

8268

8268

Form 504
Rev. June 1941
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Air Photographic
Plane Table
Hydrographic } Survey No. T-8268
(Field)

MARYLAND
WYE MILLS
QUADRANGLE
N38525-W7600/75

LOCALITY

State Maryland
General locality Eastern Shore
Locality Wye Mills

1942

CHIEF OF PARTY

F. L. Gallen

U. S. GOVERNMENT PRINTING OFFICE 815551

May 29, 1946

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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. T-8268

REGISTER NO.

State Maryland

General Locality Eastern Shore

Locality Wye Mills

Scale 1:20,000 Date of survey July 24, Nov. 9, 19 42

Vessel War Mapping Field Party No. 1

Chief of party F. L. Gallen

Surveyed by Milton Applefield, John R. Smith, Orvis N. Dalbey,
A.W. Paul Rogers, C. C. Fryer, Henry M. Eldridge, L. G. Chambers.

Inked by Orvis N. Dalbey

Heights in feet above M. S. L. to ground ~~to tops of trees~~

Contour, ~~Approximate contour, Form line~~ interval 20 feet

Instructions dated August 3, 19 42

Supplemental Instructions, August 13, 1942.

Remarks: _____

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project CS-288A, 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:

PREPARATION OF BASE MAPS

Planimetric maps had been compiled of this area just prior to the war mapping project. These planimetric maps were reduced from their original scale of 1:10,000 and were compiled into quadrangle base sheets by photographic processing. Prints of these quadrangle base sheets were made on cloth-mounted paper for field work and on aluminum-mounted paper for office drafting.

FIELD SURVEYS

The field work consisted of a detailed examination of the quadrangle base sheet and the addition of 20 foot contours by planetable methods. All corrections and additions to the planimetry necessary to bring the base sheet up to date of the field work were made by planetable.

Supplementary vertical control for the planetable contouring was established by spirit levels (fly levels) to furnish unmarked elevations at road intersections and numerous other points.

PROCESSING IN THE WASHINGTON OFFICE

Review. - The field sheet was examined in the Washington Office for completeness of details and compliance with specifications.

Drafting and Reproduction. - The contours and corrections and additions to planimetry were transferred from the field sheet to the color-separation drawings by means of a map projector. Color-separation drawings were then completed in the usual manner. From these drawings, negatives and printing plates were prepared for reproduction of the finished map at scale 1:31,680.

DESCRIPTIVE REPORT TO ACCOMPANY
T-8268
MARYLAND
War Mapping Project CS-288-A
F.L.Gallen, Chief of Party.

INSTRUCTIONS

This work was executed under the Director's Instructions dated August 3, 1942, and supplemental instructions dated August 13, 1942.

GENERAL DESCRIPTION OF AREA

In the southwest portion of this sheet the area is comprised of a series of points and necks, which extend out into Skipton Creek and Wye East River. The remainder of the area consists of rolling hills, which is for the most part cultivated, and with the wooded areas about equally distributed.

ORGANIZATION OF WORK

The survey operations on this quadrangle were undertaken in the following order:

- a - Supplemental levels
- b - Field edit
- c - Contours
- d - Bridge classification
- e - Horizontal accuracy test
- f - Vertical accuracy test.

Operation "a" was performed by a 4-man party; operations "b" and "c" were conjoined and performed by two 4-man parties; operation "d" by a special 2-man party; and operations "e" and "f" by two special 5-man parties.

LEVELS

The supplemental levels were run by Milton Applefield, Engineering Aid, and John R. Smith, Engineering Aid, July 24th to September 16, 1942, but were not continuous.

These levels were controlled from Geological Survey, and Coast and Geodetic Survey bench marks, and preceded the second order levels mentioned in paragraph 13 of the instructions for this project.

A wye level with 16 foot rods graduated in feet and tenths, was used. Elevations were read to the nearest hundredth. Elevations were taken along the centerline of all principal roads at intervals of one fourth mile.

intersections with other roads, hedges, fences, etc. These points were identified on a copy of the map assembly and furnished to the topographer for the control of contours.

All supplemental level lines were closed lines except for a few spur lines of less than $1\frac{1}{2}$ miles in length, and along roads where the second order levels were to be later run. Level lines whose closures exceeded one foot were re-run; minor level lines (not used for the control of other lines) were not adjusted if the closing error was less than $3/10$ foot. Temporary bench marks were set along the main level lines for the control of minor level lines. Elevations to the nearest $1/10$ foot were furnished to the topographer.

Level ties were made with the 1942 unadjusted second order bench marks by John R. Smith, Engineering Aid, on September 15, 1942, after the supplemental levels had been run. There were no discrepancies in the supplemental levels over 0.20 foot.

All supplemental level elevations have been inked in black on the sheet to the nearest $1/10$ foot and will be of value should five foot contours be added at a later date. All level elevations on this sheet were checked against the original level records by Earl Nugent, Rodman, October 1, 1942.

CONTOURING

This sheet was contoured by Orvis N. Dalbey, Photogrammetric Aid, October 2 to November 9, 1942, except for that portion west and north of Wye East River, and west of U. S. Highway 213, which was done by A. W. Paul Rogers, Photogrammetric Aid, October 7 to November 9, 1942, independent of this topographic sheet on a copy of the map assembly and then transferred to this sheet and checked.

The contouring was done directly on a 1:20,000 scale map assembly of the planimetric maps by standard planetable methods, except that planetable positions were located and orientations obtained from the topographic detail shown on the map assembly. Only a few short planetable traverses were run, and in each case, it was used to carry elevations for a planetable set-up.

No undue attempt was made by the topographer to secure a greater degree of accuracy in the contours than the instructions specifically called for.

U. S. Geological quadrangle maps were consulted, also, and where discrepancies existed they were noted in the field. Since the Geological Survey Quadrangle maps were on a much smaller scale than the work on this project, only a visual comparison was made. In general, the contours

of the two surveys were in close agreement. The following are the larger discrepancies:

- (1) A small closed 20-foot contour was found on Wye Island, the Geological Survey does not show any.
- (2) A large closed 80-foot contour was found northwest of Starr, the Geological Survey shows a small one.
- (3) A closed 80 foot contour was found southwest of Starr, the Geological Survey does not show one.
- (4) A portion of a 60-foot contour just shows at the northeast end of the sheet; the Geological Survey shows it as extending across the corner section of the sheet.

All planetable elevations obtained in the field have been inked in brown on the sheet, except where the elevations were on or very close to the contour, in which case, they were left off the sheet. These elevations will be of value should five foot contours be added at a later date. Useful elevations such as are shown by the Geological Survey were obtained in the field, but no selection was made during the inking of the sheet.

The magnetic meridian shown on the sheet was obtained from orienting along a straight road 1/2 mile northwest of Cordova, October 2, 1942, and was later checked in the field.

The magnetic meridian used by A. W. Paul Rogers, Photogrammetric Aid, was obtained by orienting along the Bloomingdale Road, October 7, 1942, and was later checked in the field. The two meridians checked.

FIELD EDIT

This sheet was field edited by Orvis N. Dalbey, Photogrammetric Aid except for that portion west and north of Wye East River, and west of U. S. Highway 213, which was done by A. W. Paul Rogers, Photogrammetric Aid. The field edit was done by the topographers while contouring.

All symbols used during the field edit are standard topographic symbols, except that a green "x" was used for the deletions and a tick mark was used to indicate the limits of deletions, and also, the points of change in the road classification. A list of abbreviations used during the field edit is contained in the back of this report.

A. Boundaries

The boundaries of the political districts were drawn on this sheet from maps furnished by the Washington office, after they were verified locally.

B. Buildings

All farm buildings except dwellings, have been classified as "b" (barns). This includes large substantial sheds, chicken houses, etc.

The buildings on this sheet were located by a combination of plane-table methods and tape distances. All buildings are shown in their relative size, except where individual buildings were so close that they could not be shown on this scale, in such cases, the buildings were slightly reduced in size. Where buildings were attached to each other then solid blocks of buildings were shown.

In general, there were a few deletions or additions of the buildings.

C. Bench Marks

The descriptions for the second order bench marks established during 1942, by Clarence Symms, Jr., Associate Geodetic Engineer, while operating as an independent party, will be submitted by that party directly to the Washington Office.

All of the above 1942 bench marks, which fall on this sheet, have been shown.

Tidal bench marks, 1, 2, and 3 at Wye Landing, Wye East River, and bench marks C9 (east of Wye Mills along Queen Anne R. R.), D9 (east of Wye Mills along Queen Anne R.R.) and E9 (north of Wye Mills along U. S. Highway 213) were recovered and descriptions for these bench marks are submitted with this report. The positions of these bench marks, with the exception of tidal bench marks 2 and 3 at Wye Landing, are shown on the sheet.

Q 77, RM1 Starr, RM2 Starr, T 77, U 77 and V 77 also appear on this sheet. R.K.C. Also BM's A, B, C, D and E, 75 appear on sheet

Bench marks Balto 21 (in Wye Mills) and F9 (northwest of Wye Mills along Queen Anne R.R.) are destroyed and descriptions to that effect are submitted.

~~There are no other permanent bench marks, except as stated above, on this sheet.~~

D. Bridges

Bridge classifications were made by C. C. Fryer, Photogrammetric Aid, while operating as a special two man field party. The classifications are in accordance with the instructions from the War Department dated July 23, 1942, and have been shown in "key" on the sheet.

Culverts (span of 20 feet as classified by the U. S. Bureau of Public Roads) have not been indicated on the sheet unless they were not capable of supporting normal loads. In which case, they have been labeled "weak culv" on the sheet.

E. Field Culture

All field culture, such as wire fences, brush along fence lines, field ditches, field lines, and wagon tracks have been deleted from the map manuscript. There were no stone fences on this sheet.

F. Geographic Names

In accordance with the instructions, no special investigation of Geographic Names was made. However, the party was on the alert for name discrepancies and new names. No discrepancies were found.

New name:

- (1) Wye Oak State Park. This is a small State Park located in Wye Mills.

N. B.: This name was verified by several local residents of Wye Mills.

The roads on this sheet do not, in general, have local names, only two such names were found:

- (1) Bloomingdale Road. This road is located about 3 miles northwest of Wye Mills.

- (2) Grange Hall Road. This road is just north of Wye Mills.

N.B.: The new names listed above were verified in each case by several local inhabitants, some of whom were life-time residents.

G. Drainage

Numerous streams (shown by a full line on the map assembly) were reclassified as intermittent streams. There was a tendency on the part of the air photographic survey to over extend the streams, especially in cultivated fields. These have been deleted where necessary.

H. Shoreline

There were no shoreline changes or temporary docks noted on this sheet.

I. Power and Telephone Lines

Power lines were treated in accordance with the standard practice of the Geological Survey, i. e. only trunk power transmission lines were shown, except where the lines were located in less developed rural areas and not along the principal highways.

Telephone lines were treated in accordance with the Supplemental Instructions from the Director, dated August 13, 1942.

There were no telephone lines falling in the above category on this sheet. However, a section of a power line cutting across several cultivated fields south of Wye Mills was located on this sheet.

J. Roads

All roads have been classified and shown in accordance with instructions from the Army War College dated January 12, 1942.

K. Woods

The wooded areas have been classified for concealment, types of trees and density. A key to the classification is contained in the back of this report.

JUNCTIONS

This sheet joins quadrangle T-8274 on the north, T-8269 on the east, T-8259 on the south, T-8267 on the west.

The junctions, both field edit and contours, with quadrangles T-8267, T-8274, and T-8259 have been checked by Orvis W. Dalbey, Photogrammetric Aid, and were found to be in agreement.

The junction with T-8269 will have to be discussed in the report of this sheet, if and when work is commenced on this sheet.

STATISTICS:

Supplemental levels, statute miles	41.8
Contours, square statute miles	56.5
Field edit, square statute miles	56.5

TESTS

HORIZONTAL ACCURACY

A horizontal accuracy test is attached to this report.

VERTICAL ACCURACY

The vertical accuracy test for this sheet (latitude 38°53'.6, longitude 76° 05'.5) was done by Henry M. Eldridge, Photogrammetric Aid, November 2, 1942. Three separate contours were run, i. e., 35, 40, and 45 foot contours. The section of the contour tested on this sheet is within the required limits of accuracy as set forth in the instructions, and 5-foot contour intervals can be added at a later date.

These test contours are shown on the sheet with orange lines connected to black dots. The black dots indicate the elevations on the contour ascertained in the field.

The test contours were run independently of this topographic sheet on a copy of the map assembly and then transferred to this sheet and checked.

The plan table sheet showing this test is filed in the Division of Photogrammetry.
1942

REMARKS

This sheet was inked by Orvis N. Dalbey, Photogrammetric Aid, November 9th to November 13, 1942.

This sheet is complete and requires no further field work.

The field work on this sheet was supervised by Lieut. E. L. Jones, and the report compiled by Charles Hanavich, Senior Photogrammetric Aid.

Submitted by

Charles Hanavich
Charles Hanavich,
Senior Photogrammetric Aid

Approved:
F.L. Gallen
F.L. Gallen,
Chief of Party

TESTS FOR HORIZONTAL ACCURACY
 QUADRANGLE NO. T-8268
 PROJECT 288 - A

This test consists of a traverse between Triangulation Station WYE and Triangulation Station STARR. The traverse is 7.30 statute miles in length and contains 18 test points, all of which are within the boundaries of this quadrangle. The traverse closure is one part in 13,300. The discrepancy was adjusted through the traverse. The test points are referred to in the Computations as P. P. No. (photograph point number), and the test points as scaled from the map manuscript are referred to as M. M. No.

TABULATION OF TEST POINTS

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & road. 90°	P. P. No. 1	38-56- 794.0	76-04- 547.7	
	M. M. No. 1	38-56- 795.4	76-04- 541.5	.318
Center front face house	P. P. No. 2	38-56- 708.3	76-03-1317.9	
	M. M. No. 2	38-56- 705.5	76-03-1318.3	.141
Inter road & stream 90°	P.P. No. 3	38-56- 635.7	76-03- 949.0	
	M.M. No. 3	38-56- 634.4	76-03- 954.0	.258
Inter road & road 90°	P. P. No. 4	38-56- 514.0	76-03- 411.2	
	M. M. No. 4	38-56- 516.7	76-03- 410.1	.147
Inter road & private road 85°	P. P. No. 5	38-56- 238.5	76-02- 798.3	
	M. M. No. 5	38-56- 237.5	76-02- 793.9	.225
Inter road & hedge 80°	P. P. No. 6	38-55-1822.0	76-01-1119.7	
	M. M. No. 6	38-55-1822.2	76-01-1118.8	.015
Inter road & road 80°	P. P. No. 7	38-55-1671.0	76-01- 487.3	
	M. M. No. 7	38-55-1673.6	76-01- 474.8	.638
Inter road & road 80°	P. P. No. 8	38-55-1477.8	76-00-1121.4	
	M. M. No. 8	38-55-1474.0	76-00-1106.9	.750
Inter road & R. R. 90°	P. P. No. 9	38-56- 82.7	76-00-1128.0	
	M. M. No. 9	38-56- 77.8	76-00-1120.8	.428
Inter road & road 80°	P. P. No.10	38-56- 729.8	76-00-1102.4	
	M. M. No.10	38-56- 739.5	76-00-1099.7	.504
Inter road & road 90°	P. P. No.11	38-56-1215.7	76-00- 989.4	
	M. M. No.11	38-56-1213.8	76-00- 991.9	.157
Inter road & fence 70°	P.P. No. 12	38-57- 298.4	76-00- 827.9	
	M.M. No. 12	38-57- 297.2	76-00- 831.7	.199

TABULATION OF TEST POINTS
(continued)

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & road 90°	P. P. No. 13	38-57- 892.9	76-00- 635.6	.380
	M. M. No. 13	38-57- 889.7	76-00- 642.5	
Inter road & road 90°	P. P. No. 14	38-57-1440.5	76-00- 377.4	.287
	M. M. No. 14	38-57-1443.3	76-00- 382.4	
Inter road & road 90°	P. P. No. 15	38-58- 483.3	76-00- 115.1	.385
	M. M. No. 15	38-58- 489.7	76-00- 110.8	
Center front face house	P. P. No. 16	38-58- 951.8	76-00- 664.3	.782
	M. M. No. 16	38-58- 938.6	76-00- 672.7	

I believe all points may be considered as well defined points. It may be noted that the map manuscript error at test point No. 10 is .504 mm., which is so near the limit of .5 mm. that it seems as if it may be considered within the allowable error. There are three other points which exceed the allowable error of .5 mm., namely; Points No. 7, 8, and 16. Test point No. 16 is a building, and part of the shadow may have been compiled. It appears that the map manuscript may be in error slightly over the allowable limit of .5 mm. at two of the tested points, namely: points 7 and 8. Eighty one per cent of the points tested prove that the map manuscript error is less than .5 mm.

Note: T-5707, T-5710, T-5815, T-5812 have not been reviewed 11/26/42

Submitted by

Emil H. Kirsch
Emil H. Kirsch
Lieutenant
U. S. Coast & Geodetic Survey

Approved:

Wm. D. Patterson
Wm. D. Patterson,
Chief of Party.

ABREVIATIONS AND SYMBOLS

FIELD EDIT ON MAP MANUSCRIPTS

WOODS

Concealment:

- A - Trees 16' high - hide troops
- B - Brush, hide troops, impede progress
- C - Scattered brush, hide troops

Density

- 1. Scattered
- 2. Thinly wooded
- 3. Heavily wooded
- 4. Densely wooded

Type

- D - Deciduous
- P - Evergreen and pine
- R - Brush
- S - Scrub
- L - Young trees

BRIDGES (by special party)

First Symbol	one lane	Unlimited Capacity
	5 mph	
A	50 tons	25 tons
B	25 tons	18 tons
C	18 tons	13 tons
D	10 tons	7 tons
E	6 tons	4 tons
F	Light vehicles only	

Second Symbol

Vertical Clearance	A - over 14'
(clear height for width of 10')	B - over 13'
	C - over 12'
	D - over 11' etc.

THIRD symbol

Horizontal Clearance	A - over 18'
(width between curbs)	B - over 17'
	C - over 16'
	D - over 15'

Fourth Symbol - yr. of classification

- "U" Underpass to be substituted
- " T " Tunnels for the first symbol (where applicable)

BUILDINGS

- d - dwelling
- b - barn
- Sto - store
- Bldg. - building
- Ch - church
- P. O. - post office
- H. - Courthouse
- RR Sta. - Railroad Station
- Hos - hospital

Symbols

Streams

- Intermittent Streams-----
- Probable drainage, unsurveyed-----
- Ponds and Lakes-----
- Intermittent Ponds Lakes-----
- ditch-----
- Tanks-----
- Teleph. & Telegr. Lines-----
- Power Transm. Lines-----
- Cemetary, give name-----
- Fence, stone-----
- Hedge-----
- Ferries (state name)-----
- Railroad crossing-----
- Grade-----
- R R above-----
- R R below-----
- Boundaries-----
- State-----
- County-----
- Township or district-----
- Reservation-----
- City or Village-----
- Cemetary or small park-----
- Elevations, plane table----- X21
- Elevations, levels----- X21
- Bench Mark, Permanent----- 5M X76
- Contour----- 21
- Delete----- X

Roads

- Rd. -Road
- Classification:
- Rd. 1 - Dependable, hard surface
- Rd. 2 - Secondary, allweather
- Rd. 3 - Loose surface
- Rd. 4 - Unimproved but graded
- Rd. 4U - Track road
- Rd. 5 - Horse or foot trail
- P - Private road
- W - Width in feet
- RR - Railroad
- Tr - Tracks
- ◆ - U.S. Highway NO. 3
- ◆ - State Highway No. 3
- ◆ - County Highway No. 3

Note: Colors shown are for inking on red and orange sheets. With black and white prints substitute red ink for black

T-8268

Remarks.

Decisions

	Remarks.	Decisions
1		Railway Guide
2		U.S.G.B.
3		388760
4		"
5	Name shifted on overlay to correct location	"
6	Added to name overlay	"
7	Delete per T-5710	"
8	Delete per T-5710, no longer used	" U.S.G.B.
9		388761 "
10		"
11		389761
12	<i>on 8267</i>	"
13	See page 5 of this report	"
14		389760
15		"
16		"
17	See page 5 of this report	"
18	See page 5 of this report	"
19		
20		
21	<i>Added to name overlay of 389761</i>	
22	<i>more details added and checked</i>	
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

EBB
3/17/43

Name on Survey	On Chart No.		On previous survey No.		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List	
	A,	B,	C,	D,	E,	F,	G,	H,	K,							
✓ <u>Baltimore and Eastern</u>																1
✓ <u>Queen Annes County</u>																2
✓ <u>Skipton Creek</u>																3
✓ <u>Wye Landing</u>																4
✓ <u>Mill Creek</u>																5
✓ <u>Skipton</u>																6
Wye Heights																7
Probasco Landing																8
✓ <u>Wye East River</u>																9
✓ <u>Wye Island</u>																10
✓ <u>Wye Narrows</u>																11
Carmichael																12
✓ <u>Bloomington Road</u>																13
✓ <u>Willoughby</u>																14
✓ <u>Starr</u>																15
✓ <u>Wye Mills</u>																16
<u>Wye Oak State Park</u>																17
✓ <u>Grange Hall Road</u>																18
✓ <u>Wye Neck</u>																19
✓ <u>Wye Mills RR Sta</u>																20
																21
																22
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																26
																27

Names underlined in red approved
by L. Heck on 11/20/42

RECORDS

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 map manuscript - ozalid cloth-backed copy.

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-8268

WYE MILLS 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

A horizontal accuracy test was run in this area. The report of this test is enclosed in this descriptive report.

A vertical accuracy test was run in this area. See page 6 of this report.

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.

T-224	1:20,000	1847
T-2524	1:20,000	1900-01

Comparison with Nautical Charts Nos. 548 and 1225

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 details of T-8268 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:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Jan. 14, 1943 By Jack Rihw
under direction of D. H. Benson (per W.M.)

Inspected by B. G. Jones B.G. Jones 5/46

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. Knox
Chief, Div. of Charts
Nautical Chart Branch.

Raymond P. Gorman
Chief, Div. of Coastal
Surveys