DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. D. PATTON, DIRECTOR

DESCRIPTIVE REPORT
Topographic
Hydrographic
Sheet No. T-5531

State: Alabama

LOCALITY
Mobile Bay
City of Mobile

1934

CHIEF OF PARTY
M. H. Reese
applied to drawing of Chart 1266 - Apr. 3, 1739 - JPE
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 

REGISTER NO. T-5531 T5531

State: Alabama

General locality: Mobile Bay

Locality: City of Mobile

Scale: 1:10,416 Date of photos: July 16, 1934.

Wenner: Air Photo Compilation Party No. 24, Pensacola, Fla.

Chief of party: M. H. Reese

Surveyed by: See data sheet in descriptive report.

Inked by: G. O. Coignet

Heights in feet above... to ground to tops of trees

Contour, Approximate contour, Form line interval... feet

Instructions dated: June 7, 1934

Remarks: Compiled on scale of 1:10,416. Enlarged and printed by photolithography on scale of 1:10,000. Scale factor 0.96.

...
- STATISTICS -

on

SHEET: FIELD NO. , REG. NO. T-5331
PHOTOS, NO. 455 TO NO. 476
DATE OF PHOTOGRAPHS 7/16/34 TIME 9:15 a.m.

BY           DATE
ROUGH RADIAL PLOT  J. O. Coignet  5/21/35
SCALE FACTOR (0.96)  --  
SCALE FACTOR CHECKED  --  
PROJECTION  E. P. Hernandez, Jr.  5/23/35
PROJECTION CHECKED  H. L. Fitch  5/23/35
CONTROL PLOTTED  J. O. Coignet  5/24/35
CONTROL CHECKED  S. S. Gill  5/25/35
TOPOGRAPHY TRANSFERRED  --  
TOPOGRAPHY CHECKED  --  
SMOOTH RADIAL LINE PLOT  E. P. Hernandez, Jr.  5/29/35
RADIAL LINE PLOT CHECKED  J. O. Coignet  6/3/35
DETAIL INKED  J. O. Coignet  7/29/35
PRELIMINARY REVIEW OF SHEET  R. S. Poor  7/31/35

TOTAL AREA OF SHEET 27.3 sq. Statute Miles
AREA OF DETAIL INKED 19.4 sq. Statute Miles (Land Area)
AREA OF DETAIL INKED -- sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) 35.3 Statute Miles
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide) 47.9 Statute Miles

GENERAL LOCATION  Mobile Bay
LOCATION  City of Mobile
DATUM  North American 1927

STATION CUPOLA COURTHOUSE 1895-1935
Lat 30°41'22.950" (706.7 m.)
Long 88°02'25.199" (670.7 m.)
(Unadjusted)
COMPILER’S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET NO. T-5531

I. GENERAL INFORMATION:

Instructions dated June 7, 1934.

The information used in the compilation of this sheet was obtained from the notes and sketches on the field photographs. The compiler of this sheet was a member of the field party that inspected this area. This was very helpful, in the actual drawing of the sheet, in interpreting detail from the photographs.

The area covered by this sheet consists principally of land, including the greater part of the city of Mobile with its many docks and wharves on the banks of the Mobile River. There are several large dry docks on the banks of the river.

The land to the west of the Mobile River is generally high and the greater part of the islands to the east are low and marshy. Pinto Island and Sand Island are partly covered with sand. Much of this sand is spoil deposited by dredges operating in the Mobile River. This spoil washing to the east side of Pinto Island has made the shoreline very indefinite; and it is therefore shown with a broken line. A broken line is shown around the southern end of Sand Island. The approximate area thus inclosed is shoal, and there are many small snags and logs lodged in the sandy bottom. This is also true for the area inclosed with a broken line at the southwestern shore of Pinto Island.

A small portion of the shoreline of Three Mile Creek, at Lat. 30°45’20" - Long. 88°03’40", was covered by smoke and consequently very indefinite on the photographs. This is shown with a broken line.

In the city of Mobile only the public buildings, churches, hospitals, and schools were shown, except on the waterfront where all main buildings were shown. In the western section of town it was impossible to show buildings, due to the tilt on the outer end of the wing prints.
Cables:

Entrance to Chincasa Creek
The field inspection indicates four poles and
states that the cable is under the channel.

Pinto Pass
The field inspection indicates the transmission
poles but does not state whether this is
an overhead or submarine cable.

There is no other information available
for these cable crossings.
There is much piling, many dolphins, and several

cable poles on this sheet, most of them being along the
banks of the Mobile River. The locations of these were
determined by field inspection and where practicable were
directly located on the sheet by the radial plot. In cases
where pile and dolphins could not be accurately picked on
successive pictures, they were located by points near them.
The group of piling and the three single piles, inclosed
with circles, at Lat. 30°40' and Long. 89°01'20" (approx.)
were not visible on the photographs and were approximately
located by field inspection. The single row and the double
row of piling at Lat. 30°40' and Long. 89°01'20" (approx.)
did not show very clearly on the photographs. These were
located by field inspection and their position is thought
to be accurate. The row of piling at the southeast end of
the island (U.S. Engineer Station) in Pinto Pass was driven
since the taking of the photographs. This was located by
field inspection and the position is believed to be correct.

The three-point fix, MOBILE DEPOT LT. 1355, at the end
of the Department of Commerce Light House Depot is shown by
a 2.5 mm. circle. The two radio towers at Lat. 30°43' and
Long. 89°02'15" (approx.) were tied in by the field in-
spection party and their position established by the radial
line plot. These are shown by a 2.5 mm. circle. One transit
traverse station, T.T. 518-1, is also shown by a 2.5 mm. circle,
and this traverse station is described on form 554.

The small sheet comprising one minute of latitude and
three minutes of longitude to the north of this sheet (T-5531)
is loosely attached and is to be permanently inserted or at-
tached to this sheet, at the discretion of the Office. No
separate report is made concerning this small sheet.

The range of normal tide in this area is approximately
1.5 feet. The difference between the high and low water
line is very small, and only the high water line as determined
by the field party has been shown.

This sheet was compiled from photographs taken by the
The photographs used were Nos. 455 to 472, inclusive, on
the large sheet, and Nos. 473 to 476, inclusive, on the small
sheet. The flight runs approximately on a line from Lat.
30°39' - Long. 88°02' to Lat. 30°45' - Long. 88°03'.

The pictures as a whole were dull and small detail,
especially railroads, was very hard to ascertain. The west-
ern section of the sheet was traced far out from the center
of the photographs, in some instances within two inches of
III. CONTROL

(A) Sources

The following sources of control were used in the compilation of this sheet:

1. Triangulation by Lieut. Geo. L. Anderson, 1905
2. Traverse by Local State Control – Alabama

The field positions of the triangulation stations established by Lieut. Anderson were used in controlling this sheet. The datum is North American 1927 (Imperial).

The traverse run by the Alabama State Control, in conjunction with the U.S. Coast and Geodetic Survey, was computed from adjusted triangulation stations. The datum is Long. 89° 03', 1137.2 (1756.1)

Lat. 30° 39', (480.4)

(1756.1)

L.T. 51.8

The geographic position of the station appearing on this sheet is given below, and the station is described on Form 524:

under T. 5 S. R. 6 E., District of Mobile, Alabama.
(B) Character

The control of this sheet was adequate for the radial line plot.

(C) Errors

No errors in control were found.

III. COMPILATION:

(A) Method

The usual five-lens method of radial line plotting was used.

(B) Adjustments of plot

No unusual adjustment of plot was necessary.

There was some tilt in the photographs, but it is not considered excessive.

(C) Interpretation

Except for the symbol (♀) used to denote brush, only the graphic symbols approved by the Board of Surveys and Maps (1932) were used.

Since the well divided sections in the city and on the outskirts are thickly populated and since a thorough inspection of streets was not made, only those definitely known to be poor are shown by broken lines.

The field inspection is considered adequate, and no great difficulty was experienced in interpreting detail from the photographs except as mentioned under "General Information".

(D) Information from other sources

The following outside information was used:


3. Maps of the Louisville and Nashville Railroad, showing track and yard layouts.

The city map was used merely to help as a guide in locating streets and roads on the photographs. The other maps were used in the same manner to help locate roads, tracks, and the number of tracks. An attempt was made to show all the tracks in the yards, on the docks, etc., but due to the small scale of the photographs it is quite possible that a few small spurs have been omitted. All main lines through the city are shown. On some of the docks, some parallel tracks were omitted so as not to crowd detail at the expense of clearness. To illustrate: there are three tracks on each side of the piers at the State docks, but for clearness only two were shown.

Aside from that mentioned above, no information from other sources was used.

(E) Conflicting names

There are no conflicting names on the different maps of this area. The names were taken from U.S. C. & G. Survey Chart No. 1266.

(F) New names

The name "Hog Bayou" (northern part of sheet) was taken from the Alabama State Dock maps. Names of piers, docks, and wharves were also taken from the State Dock maps and checked by field notes. Highway numbers were taken from road maps and railroad names from the Louisville and Nashville Railroad and also from the State Dock maps. Street names taken from the City map are shown on the overlay.

IV. COMPARISON WITH OTHER SURVEYS:

The junctions with adjoining sheets to the South (T-5532), East (T-5530), and West (T-5532) are satisfactory. The junction of this sheet with the small sheet to the North is satisfactory.

A comparison with U.S. C. & G. Survey Chart No. 1266 shows considerable change in the shape of the small island (no name) to the east of Sand Island. A pass not existing
on Chart No. 1266 is shown on the compilation at the head of Pole Cat Bay. Aside from this, only very minor changes are perceptible.

V. LANDMARKS:

A list of landmarks is submitted on form 567.

VI. RECOMMENDATIONS FOR FURTHER SURVEYS:

To the best of my knowledge, this sheet is complete in all detail of importance for charting purposes, and no additional survey is required.

Submitted by: G. O. Coignet
Draftsman.

Approved by: M. H. Reese, Chief of Party.

This compilation is considered correct within ± 0.3 to ± 0.5 mm. for intersected points and ± 0.3 to ± 0.8 mm. for other detail, except for the small portion of the mile track mentioned in page 2.


**DEPARTMENT OF COMMERCE**

**U.S. COAST AND GEODETIC SURVEY**

**LANDMARKS FOR CHARTS**

**Pensacola, Florida.**

July 30 1935

**Director, U.S. Coast and Geodetic Survey:**

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

**M. H. HOGGO**

Chief of Party

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D.M. Meters</td>
<td>D.P. Meters</td>
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<td>Mobile Shm. P.R.</td>
<td>30 40</td>
<td>324.8</td>
<td>83 01 1562.2</td>
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<td>Unadj.</td>
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<td>83 01 1544.0</td>
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<td>Mobile Chem. #42</td>
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<td></td>
<td>(509.5)</td>
<td>(209.7)</td>
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<td></td>
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<td>G. C. C. Tank</td>
<td>30 39</td>
<td>1332.5</td>
<td>83 02 1337.5</td>
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<td>(459.3)</td>
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<td>N. Tank State Docks</td>
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<td>S. Tank State Docks</td>
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<td>Aero Bn. Bank Hdg.</td>
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<td>(452.1)</td>
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<td>57.0</td>
<td>83 01 1526.6</td>
<td>3-pt. fix</td>
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</tbody>
</table>

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standout, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) Inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
LANDMARKS FOR CHARTS

Pensacola, Florida,

July 30, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

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H. H. Ross
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
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<td>NORTH</td>
<td>WEST</td>
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<td>D. P. METERS</td>
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<td>E. Radio Tower (Steel)</td>
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<td>94.7</td>
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</table>

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Scaled by: I. G. Cook.

Checked by: C. E. Brown.
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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<th>H</th>
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<td>Monroe Park</td>
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- Name: underlined in red and approved by Claggett on 5-5-86
- Name: Considered a water feature, see T-287, T-288, 9/12/57
- Name: City and Ry. marked

M234
There are no graphic control surveys in this area.

Comparison with Previous Topographic Surveys

Misc. 2 (1845), 1:200,000, Reconnaissance
T 287 (1850), 1:20,000
T 288 (1880), 1:20,000
T 295 (1850), 1:20,000
T 3713 (1917), 1:40,000
T 3716 (1918), 1:10,000

The general shoreline features at the upper end of this survey have not changed much since the 1850 surveys. Extensive changes however have taken place in the shoreline of Pinto, Sand and the lower part of Blakely Islands. Great changes have been made along the waterfront due to the growth of Mobile.

The changes since the 1917-1918 surveys in general have been due to construction work. The greatest shoreline changes have been in Pinto and Sand Islands and the building out of as much as 300 meters of the shoreline at Monroe Park. The long narrow island just east of Sand Island is now nearly circular and about 200 meters in diameter. Probably the greatest change since 1917 has been the reclaiming of the swamp north of 30° 42' for railroad yards.

T 5531 is adequate to supersede the above surveys over the common area.

There are no contemporary hydrographic surveys in this area.

Comparison with Chart 1266.

Additions and corrections to the chart as a result of this survey have been discussed under comparison with previous topographic surveys.

The photographs have been examined in connection with the verification and review of this survey and all piers and wharfs that now exist are shown on T 5531.

Landmarks and Aids to Navigation

A list of landmarks and aids submitted by the field party is included in this report.

All lights on the chart have been shown. Buoys have not been shown as they are not identifiable in the photographs and planetable positions are not available.

Attention is called to the following notes on the landmarks now shown on the chart:
<table>
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<tr>
<th>Remarks</th>
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</table>

2. Old Tower, off Choctaw Point. T 5531 shows piling in this area. There is no evidence of a tower in the photographs. Δ Tower, 1935, which is an old tower according to the field inspection, is about 600 meters south of the chart's landmark Old Tower and has been recommended as a landmark.

3. Stack, north end of Pinto Island. This stack is not prominent in the photographs. There is a landmark Tower nearby.

4. Tower, north end of Pinto Island. Δ Tank, Pinto Island, 1935.

5. Stack, 30°41 1/4', 88° 02 1/3'. This stack is visible in the photographs but has not been recommended by the 1935 field party.

6. C. H. Clock Tower, 30° 41 1/2', 88° 02 1/3'. Δ Cupola, Court House, 1911.

7. Airway Beacon, 30° 41 1/2', 88° 02 1/2'. Δ Aero Beacon, Bank Bldg., 1935. This is a new position, some hundred meters west of the position shown on the chart.

8. Tank, 30° 41 2/3', 88° 02 1/3'. The photographs are clear and this tank is not visible. It is recommended that this landmark be deleted from the chart.

9. Water Tower, 30° 42 1/2', 88° 02 2/3'. Δ Tank, State Dock South, 1935. This tank has not been recommended as a landmark by the 1935 field party.

10. Tanks, 30° 43 1/2', 88° 02 3/4'. These two large tanks are shown to scale (+ 50 meters in diameter) on T 5531.

11. Radio, 30° 43', 88° 02 1/3'. Δ East Radio Tower, 0 West Radio Tower. These two towers have been located by the photo compilation and have been recommended as landmarks.

Bridges

The following information is submitted for the bridges appearing on this sheet:
List of Bridges over
Navigable Waters,
1937, U.S. Engineers

Mobile Bay Bridge over
Mobile River
Vertical lift
Center span 300 ft.
H.W. clearance 135 ft.
M.H.W. 135 ft.

L. & N. R.R. Bridge
over Chickasaw Creek
Swing
Left span 82.6 ft.
Right span 82.6 ft.
H.W. clearance 4.5 ft.
M.H.W. clearance 6.0 ft.

L. & N. R.R. Bridge
over Three Mile Creek
Swing
Left span 56 ft.
Right span 56 ft.
H.W. clearance 10.3 ft.
M.H.W. 10.4 ft.

Terminal R.R. Bridge
over Three Mile Creek
Swing
Left span 56.6 ft.
Right span 61.1 ft.
H.W. clearance 4.1 ft.
M.H.W. 4.1 ft.

Mobile County Highway
Bridge over Three Mile Creek
Swing
Left span 59.8 ft.
Right span 59.8 ft.
H.W. clearance 3.2 ft.
M.H.W. 5.4 ft.

Southern R.R. Bridge
over Three Mile Creek
Swing
Left span 57.8 ft.
Right span 57.3 ft.
H.W. clearance 3.2 ft.
M.H.W. 2.4 ft.

M. & O. R.R. Bridge over
Three Mile Creek
Fixed
Span 52.3 ft.
H.W. clearance 10 ft.
M.H.W. 10 ft.

Conception Road
Bridge over
Three Mile Creek
Fixed
Span 60 ft.
H.W. clearance 3.2 ft.
M.H.W. 3.2 ft.

*Shown on T. 5531.

++No datum plane given

March 12, 1936.

Frank G. Erskine

Note: Values checked in red are shown on The compilation. M.L.W. vert. clearances in Engineer Bridge Book reduced to M.H.W. by subtracting range of tide of 1.6 ft.
REVIEW OF AIR PHOTO COMPILATION NO. T-5551

Chief of Party: M. H. Reese

Compiled by: G. O. Coignet

Project: Alabama-Florida Compilation

Instructions dated: June 7, 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 18a, b, c, d, e, g and h; 25; and 64)

Yes.

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)

None.

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)

Discussed in report.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 23)

None were submitted.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

No other surveys.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)

Yes.

7. High water line on marshy coast is clear and adequate for chart compilation. (Par. 18a, 43, and 44)

Yes. Highwater line where not clear was sketched on the field photographs by the inspection party.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."
8. The representation of **high water lines**, **waterways**, and **landmarks** and legends pertaining to them is satisfactory. (Par. 36, 37, 39, 40, 41)
   Only the high water shoreline is shown, due to the small change of tide.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1932, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
   Yes.

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 15, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 50)
    Yes.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 18p)
    Yes. (See bridge information in Review)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
    Yes.

13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. (Corrected)
    Yes.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
    Yes.

15. The drafting is satisfactory and particular attention has been given the following:
   1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
   2. The degrees and minutes of Latitude and Longitude are correctly marked.
3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

\[Signature\]
M. H. Reese
Chief of Party

19. Remarks after review in office:

Reviewed in office by: Frank E. Latime

Examined and approved:

\[Signature\]
L. W. Green
Chief, Section of Field Records

\[Signature\]
L. D. Rollins
Chief, Division of Charts

\[Signature\]
Fred. L. Peacock
Chief, Section of Field Work

\[Signature\]
Chief, Division of Hydrography and Topography.
NAUTICAL CHARTS BRANCH

SURVEY NO. 5531

Record of Application to Charts

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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.