**8404**

*Diag'd on diag. ch. No. 1256*

**Form 504**

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

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**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photo Compilation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>T-8404</td>
</tr>
<tr>
<td></td>
<td><strong>Harris A. Day</strong></td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Florida</th>
</tr>
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<tbody>
<tr>
<td>General locality</td>
<td>Florida West Coast</td>
</tr>
<tr>
<td>Locality</td>
<td>Sarasota County</td>
</tr>
</tbody>
</table>

| Bech ridge quad. | 1941 |

**CHIEF OF PARTY**

| Comdr. Ray L. Schoppe |

**LIBRARY & ARCHIVES**

| DATE | January 7, 1948 |

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DATA RECORD

T-8404

Quadrangle (II): BEE RIDGE

Field Office: Tampa, Florida

Compilation Office: Tampa, Florida

Chief of Party: Ray L. Schoppe

Project No. (II): 290

Instructions dated (II III): 11/16/42

Completed survey received in office: 17 May 1944

Reported to Nautical Chart Section:

Reviewed: 2 June 1944

Redrafting Completed: 20 June 1944

Registered: 1 Jan 1947

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L. 1929

Reference Station (III): BEE RIDGE, 1934

\[
\begin{align*}
\text{Lat: } & 27'15'00.744'' \\
\text{Long: } & 82^\circ 23'21.103'' \\
& (22.9 \text{ M}) \\
& (580.5 \text{ M})
\end{align*}
\]

State Plane Coordinates (VI):

\[
\begin{align*}
X = \\
Y =
\end{align*}
\]

Military Grid Zone (VI)
<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tr>
<td>12623</td>
<td>11/12/42</td>
<td>-</td>
<td>1:20,000</td>
<td>Inshore Sheet</td>
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<td>12624</td>
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<td>-</td>
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<td>12625</td>
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<tr>
<td>12697</td>
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</table>

Tide from (III): --

Mean Range: --

Spring Range: --

Camera: (kind or source) U. S. C. & G. S. Nine Lens

Contours and Field Inspection by: C. A. Moritz date: February, 1944

Field Edit by: George E. Varnadoe date: 1944

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

Projection and Grids ruled by (III) Wash. Office " " " checked by: " " " date: --

Control plotted by: M. Rutkin date: March, 1944

Control checked by: J. H. S. Billmyer date: March, 1944

Radial Plot by: Tampa Office Personnel date: March, 1944

Detailed by: Adelaide L. Parker date: April-May, 1944

Reviewed in compilation office by: A. L. Kidwell date: May, 1944

Elevations on Field Edit Sheet checked by: C. M. Allen date: March 1944
STATISTICS (III)

Land Area (Sq. Statute Miles): 66.2

Shoreline (More than 200 meters to opposite shore): --

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

Number of Recoverable Topographic Stations established: --

Topographic
Number of Temporary Topographic Stations located by radial plot: 1

Leveling (to control contours) - miles: 92.7

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-C, 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, driveways, and numerous other points identifiable on the photographs.

COMPILED 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 "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.
DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE R-8404
Project CS 290 C
Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. Quadrangle 8404 is situated east of Sarasota, Florida, in Sarasota County. It is bounded on the north by 27°22.5' north latitude, on the east by 82°22.5' west longitude, on the south by 82°18' north latitude, and on the west by 82°30' west longitude.

The region is poorly drained and very flat. Only one stream is found in this area, and this one is of relatively little importance. A series of large ditches, or "canals" as they are called by the natives, drains the major portion of the area. Several swampland marsh areas have been drained, and the black, fertile swamps are now used as celery and truck farms.

The maximum elevation is approximately 48 feet, and occurs in the northeastern portion. The total relief, including the entire area, is only slightly more than 30 feet. The general slope of the land is from north to south; however, the slope is gentle, as is shown by the distance between the two main contours. The region is pock-marked by numerous sink holes which account for the many intermittent ponds and swamp areas.

Scattered pine trees and palmetto make up the vegetation of the major portion of the quadrangle. Deciduous trees occur in and around the low, swampy areas. A number of citrus groves are found scattered throughout the region.

Included in the culture of the area are two railroads, the Atlantic Coast Line, and the Seaboard Air Line, and two highways, Florida State Routes 18 and 220. There are no important cities or towns within the quadrangle; the villages of Fruitville, Sunnyland, and Belspur, all of which are very small, represent the only settlements in the area. Ringling Brothers Circus winter headquarters are situated in the northwestern corner. Several celery packing plants are found in the vicinity of the celery farms; an orange packing plant is located south of the truck farming region on the Seaboard Railroad. One power line, which does not follow the roads or highways, occurs along the western boundary of the quadrangle. A large number of barns and sheds are located along the roads and ditches in the celery farms. Farm houses, barns, a few stores, a turpentine camp, a camp for truck farm laborers, a number of sand roads, and a U. S. Army Rifle Range, make up the remainder of the culture of the quadrangle.

2. Completeness of Field Inspection. All field inspection for the classification and clarification of detail on the photographs has been completed. This includes the location and identification of such features as buildings, schools, churches, roads, wooded areas, etc., have been investigated in the field, and are shown on the photographs. All roads and highways, with the exception of a few field roads, have been classified in accordance with instructions; the few which have not been classified on the photographs should be
classified as 4UP roads (some of these may be deleted, if desired).

3. Interpretation of the Photographs. The photographs, as concerns photographic tones and densities, are typical of others for this region. There are only a few densely wooded areas in the quadrangle. Deciduous trees predominate in the densely wooded areas and are recognized by the characteristic gray tone. Areas covered by evergreen trees exhibit a darker gray tone; however, most of the evergreen areas are scattered pines. The sink holes or intermittent ponds are recognized by their more or less circular outline; those which contained water at the time the area was photographed exhibit a very dark gray, almost black, photographic tone. The smooth solid gray areas which are widely scattered throughout the quadrangle represent areas of heavy palmetto growth. All of the palmetto areas have not been indicated on the photographs, because of the fact that it occurs in most features, and areas of scattered pine trees; however, it can be easily recognized by its characteristic tone.

4. Horizontal Control. Horizontal control has been recovered and identified on the photographs by W. Bever, Jr. Topo. Engr.; and J. A. Webb, Sr. Engr. Aid. Proper recovery notes, prickings cards, and accuracy of identification on the photographs have been completed, checked, and forwarded to the compilation office, according to instructions.

5. Vertical Control. Vertical control for the planimetable work was completed by J. W. Brett, Sr. Photo. Aid, and party. All elevations which were checked by the topographic party were found to be within the accuracy limits, and may be shown on the final map if desired.

Supplemental level lines were run between U. S. Coast and Geodetic Survey bench marks. All ties were made with a main loop run between bench marks placed about one mile apart.

An effort was made to place the points where they would be most useful to the topographic party.
6. **Contours and Drainage.** The sketching of the contours was done on nine lens photographs, scale of 1:20,000, numbers 11824, 11822, 11696, 11697, and 11698, by standard methods using the U.S. Coast and Geodetic Survey planimeter and alidade. Shots were taken at critical points and elevations were established at these points.

Because of the fact that the region is not heavily wooded, the contours could be sketched with relatively few planimeter shots. The depression contours were sketched by determining an elevation in the center or on the edge of the sink hole, and drawing the contour to correspond with the outline of the feature, as it appears on the photographs.

The original appearance of the contours has been altered by the ditches and spoils bank which drain the region. All these ditches and banks which affect the contours have been shown, but it may be necessary to exaggerate them in order to show them on the 1:62,500 scale.

Items 7, 8, 9, and 10 are inapplicable to this quadrangle.

11. **Landmarks and Aids to Navigation.** A fire tower in the southeastern part of the quadrangle has been located and form 587 is submitted.

12. This item is inapplicable to this quadrangle.

13. **Landing Fields and Aeronautical Aids.** There are no landing fields or aeronautical aids within the limits of this quadrangle.

14. **Road Classification.** All roads have been classified in accordance with instructions, as has been noted in item 8.

15. **Bridges.** Bridges have been classified according to instructions by C. C. Fryer, Jr. Topo. Engr.

15. **Buildings and Structures.** The buildings and structures in the quadrangle have been classified on the photographs in accordance with instructions. All churches, schools, postoffices, stores, etc., have been identified and named. The barns and sheds in the celery farms and along the irrigation ditches have been circled in red and marked "b". All buildings which are dwellings are circled in red ink and not named. Unsubstantial and small farm buildings have been deleted in accordance with instructions.
17. Boundary Monuments and Lines. These have been completed according to instructions by C. C. Fryer, Jr. Topo. Engr.

18. Geographic Names. This will be the subject of a separate report by J. Stingley, Jr. Topo. Engr. 

19. Junctions. Satisfactory junctions have been made with all adjoining quadrangles.

20. Data. Contours and field inspection and drainage are shown on photographs 11622, 11624, 11696, 11697, and 11698. Supplemental field levels are found on photographs 11695 and 11697 (second copy). Bridges are shown on photographs 11623 and 11624.

The following notes have been made by Mr. C. C. Fryer, Jr. Topo. Engr.:

The political subdivision lines as shown on the photographs have been transferred to the photographs from a general highway and transportation map prepared by the Florida State Roads Department. This map is published on a small scale and an attempt has been made to transfer the political subdivision boundaries to the photographs as accurately as possible but due to the varied scale of the photographs on which they were placed it is not to be assumed that they are correct. It is recommended that they be checked during the field edit of this quadrangle on the compilations which are to a true scale of 1:20,000. Each photograph which touches or borders a quadrangle should be examined to locate these boundaries. In many cases they will appear on the wings of the photographs.

This same rule must be followed in regard to the classification of bridges.

Respectfully submitted:

Carl A. Moritz
Jr. Topo. Engr.
March 24, 1944

Approved:

Roy L. Schoppe
Chief of Party
COMPILATION REPORT
To Accompany
SHEET NO. T-8404

26. CONTROL

Two triangulation and two traverse stations fall within the limits of the sheet and were used for control. All stations could be held to in the radial plot and were adequate.

27. RADIAL PLOT

The main radial plot, of which this sheet was a part, is covered in the compilation report for Sheet No. T-8399.

28. DETAILING

The photographs were clear and of fair scale. No difficulty was experienced in the detailing as the field inspection was sufficient.

The sheet was detailed in two parts to hasten the field review and transmittal.

29. SUPPLEMENTAL DATA

No maps or plans by other organizations were used to supplement the photographs or field inspection.

34. LANDMARKS AND AIDS TO NAVIGATION

One landmark, Bee Ridge Fire Tower, has been located on the sheet. Its correct geographic position is listed on attached Form 567.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There are no existing topographic quadrangle maps with which a comparison can be made.

45. COMPARISON WITH NAUTICAL CHARTS

None of the published nautical charts covers the area in detail.

Respectfully submitted,

Adelaide L. Parker

Adelaide L. Parker,
Engr. Draftsman

Forwarded by:

Ray L. Schoppe,
Chief of Party.
46. METHODS

In editing the map compilation, all roads were traversed by truck. Due to the presence of many roads, walking was necessary only in a few places in order to make a visual inspection of all topographic features. All buildings, roads, ditches, etc. that were added to the compilation were plotted by measurements from topographic features.

All additions, corrections and deletions are to be found on the photostatic print (in 4 parts) of the map compilation. Yellow ink was used for additions, classifications and corrections; green ink was used for all deletions.

All citrus was classified by the field edit party. Where the trees were large, and overlapped the ground, they were classified as "A"; where they were small, or scattered they were classified as "C".

The elevations shown on the map compilation were not checked against those shown on the field photographs, as the photographs were not accessible to the field edit party.

47. ADEQUACY OF THE COMPILATION

The compilation was found to be adequate and complete except for the additions, deletions and corrections noted on the field edit sheet.

48. ACCURACY TESTS

The writer has no knowledge of any accuracy tests in this quadrangle. However, a vertical accuracy test in quadrangle T-8102 was accomplished by the writer, (which was contoured by Mr. Carl A. Moritz, who accomplished the contours in this quadrangle) and the contours were found to be within the limits of the accuracy required.

49. ROAD CLASSIFICATIONS

All road classifications were checked in the field and corrections made where necessary. All roads not previously classified were classified according to instructions.
15. BRIDGES

All bridges not previously classified were classified according to instructions. The classifications given bridges by the field edit party are to supersede all other classifications.

17. BOUNDARY MONUMENTS AND LINES

All boundary lines were checked, and a correction was made of a Precinct boundary line in the southwestern part of the quadrangle. The boundary line is now in agreement with the line shown on a map furnished by the County Commissioners office of Sarasota County.

19. DITCHES AND CANALS

The greater part of this quadrangle is drained by man-made canals or ditches. Some of the larger ones, which are known locally as canals, have been labeled as canals instead of being classified as large ditches.

Respectfully submitted,

George E. Varnadoe,
Prin. Photo. Aid.

Forwarded by:

Ray L. Schoppe,
Chief of Party.
This test consists of a traverse between triangulation station GOODRICH and triangulation station SARAS. This is a second order traverse run by the party of Lieut. Comdr. G. W. Lovesee. It contains 30 test points, 27 of which were well defined and compiled. All of the points compiled are within the boundaries of quadrangle T-8404, with the exception of one (P.P. 30), which is in quadrangle T-8405.

The traverse closure is one part in 16,428, and a discrepancy of 1.74 meters was adjusted through the traverse. The test points are referred to in the computations as P.P. (Photograph Point No.) and the test points are scaled from the map manuscript and referred to as M.M.

<table>
<thead>
<tr>
<th>Description of point</th>
<th>Test point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Difference in mm.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>P.P. 2</td>
<td>27 20 542.0</td>
<td>82 23 500.0</td>
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<td>Longitude</td>
<td>Difference in mm.</td>
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<td>M.M. 24</td>
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The manuscript error is less than .5 mm. at all points tested except for test points 12 & 14; the horizontal accuracy is 93%, which is within the requirements of accuracy.

Approved by: Ray L. Schoppa, Chief of Party.

Submitted by: [Signature]
L. W. Swanson, Lieut. Comdr.
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.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td>Bee Ridge Fire Tower</td>
<td>27 15 1372 82 24 846</td>
<td>Air</td>
<td>May 1944</td>
<td>Aeronautical</td>
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</tbody>
</table>

Original sent to Aeronautical Charts 4/3/45

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
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</tr>
<tr>
<td>3</td>
<td>Railway Guide</td>
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<td>5</td>
<td>Road Maps</td>
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<td>Sarasota County</td>
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<td>Seaboard Air Line Ry.</td>
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<td>State No. 18, 220</td>
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<td>Sunnyland (village)</td>
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<td>Gun Pan Slough</td>
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<td>Sugar Bowl Road (No. 220)</td>
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<td>Bee Ridge Road</td>
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<td>Clark Road</td>
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<td>Bee Ridge (village)</td>
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<td>Gillespie School</td>
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<tr>
<td>Bee Ridge Presbyterian Church</td>
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<td>Bee Ridge Baptist Church</td>
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<td>Sawyer Road</td>
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<td>Sarasota (part of it here)</td>
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<td>Ringling Brothers Circus Winter Quarters</td>
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<td>Jewish Memorial Park</td>
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<td>Old Manaka Road (No. 18)</td>
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<td>Manaka Road</td>
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</table>

Names underlined in red approved

by L. Heck on 6/15/44
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.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. 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 woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review 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.
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 office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Callen, 1944.

Season's report on field work by Commander R. L. Shoppie, 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.

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-8404

FLA

Bee Ridge 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

No field work was done on this quadrangle

No vertical accuracy test was made on this quadrangle

The horizontal accuracy test is filed in this department

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.

None

Comparison with Nautical Charts Nos.

None

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:
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

None of consequence

Reviewed 2 June 1946. By H.T. Brooks
under direction of D. H. Benson

Inspected by B. G. Jones

Examined and approved:

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

R. W. Wilmot
Chief, Div. of Charts

E.J. Green
Chief, Div. of Coastal Surveys