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

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline (Photogrammetric)</th>
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<tr>
<td>Field No.</td>
<td>Ph-54</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9968</td>
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**LOCALITY**

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<th>State</th>
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<tr>
<td>General locality</td>
<td>East Coast</td>
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<tr>
<td>Locality</td>
<td>Satilla River</td>
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**19456**

**CHIEF OF PARTY**

J. E. Waugh, Photogrammetric Party No. 1
E. H. Kirsch, Baltimore Photo, Office

**LIBRARY & ARCHIVES**

DATE             March 8, 1956
DATA RECORD
SHORELINE SURVEY
T = 9968,
T = 9969

Project No. (II): Ph-84
Quadrangle Name (IV):

Field Office (II): Brunswick, Georgia
Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Maryland
Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III):
27 December 1951
25 August 1952
ltr. 721-mkl, 26 Jan. 1954

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): graphic

Manuscript Scale (III): 1:20,000
Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date:

Date registered (IV): 7-30-54

Publication Scale (IV):
Publication date (IV):

Geographic Datum (III): N.A. 1927
Vertical Datum (III): M.H.W.
Mean sea level except as follows:
Elevations shown as (26) refer to mean high water
Elevations shown as (25) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): BAILEY, 1935

Lat.: 30° 54' 36.675" (1129.1m) Long.: 81° 51' 56.366" (1496.8m) Adjusted

Plane Coordinates (IV):
State: Georgia Zone: East

Y= 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.

Form T- Page 1
Not applicable

Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II):

Henry R. Spies,
Cartographic Survey Aid

Date: Feb.-Apr. 1954

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):

Photogrammetric (field identification) March 1954

Projection and Grids ruled by (IV):

A. Riley

Date: 4/7/54

Projection and Grids checked by (IV):

A. Riley

Date: 4/8/54

Control plotted by (III):

H. R. Rudolph

Date: 6/7/54

Control checked by (III):

R. Glaser

Date: 6/8/54

Radial Plot:

H. R. Rudolph

Date: 6/18/54

Stereoscopic Instrument compilation (III):

Planimetry

Date:

Contours

Date:

Manuscript delineated by (III):

J. B. Phillips

Date: 7/22/54 (T=9969)

7/29/54 (T=9968)

Photogrammetric Office Review by (III):

H. R. Rudolph

Date: 11/22/54

Elevations on Manuscript

checked by (II) (III):

Date:
### PHOTOS (III)

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<th>Time</th>
<th>Scale</th>
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<td>33441 - 33443</td>
<td>4/13/51</td>
<td>1352</td>
<td>1:20,000</td>
<td>1.1' above MLW</td>
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<tr>
<td>33450 - 33452</td>
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<td>1411</td>
<td>&quot;</td>
<td>1.3' &quot; &quot;</td>
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<tr>
<td>33456 - 33457</td>
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<td>1423</td>
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<td>1.4' &quot; &quot;</td>
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### Tide (III)

From predicted tables

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<tr>
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- Reference Station: Savannah River Entrance
- Subordinate Station: Burnt Fort, Satilla River
- Subordinate Station:
- Washington Office Review by (IV): J. M. Neal
- Final Drafting by (IV): J. H. Frazier - 9949 - 9948
- Drafting verified for reproduction by (IV):
- Proof Edit by (IV):

### Land Area (Sq. Statute Miles) (III):

- 47 (T-9969) and 31 (T-9968)

### Shoreline (More than 200 meters to opposite shore) (III):

- 2 mi (T-9969) None (T-9968)

### Shoreline (Less than 200 meters to opposite shore) (III):

- 20 mi (T-9969) 17 mi (T-9968)

### Control Leveling - Miles (II):

- Number of Triangulation Stations searched for (II): 23 Recovered: 18 Identified: 13
- Number of BMs searched for (II): 1 Recovered: 1 Identified: 1

### Number of Recoverable Photo Stations established (III):

- 4 (T-9969) 2 (T-9968) None

### Remarks:

- * These are all Azimuth Marks
SHORELINE MAPPING PROJECT PH-84
GEORGIA, Satilla River

Compiled at scale 1:20,000 from nine-lens photographs taken December, 1951.
(Refer to Air-Photo Indexes 127-C and 127-F)

OFFICIAL MILEAGE FOR COST ACCOUNT
Sheet No's Lin. Miles Sq. Miles
T-9968 ........... 12 .......... 12
T-9969 ........... 22 .......... 22
TOTALS 34 34
FIELD INSPECTION REPORT
SHORELINE SURVEY - PROJECT PH-84
QUADRANGLES T-9968 AND T-9969

2. AREAL FIELD INSPECTION

The area is for the most part in its natural state of woodland and swamp. The Satilla River, along nearly its entire length, is bordered by dense gum and cypress swamp, ranging in width from several hundred feet to a mile. At one time, the swamp downstream from Bullhead Bluff was cleared and cultivated, with rice being the major crop. These rice paddies have been abandoned and are overgrown, but the ditch patterns are still discernible. In the northeast corner of Quadrangle T-9969 some of this land has been reclaimed, and lettuce, celery and other greens are the principal crops. With the exception of the minor agricultural work mentioned above, the principal industries are logging and pulpwood cutting. Turpentine is carried on to a small extent.

The only paved road is State Highway 252 leading northeast from Burnt Fort. The remainder of the project is served by graded and woods roads.

3. HORIZONTAL CONTROL

Stations RUIN, 1935; MONTFORT, 1935; and LANG, 1935 were not identified as the density of the woodland cover afforded no substitute stations. In lieu of RUIN, 1935, a short traverse was run from NEWELL, 1935 to establish a control point for the western edge of the flight.

WEBARD, 1935 is reported lost on Form 526.

4. VERTICAL CONTROL

Inapplicable.

5. CONTOURS AND DRAINAGE

Inapplicable.
6. WOODLAND COVER

Woodland cover has been classified.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line and/or apparent shoreline have been delineated in representative areas.

In some instances, notably upstream from Clark's Bluff, it is difficult to determine the true nature of the shoreline as seasonal rise and fall of the river varies greatly. At the time of photography, the river was at a flood stage, and in summer the water level will fall an estimated six (6) feet from that shown on the photographs. It is believed, that at the time of field inspection, the water was near its normal or average level, and the shoreline was delineated with consideration of this factor. It should be noted that the photographic tones appear similar in areas shown as "MHWL" and "apparent shoreline", with swamp behind them. This is due to a narrow ridge of sand deposited by the river, which forms a barrier between river and swamp, and is indicated as MHWL.

All docks, wharves, piers, etc. have been indicated, and when in ruins have been labeled as such.

All bluffs have been indicated and their approximate height shown.

There are no submarine cables.

All alongshore structures have been indicated.

8. OFFSHORE FEATURES

None.

9. LANDMARKS AND AIDS

There are no landmarks or aids to navigation.

10. BOUNDARIES, MONUMENTS AND LINES

See report of Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 26 November 1952.
11. OTHER CONTROL

None.

12. OTHER INTERIOR FEATURES

All roads, buildings and other interior features have been classified. There are no airports or landing fields.

The bascule bridge at Burnt Fort is not tended, and is in a dilapidated condition. According to local information, opening of the bridge can be arranged through the State Highway Department. The bridge clearance is listed below:

Horizontal Clearance: 78.0 feet.
Vertical Clearance: 12.8 feet, 1350 hours, 8 March 1954.

13. GEOGRAPHIC NAMES

See report of Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 5 October 1952.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

<table>
<thead>
<tr>
<th>Submitted to</th>
<th>Date</th>
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<tbody>
<tr>
<td>Geographic Names Data</td>
<td>Washington, D. C. 5 November 1952</td>
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<tr>
<td>Boundary Data</td>
<td>&quot;</td>
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</table>

Nautical Chart No. 450, and a section of the project diagram, listing control recovery, etc., are submitted herewith.

5 May 1954
Submitted by:

Henry R. Spies,
Cartographic Survey Aid

5 May 1954
Approved and Forwarded: GEN.

J. E. Waugh
CDR, USCGS
Chief of Party
PHOTOGRAHMETRIC PLOT REPORT
Project Ph-84
Surveys Nos. T-9968 and T-9969
and
Project Ph-69
Surveys Nos. T-9793 and T-9957

21. AREA COVERED

This radial plot covers the area of surveys No. T-9968 and T-9969 in project Ph-84 and the northern part of survey No. T-9793 and the southern part of T-9957 in project Ph-69. The surveys in Project Ph-84 are shoreline surveys. The surveys in project Ph-69 are planimetric surveys. All four surveys are located along the Satilla River and its tributaries from Whiteoak Creek westward to Allens Ferry.

22. METHOD - RADIAL PLOT

Map Manuscripts:
Vinylite sheets with polyconic projections in black and Georgia State Grids, east zone, in red, at a scale of 1:20,000, were furnished by the Washington office. Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the beam compass and meter bar.

A sketch, showing the layout of surveys in the plot and the distribution of control and photograph centers is attached to this report. The names of all control stations are shown on the sketch. All were identified by Sub. Pts. except station FIRE TOWER CENTER OF TOP, 1935, which was identified direct.

Photography:
Fifteen unmounted nine-lens photographs, scale 1:20,000 were used in the plot. They are numbered as follows:

33359 and 33360
33376 thru 33378
33441 thru 33444
33450 thru 33452
33456 thru 33458

Standard symbols were used on all photographs.

Templets:
Vinylite templets were made for all of the photographs. The master templet was used to correct for film and paper distortion and chamber displacement.

Closure and Adjustment of Control:
Vinylite base sheets were prepared in this office. All identified control was transferred from the manuscripts to the base sheets by matching common grid lines.

The radial plot was constructed on the base sheets.
22. METHOD - RADIAL PLOT (CONT'D)

Closure and Adjustment of Control: (Cont'd)
The templates containing the most control stations and best
fixes were laid first - followed by next best controlled templates
until all were laid. Several of the templates were so well controlled
that they were taped to the base sheets immediately and a satis-
factory plot was constructed on the first attempt. However, after
the plot was completed the identification for two additional stations
was received. The positions of the Sub. Pts. for these two stations,
PINEY, 1935 and FOREST, 1933 was computed, plotted and transferred to
the base sheets without disturbing the plot as already completed. The
Sub Pts. for station PINEY, 1935 fell within the area of photograph
No. 33458 and the Sub. Pt. for station FOREST, 1933 fell within the
area of photograph No. 33360. The templates for these two photographs
were removed from the plot without disturbing the rest of the plot and
the radial lines were added to them. The two templates were relaid and
held the added control without making any other changes in the plot.

All control stations were held in the plot on all templates where
the identification on the office photographs was positive.

Transfer of Points:
The positions of all pass points and photograph centers were
pricked directly on the manuscripts by superimposing the manuscripts
on the plot and matching common grid lines.

23. ADEQUACY OF CONTROL

The distribution of control was adequate for shoreline delineation,
except in the northern part of survey No. T 9948, the southern part of

See Control sketch fig.

24. SUPPLEMENTAL DATA

None was used.

25. PHOTOGRAPHY

The overlap in line of flight and between flights was adequate.
Photographic coverage was adequate.

No tilt determinations were made. There was indication of a
little tilt in a few of the photographs.

The definition was good.

Respectfully submitted
18 June 1954

Harry R. Rudolph
Carto. Photo. Aid
<table>
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
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<th>LONGITUDE OR X-COORDINATE</th>
<th>SCALE OF MAP 1:20,000</th>
<th>SCALE FACTOR</th>
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1 FT. = 0.3048006 METER
COMPUTED BY: H. R. Rudolph DATE: 13 May 1954
CHECKED BY: R. Glaser DATE: 3 June 1954
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1 FT. = 0.3048006 METER

COMPUTED BY H. R. Rudolph  DATE  13 May 1954  CHECKED BY R. Glaser  DATE  3 June 1954
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<td>G-3974 p. 259</td>
<td>N.A. 1927</td>
<td>30 51 41.64</td>
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<td>G-3974 p. 199</td>
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<td>30 53 08.741</td>
<td>81 50 50.408</td>
<td>269.2 (1578.5)</td>
<td></td>
<td>1330.2 (251.8)</td>
<td></td>
</tr>
<tr>
<td>Sub. Pt.</td>
<td>BULLHEAD, 1935</td>
<td></td>
<td>30 53</td>
<td>81 50</td>
<td>317.7 (1530.0)</td>
<td></td>
<td>1197.7 (396.0)</td>
<td></td>
</tr>
<tr>
<td>BAILEY, 1935</td>
<td>G-3974 p. 258</td>
<td>N.A. 1927</td>
<td>30 54 36.675</td>
<td>81 51 56.366</td>
<td>1129.4 (718.3)</td>
<td></td>
<td>1196.8 (96.5)</td>
<td></td>
</tr>
<tr>
<td>Sub. Pt.</td>
<td>BAILEY, 1935</td>
<td></td>
<td>30 54</td>
<td>81 51</td>
<td>1123.4 (724.6)</td>
<td></td>
<td>1519.2 (71.1)</td>
<td></td>
</tr>
<tr>
<td>WILKERS, 1935</td>
<td>G-3974 p. 199</td>
<td>N.A. 1927</td>
<td>30 52 36.379</td>
<td>81 48 47.381</td>
<td>1120.3 (727.4)</td>
<td></td>
<td>1258.6 (335.2)</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>LATITUDE OR $\phi$-COORDINATE</td>
<td>LONGITUDE OR $\lambda$-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td></td>
</tr>
<tr>
<td>-------------------------</td>
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<td>----------------------------------------------------------------</td>
<td>-------------------------------------------------</td>
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</tr>
<tr>
<td>Sub. Pt. WILKERSON, 1935</td>
<td></td>
<td>30 52</td>
<td>81 48</td>
<td>1032.9</td>
<td></td>
<td>(814.8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1237.2</td>
<td></td>
<td>(356.6)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>574.2</td>
<td></td>
<td>(1019.1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BULLHEAD AZ MK, 1935</td>
<td></td>
<td>30 53</td>
<td>81 50</td>
<td>1109.1</td>
<td></td>
<td>(1137.6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1133.6</td>
<td></td>
<td>(460.1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUCHANAN AZ. MK, 1935</td>
<td></td>
<td>30 56</td>
<td>81 48</td>
<td>702.9</td>
<td></td>
<td>(1144.8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>520.7</td>
<td></td>
<td>(1062.0)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JEFFERSON AZ MK, 1935</td>
<td></td>
<td>30 57</td>
<td>81 47</td>
<td>1767.5</td>
<td></td>
<td>(80.2)</td>
<td></td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>848.0</td>
<td></td>
<td>(744.4)</td>
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</tbody>
</table>
31. **DELINEATION**

These manuscripts were delineated by graphic methods.

The Ratio Reflecting Projector was used to compensate for scale differences between photographs and manuscript T-9969.

In accordance with oral instructions from the Washington office, delineation was completed to about two miles back from Satilla River.

32. **CONTROL**

See Photogrammetric Plot Report, item No. 23.

33. **SUPPLEMENTAL DATA**

None.

34. **CONTOURS AND DRAINAGE**

Contours: Inapplicable.

Drainage: No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate.

36. **OFFSHORE DETAILS**

None.

37. **LANDMARKS AND AIDS**

None.

38. **CONTROL FOR FUTURE SURVEYS**

Form 524 is being submitted for the following stations:

**BUIE AZ MK (1935) 1954 - T-9968**
38. CONTROL FOR FUTURE SURVEYS (cont'd)

BURNTFORD AZ MK (1935) 1954 = T-9968.

The position of WILKerson AZ MK (1935) 1954 was established by Air Photographic Flot. The positions of the other five (5) stations were computed and plotted on the manuscripts.

39. JUNCTIONS

Junction has been made and is in agreement between T-9968 and T-9969. Junction is also in agreement to the east of T-9969 with Ph-69, Survey No. T-9793. There is no contemporary survey to the north, west or south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. - 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS:

These manuscripts were compared with the U.S.G.S. BOULOGNE quadrangle, scale 1:52,500, edition of 1919, reprinted 1945.

47. COMPARISON WITH NAUTICAL CHARTS:

Manuscripts T-9968 and T-9969 have been compared with Chart No. 450, scale 1:20,000 published January 1939. (3rd edition).

Items to be applied to Nautical Charts immediately:
None

Items to be carried forward:
None

Approved and forwarded

E. H. Kirson
Comdr. USCGS
Officer in Charge
Baltimore Photo. Office

Respectfully submitted
22 November 1954

Jacqueline B. Phillips,
Carto. Photo. Aid
48. **GEOGRAPHIC NAME LIST**

Armstrong Creek  Allen's Ferry

Baileys
Baileys Mills
Bullhead Bluff
Bullhead Creek
Burnt Fort

Clarke's Bluff
Gophers Hill
Gormans Bluff

Hazelhurst
Hells Gate
Hopewell
Hopewell Point

Jefferson
Jerusalem

Magnolia Bluff
Mays Bluff
Mays Bluff Branch
Midriver
Monford Island

Owens Ferry

Refuge Camp
Riley Creek
Rose Creek

Sandwash Creek
Satilla River

Tower Swamp

* May Bluff on Chart 250
** May Bluff Creek on Chart 250

\[\text{chart 450 will be changed to agree with this spelling.}\]

\[\text{Names approved 12-29-54 LC Hecl}\]

Geographic Name standard not available to this office.
49. **NOTES FOR THE HYDROGRAPHER**

The following recoverable topographic stations have been shown on the manuscripts.

BUCHANAN AZ MK (1935) 1954
BULLHEAD AZ MK (1935) 1954
BURNT FORT AZ MK (1935) 1954
JEFFERSON AZ MK (1935) 1954
PHOTOGRAFMETRIC OFFICE REVIEW


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Date)

PHYSICAL FEATURES
features H.R.

CULTURAL FEATURES

BOUNDARIES
32. Boundary lines 33. Public land lines

MISCELLANEOUS

40. Harry R. Rudolph Reviewer

Joseph Steinberg
Supervisor, Review Section and 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.

43. Remarks:

Compiler

Supervisor
62. Comparison with Registered Topographic Surveys

T-9968 and T-9969 are original surveys.

63. Comparison with Maps of Other Agencies

These manuscripts were visually compared with U.S.G.S. Boulogne, 15 minute quadrangle, scale 1:62,500, edition of 1919, reprinted 1945 and agree in general.

65. Comparison with Nautical Charts

Chart 450 (Satilla River) 3rd Edition, Jan. 1939. This chart was compiled from U.S.E.D. uncontrolled surveys of 1909 and 1910. Except for general meanders of the river the planimetry of the chart is totally obsolete.

66. Accuracy of Results and Future Surveys

These surveys comply with all instructions and are adequate as a base for hydrographic surveys and the construction of Nautical Charts.

Reviewed by:

John M. Neal

APPROVED:

L. E. Lande
Chief, Cartographic Branch
Div. of Photogrammetry

Chief, Div. of Photogrammetry
7 March 1956

H. M. Christiansen
Chief, Cartographic Branch
Division of Charts CFS

Chief, Nautical Chart Branch
Division of Charts CFS

Chief, Division of Coastal Surveys
Smooth drafts checked 6/16/55
by [Signature]