**U. S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photo. Compilation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No. T-8231</td>
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</table>

**LOCALITY**

<table>
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<tr>
<th>State</th>
<th>South Carolina</th>
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<tbody>
<tr>
<td>General locality</td>
<td>Georgetown &amp; Charleston County</td>
</tr>
<tr>
<td>Locality</td>
<td>Minim Island</td>
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</tbody>
</table>

**CHIEF OF PARTY**

| F. L. Gallow | Lieut. Comdr. Kenneth G. Crosby |

**LIBRARY & ARCHIVES**

| Date          | March 14, 1946          |
DATA RECORD

T-8231

Quadrangle (II): Minim Island

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): Copy filed in Descriptive Report No. T-

Completed survey received in office: 3/31/43

Reported to Nautical Chart Section: 7/1/43

Reviewed: May 13, 1943. Applied to chart No. Date:

Redrafting Completed: Aug. 4, 1943

Registered: 2/46 Published: 1943

Compilation Scale: 1:20,000 Published Scale: 1:81,680

Scale Factor (III): 1.00

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

Reference Station (III): Santee, 1932

Lat.: 33° 09.47372 (458.2 m.) Long.: 79° 21.477736 (1237.1 m.) Adjusted

State Plane Coordinates (VI):

\[ X = 2,500,916.20 \text{ Feet} \quad Y = 404,423.95 \text{ Feet} \]

Military Grid Zone (VI) "B"
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>8328</td>
<td>Highwater Line determined from photographs used in previous compilations. Nine lens photos used in making vegetation, culture, and canal line corrections only.</td>
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Tide from (III):  --  
Mean Range:  -  
Spring Range:  -  
Camera: (Kind or source) U.S.C. & G.S. Nine lens (9") focal length

Field Inspection by: W.A. Burre, Sr. Photo. Aid  
Field Edit by:  
Date of Mean High-Water Line Location (III):  -  

Projection and Grids ruled by (III) Wash. Office  
" " " checked by:  " "  
Control plotted by:  See Remarks  
Control checked by:  " "  
Radial Plot by:  " "  
Detailed by:  " "  
Elevations on Field Edit Sheet checked by: W.W. Belling during review  
Feb. 1943  
March 1943  
May 18, 1943
STATISTICS (III)

Land Area (Sq. Statute Miles): See Remarks

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:

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:

This sheet is made up from previous compilations from air photographs. Areas and shoreline have been measured on these compilations and submitted to the Washington Office.

Let review of book for various stages of field and office work on this quadrangle.
General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 285, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

1. PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photogrammetric means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1934 and were published in 1935 on the scale of 1:20,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

2. FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the planimetric base sheet by the field party.
Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

3. **COMPILATION OF MANUSCRIPT**

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

4. **FIELD EDIT**

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planimetric 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 "blueline" 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.
DESCRIPTION OF COAST LINE:

No discrepancy was found in the shore line. Shore line was inspected from a launch and no survey actually was made except by comparing with the planimetric detail. A small cut on Kinloch Creek, Lat. 33° - 11.96' Long. 79° - 20.33' was added. This cut is man-made approximately 8 feet wide and 6 feet deep. The cut was sketched and is believed to be within the limits of accuracy. A portion of the Intracoastal Waterway appears on this sheet, starting in the SW corner and crossing the sheet to the NE corner. The right-of-way of the canal and also the spoil area has been shown. The limits were taken from a 1:5000 scale plan of the U. S. Army Corps of Engineers and scaled directly on to this Quad. The limits of the waterway are shown; all limits of the spoil area are shown. All beacons and lights were inspected and a few discrepancies were found in the naming and were corrected on this survey. Beacon No. 12 was noted to be out of position, was re-located with the sextant, re-plotted and submitted on Form 567.

LANDMARKS FOR CHARTS:

No additional landmarks for charts appear on this quadrangle. Changes in aids to Navigation are shown on Form 567 attached hereto.

RECOVERABLE HYDROGRAPHIC AND TOPOGRAPHIC STATIONS:

One new recoverable topographic station, Stack, was located and is submitted on Form 524.

PHOTOGRAPHS:

Five lens photographs Acc. 551, 235 to 317 inclusive, flown August 5, 1954, were used on this survey.

CHARACTER OF CONTROL USED:

Well defined planimetric detail, such as right angle road intersections, where not covered by foliage, was used for starting and closing traverses, to locate houses, roads, bridges and other detail.

Less well defined detail such as bends in roads, saw dust piles, etc., was used for control in running the 20-foot contour.

No traverse was out more than 10 meters where well defined control
was used. Where less well defined control was used the traverses were adjusted by the Graphic method to conform to the planimetric detail whenever there was any discrepancy.

**GEOGRAPHIC NAMES:**

Geographic names for this area have been made in a separate report. The names of schools and churches have been shown as they are most commonly known locally. Report filed in Geographic Name Section

**JUNCTIONS:**

Junction was made in good agreement with Quadrangle 7 to the west, with no detail being cut more than 5 meters. Quadrangle 5 to the east were not completed as of the date of this report. There was no planimetric detail of this survey to compare with Quadrangle 8 to the south.

**MARSHES:**

Approximately all the southern half of this Quadrangle is covered with abandoned rice fields which are covered at high water and which are now grown up with high marsh grass.

**BOUNDARIES:**

Georgetown and Charleston county line appears on this Quadrangle in the center of the south Santee River, as the boundary is still in dispute on the islands in the river. The line was drawn to the points of the islands and stopped. The following information was found pertaining to the county line:

This boundary line is in dispute among the counties involved and neither agree with the South Carolina Highway Department.

The State Code Book, Vol. II, Page 457, defined the boundary as, ".......... hence down the South Santee River to the Ocean ........", and does not specify whether the boundary follows the natural channel or the centerline of the river.

Georgetown County claims all of the islands in this section of the river, which would place the boundary near the south shore. According to Mr. S. Bowme, Georgetown County Tax Assessor, taxes are paid into Georgetown County for all of the islands involved. However, according to Mr. Rene Ravenel, Charleston County Right-of-way Engineer, the boundary falls to the north of Brown Island and to the south of all other islands. The State Highway Department on their "1939 General Highway and Transportation map", shows the boundary in the center of the river but breaks the line at the islands.

Break the line at the islands.

See review for township names.
The Secretary of State, W. P. Blackwell, states in a letter dated March 25, 1942, that his office had no additional information on this boundary other than contained in the code.

GENERAL DESCRIPTION

The contouring on this Quadrangle was simplified a great deal because of the fact that densely wooded areas were shown as they appear on the photographs and upon field investigation it was noted that these dense areas were mostly deciduous trees and that there was some kind of drainage in these areas. Cross lines were run, wherever possible, to locate the 20-foot contour and, with the help of the planimetric detail, a great deal of sketching was possible, thus saving time and expense.

The photographs were very helpful in sketching the drainage. Where no identifiable object close to a stream could be found on the compilation, one was taken from the photographs and transferred to the compilation—(such as edge of dense brush or trees). After such points had been identified in the field, the streams were located by pacing from these points, thus reducing the amount of traversing. The cost would have been excessive if traverses had been run to delineate all the drainage because of dense woods and brush. The streams cannot be located by contours of photos in any extent. Density of trees is too great and wooded areas are along streams. The wooded area has been labeled as to its type and density. Along all drainage and in swamps, the timber is practically 100 percent deciduous and very dense.

Roads not previously shown have been shown only by the centerline and with the dash --- symbol. All roads have been classified according to the Army War College instructions of January 12, 1942. On all Class 4 roads the width has been noted.

All bridges appearing on this quadrangle are wooden and shown with the appropriate bridge symbol. The approximate tonnage for each bridge is 10 tons.

One transmission line appears on this Quadrangle: REA 6900 Volts.

One U. S. Coast Guard telephone line crosses the NE corner of this Quadrangle but only the main line was located. OK

Several changes in culture have been made, such as the addition of roads, houses, fields, etc. Deletions shown in red ink and marked Delete.

The Declinatoire was used in all traverses, which saved a great deal of time.

************
REMARKS:

No future surveys are recommended for this area and all details are believed to conform with the accuracy required.

Respectfully submitted

William A. Rasure
William A. Rasure,
Senior Photogrammetric Aid
U. S. Coast & Geodetic Survey

Approved and forwarded:

Wm. D. Patterson,
Defense Mapping Field Party No. 1
DESCRIPTIVE REPORT (AMENDED)
TO ACCOMPANY
Quadrangle T-8231
Project CS-285
F.L. Gallen, Chief of Party

This sheet was inspected according to Supplemental Instructions for Project CS-285, dated October 23, 1942. All corrections indicated in green by the Washington Office have been inspected in the field. They were all found to be correct except those listed below. There are also a few minor changes and additions indicated on photograph number 8330 which is forwarded with the compilation sheet. These changes are also described below.

Latitude 33° 13'
Longitude 79° 21' 11

The wet weather swamp is correct as shown by the field survey party in 1941. No definite drainage comes through the swamp as the Washington Office indicated.

Latitude 33° 14' 11
Longitude 79° 20' 11

The intermittent stream originally shown is also incorrect and the deletion shown by the Washington Office is also incorrect. This location was visited in the field. A stream emptying into the swamp was found. This has been correctly indicated on photograph 8330.

Latitude 33° 12' 11
Longitude 79° 20'

The places indicated in green by the Washington Office as pond and marsh are both pond. The limits of the pond (indicated as marsh on the compilation) have been outlined on the photograph in blue ink. An additional portion of the pond has been indicated on the photograph as extending up the marsh.

Latitude 33° 12' 11 to 33° 13'
Longitude 79° 18'

The pond should be deleted as indicated by the Washington Office. It should be shown as swamp. There is additional swamp in this area as indicated on photograph number 8330.

Latitude 33° 13'
Longitude 79° 18' 11
A part of this intermittent stream was erroneously shown in 1942 and has been deleted in green by the Washington Office. The limits of deletion are indicated by green tick (') marks.

Latitude 33° 15'
Longitude 79° 21½'

This location was carefully investigated in the field and there is no indication of a swamp at any time. Under the new classification this would now be classified as low ground.

The area along the Intra-coastal Waterway is all spoil area as indicated. The spots that have been circled on the compilation sheet by the Washington Office are piles of sand and mud placed here during dredging of the Waterway. They should be included in the spoil area. These places are high spots in the spoil area formed when the dredged substance did not spread evenly over the entire area.

3. The following color scheme is used to indicate the topographic features on the compilation:

<table>
<thead>
<tr>
<th>FEATURE</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contours and elevations</td>
<td>Brown ink</td>
</tr>
<tr>
<td>Drainage, etc.</td>
<td>Blue ink</td>
</tr>
<tr>
<td>Deleions</td>
<td>Red ink</td>
</tr>
<tr>
<td>Descriptive notes</td>
<td>Black ink and pencil</td>
</tr>
<tr>
<td>Corrections by the Washington Office</td>
<td>Green ink</td>
</tr>
</tbody>
</table>

On Photograph number 8230 blue ink was used by the field party to note the corrections to be made to the planimetry when the compilation for Quadrangle 8231 is corrected.

4. JUNCTIONS-- This sheet was compared with quadrangle 8230 on the east and quadrangle 8235 on the south and found to be correct. It was compared with quadrangle 8236 on the north and several discrepancies were noted. Both sheets were edited and the proper corrections either indicated on the sheets themselves or on photograph number 8230. On the west the work in quadrangle 8232 was carried in the spring of 1942 to the south bank of the South Santee River. This work has been compared with sheet 8231 and the two found in agreement. The junction north of this point will be made during the present season and will be covered in the descriptive report for quadrangle 8232.

Submitted by

Dwight L. Greene,
Senior Photogrammetric Aid

Approved

F.L. Gallen, Chief of Party
### Sheet No. 1

#### Quadrangle No. 6

**Minim Island**

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**M 23**
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"Heck on 5/15/74"
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD</th>
<th>DATE</th>
<th>CHARTS</th>
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<tr>
<td>Winyah Bay - Charleston Harbor</td>
<td>33 06</td>
<td>1352</td>
<td>79 19</td>
<td>469</td>
<td>NA 1927</td>
<td>3/31/42</td>
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<td>Beacon - 12</td>
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<tr>
<td>Winyah Bay - Charleston Harbor Light</td>
<td>35 11</td>
<td>1253</td>
<td>79 16</td>
<td>542</td>
<td>NA 1927</td>
<td>3/31/42</td>
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<td>Light - 4</td>
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</table>
GENERAL

This sheet is a combination of reductions of 1934 air photo compilations T-5380 and T-5383. T-5383 and T-5380 were matched and reduced from 1:10,000 to 1:20,000 whereupon a print of the new sheet T-8231 was sent to the field for level, contours, and corrections.

The area covered by this sheet was photographed in 1942 with the nine-lens camera and these 1:20,000 photographs, numbers 8328, 8329, 8330, 8271, 8272 and 8273 are available for check purposes.

No radial plot was run for the sheet as roads and trails were considered sufficient control to check identification of drainage and vegetation.

Attention is called to discrepancies between vegetation notes as shown on the field quadrangle and the same areas on the photograph. The area at Lat. 33° 13' to 33° 15'; Long. 79° 22' to 79° 22' 30" is labeled "Pine" on the field quadrangle whereas photograph 8330 corroborates the original compilation. The original compilation is thought to be faulty in the delineation of vegetation and drainage limits in the area Lat. 39° 13' to 33° 15'; Long. 79° 20' to 79° 22'. In the latter area the compiler has used the photograph in preference to the field quadrangle and attempted to adjust the contours accordingly.

Beacon 12 - Winjah Bay - Charleston Harbor and Light 4 - Winjah Bay - Charleston Harbor have been plotted on T-8231 from geographic positions furnished by the field party on form 567.

Respectfully submitted,

Milton M. Slavney,
Prin. Engr. Draftsman

Forwarded by:

Kenneth G. Crosby,
Chief of Party...
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
FB - Fire Break
HDG - Hedge
Park - Park
Cem - Cemetery
Co - County

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

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

SHORE LINE
MHL - 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
Bkd - Bulkhead
Jet - Jetty
Dol - Dolphin
Pile - Pile
S - Sand
Mud - Mud
Rk - Rock or rocky
Sty - Stony
Conc - Concrete
Wo - Wood
Blf - Bluff
Dune - Dune

STREAMS AND PONDS
D - Largest ditches only
DX - 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

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

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.
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-6231

MINIM ISLAND 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 test was run in quadrangle T-8232.

The nearest vertical accuracy test was run in quadrangle T-8233.

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.

Refer to comparisons made in reviews for the 1935 air photographic surveys. See descriptive reports T-5380 & T-5383.

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:

T-8231 has not yet been applied to the nautical charts, however the details are complete and adequate for chart correction.
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

With reference to page 4 or 4 of this report Subsequent to the field work on this quadrangle the entire area was rephotographed and the new nine lens photographs have been used during this review to check the map manuscript for additions and corrections.

There are 22 U.S. Engineers stations shown on the original planimetric manuscript but these were not transferred to the printed, (1:20,000 and 1:31,680 scale) quadrangles.

Reviewed May 13, 1943 By W. W. Belling

under direction of D. H. Benson

Inspected by B. C. Jones 2/12/46

Examined and approved:

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

Robert Dyer
Chief, Div. of Charts-
Nautical Charts Branch

Chief, Topography-Section-

Chief, Div. of Coastal
Surveys
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<td>787</td>
<td>J. Walter</td>
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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.