Contemporary Hydrographic Surveys**

| H-8367 | 1:10,000 | 1956-57 |

No changes were made on the hydrographic survey in details provided through T-10499. As a result of incomplete field
inspection and photography that was poor for the purpose of interpreting rocks, the hydrographic survey included many rocks not shown on T-10499.

65. Comparison with Prior Hydrographic Surveys

H-6970 1:10,000 1944

For the same reasons given under side heading 64 this hydrographic survey included many rocks not shown on T-10499; and, in addition, discrepancies of 0.5 to 0.8 mm. exist between the surveys in the positions of some rocks located in the Fox Island area and the bare rock comprising a part of "The Hummocks". Other common details in the area are in agreement. Field photographs covering the area are missing. No practicable means exist for resolving the discrepancies by office methods. The nautical chart covering the area is No. 236, scale 1:20,000.

66. Comparison with Nautical Charts

No. 236 1:20,000 July 1966

No significant differences were noted. Refer to side heading 65 concerning rock position discrepancies between hydrographic and topographic surveys (scale 1:10,000).

67. Adequacy of Results and Future Surveys

Adequacy of results are discussed in previous sections of this review report. The addendum to the "Summary" included in the Descriptive Report contains additional information pertaining to the adequacy and accuracy of project maps. The maps are to be registered; remapping, however, is recommended for future hydrographic survey support purposes.

Reviewed by:

Approved by: 

S. G. Blankenbaker

Chief, Photogrammetric Branch

Chief, Photogrammetry Division

Chief, Marine Chart Division
GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-163 (Rhode Island)
T-10499

America Ledge
Barber Heights
Bissel Cove
Casey Point
Conanicut Island
Dick Rock
Duck Cove
Dutch Island
Dutch Island Harbor
Fowler Rock
Fox Island
Great Creek
Great Ledge
Greene Point
Halfway Ledge
Hamilton
Hull Ledge
Jamestown
Jamestown Brook
Jamestown-No. Kingston Bridge
Jamestown Shores
Little Tree Point

Mill Rock
Narragansett Bay
Old Sergeant
Packard Rocks
Plum Beach
Plum Beach Point
Plum Point
Red Rock
Rome Point
Sand Point
Saunderstown
Seal Rock
Sinker Rock
Slocum Ledge
The Brothers
The Clump
The Hummocks
The Narrows
Wild Goose Ledge
Wild Goose Point
Windmill Hill
West Passage-

Approved by:

[Signature]
A. Joseph Wraight
Chief Geographer

Prepared by:

[Signature]
Frank W. Pickett
Cartographic Technician
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Henry P. Richart

<table>
<thead>
<tr>
<th>STATE</th>
<th>RIDGE ISLAND</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>TOWER</td>
<td>Abandoned Lighthouse ht = 57(57) (△ Plum Beach Lighthouse)</td>
<td>41° 31' 45.6&quot;</td>
<td>71° 21' 477.4&quot;</td>
<td>Triang- 2-10099 (1897)</td>
<td>13 July 1954</td>
<td>236, 353</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS
NOTES TO REVIEWER

T-10499

Boston Neck Road on Survey T-11432, (Ph-142) which joins Survey T-10499 was scribed as minimum width (0.036") During review of Survey T-10499 it was found that the correct road width is 0.048". The correct road width was used on Survey T-10499, (Ph-163).

There is a discrepancy of approximately 25 mm. between the position of the photo-hydro station AOE on plane table sheet Ph-1-M-56 and its identification on field photograph 56-W-198. The identification is marked "doubtful" on the field photograph.
# Nautical Chart Division

## Record of Application to Charts

**File With Descriptive Report of Survey No.** T-10499

## Instructions

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Date</th>
<th>Cartographer</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1210</td>
<td>4/19/69</td>
<td>N. Gundy</td>
<td>Full Part After Verification Review Inspection Signed Via Drawing No. 50. Examined. nonconform.</td>
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<td>236</td>
<td>5-18-69</td>
<td>H. Riddle</td>
<td>Full Part After Verification Review Inspection Signed Via Drawing No. 36 added a few rocks.</td>
</tr>
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<td>353</td>
<td>12-16-70</td>
<td>H. Durnley</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
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*Form CGS-8352 supersedes all editions of Form CGS-975.*