

SUPPLEMENTAL T **5118**

U. S. COAST & GEODETIC SURVEY
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Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

_____, Director

State: Georgia

DESCRIPTIVE REPORT

Topographic } Sheet No. 5118
~~Hydrographic~~

LOCALITY

~~Georgia East Coast~~

~~Medway River to Timmons River~~

Vicinity of Dutchman Bay

1935

CHIEF OF PARTY

S. B. Grenell

U. S. GOVERNMENT PRINTING OFFICE: 1915

See Descriptive Report for T-5116 for General Report
Covering this Area.

Applied to chart 573. Nov. 13, 1936 g.H.S.

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.

REGISTER NO. 5118

State Georgia

General locality Georgia East Coast Medway River

Locality Medway River to Timmons River Vicinity of Dutchman Bay

Scale 1:20,000 Date of Photographs: 12-20-33 19
6-28-33

Vessel Aerial photo compilation party #18

Reviewed and recommended for approval:

Chief of party Lieut. (j.g.) S. B. Grenell *S. B. Grenell*

Photographs plotted by: F. B. Hickman

Surveyed by F. B. Hickman

Inked by W. C. Oliver

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 10, 1933, 19

Remarks: Compilation of aerial photos Nos.: M-66 51 to 56;

M-67 119 to 132; M-67: 74 to 86; 715 to 720

...

--NOTES OF COMPILATION--

One copy of this form must accompany each chart from beginning to completion. The last draftsman, whose name appears on this form, is responsible for it and all personnell will endeavor to keep these forms up to date and correctly posted. This form is very important inasmuch as the final Descriptive Report of the chart compiled is based upon the information contained herein.

SHEET No. 5118

	M-66 51		56
PHOTO NO.	M-67 119 to	PHOTO NO.	132
	M-67 74		86
BY	715	START	720
		FINISH	
ROUGH RADIAL PLOT	<u>B. B. Lewis</u>	<u>7-10-34</u>	<u>7-15-34</u>
SCALE FACTOR (.915)	<u>B. B. Lewis</u>	<u>7-16-34</u>	<u>-----</u>
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>	<u>7-16-34</u>	<u>-----</u>
PROJECTION	<u>A. M. Gruber</u>	<u>7-16-34</u>	<u>7-17-34</u>
PROJECTION CHECKED	<u>W. R. Taylor</u>	<u>7-17-34</u>	<u>7-17-34</u>
CONTROL PLOTTED	<u>A. A. Futral</u>	<u>7-17-34</u>	<u>7-18-34</u>
CONTROL CHECKED	<u>F. B. Hickman</u>	<u>7-18-34</u>	<u>7-18-34</u>
TOPOGRAPHY TRANSFERRED	<u>W. C. Oliver</u>	<u>various</u>	<u>times</u>
TOPOGRAPHY CHECKED	<u>S. B. Grenell</u>	<u>"</u>	<u>"</u>
SMOOTH RADIAL LINE PLOT	<u>F. B. Hickman</u>	<u>7-21-34</u>	<u>8-1-34</u>
RADIAL LINE PLOT CHECKED	<u>W. C. Oliver</u>		
DETAIL INKED	<u>W. C. Oliver</u>	<u>8-4-34</u>	<u>10-26-34</u>
AREA DETAIL INKED	<u>117.3</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m.	<u>48.2</u>	Statute Miles	
LENGTH OF SHORE LINE UNDER 200m.	<u>105.6</u>	Statute Miles	
GENERAL LOCATION	<u>Georgia East Coast Medway River</u>		
LOCATION	<u>Vicinity of Dutchman Bay</u> <u>Medway River to Timmons River</u>		
DATUM STATION	<u>Chester 1932</u>	LATITUDE	<u>31 - 46 - 39.973 (1231.2m)</u>
DATUM	<u>N. A. 1927</u>	LONGITUDE	<u>81 - 22 - 46.383 (1220.4m)</u>

Adjusted

INSPECTION REPORT

for

COMPILATION No. 5118

Scale 1:20,000

In reviewing this sheet in the Washington Office reference should be made to the General Report for 5-lens Compilations submitted with compilation No. 5114.

GENERAL INFORMATION:-

This compilation covers roughly the area between the Belfast River and the Timmons River and North Newport River and inland from a junction with coastal compilation No. 5117 to the Coastal Highway, Route 17. The eastern portion consists mostly of a network of small streams, marsh and wooded islands and hammocks; the western portion extends over the mainland which is characterised by scattered cultivation with intervening patches of woodland and swamp.

TOPOGRAPHIC DETAIL:-

The Coastal Highway, U.S. Route 17, extends completely across the western border of the sheet and is clearly indicated together with the main connecting highways. The main line of the Seaboard Air Line R.R. which is a single track line is also shown. This section was once the scene of extensive logging operations and the old tramroad beds are still an important topographic feature although the track has been long removed. These roadbeds are indicated by narrow cleared lines through the heavily wooded areas and by double rows of sand dots to show the fills through the swampy sections. It is often the practice in this country to put in new highways over old ~~old~~ abandoned railroad beds and for this reason these tramroads have been carefully located.

There are no special land characteristics which have not been indicated by the symbols. The vegetation symbols show the character and extent of the forested sections; cultivated areas have been left blank because many fields have been abandoned or are cultivated periodically only with various crops so it is impossible to indicate the cultivation by crop symbols.

The marsh line bordering the streams in this section is generally clear and offers no features worthy of special note not covered in the General report.

CONTROL:*

This compilation was controlled entirely by triangulation and traverse from the following schemes: Traverse along the S. A. L. R.R. by Melvin E. Lutz, 1918; first order triangulation by C. D. Meaney, 1932; coordinating scheme of C. M. Dargin, 1932-1933, and third order triangulation by C. A. Egner, 1934

The radial plot of compilation 5116 was originally extended to include the Belfast River and Laurel River. Due to scarcity of control in this area it was found impossible to continue the plot until additional control was obtained. Lieut. C. A. Egner extended a third order scheme into this area and with the additional control the plot was run through and checked against the field topographic location of various sections of shoreline.

It was unfortunate that much of the control put in by Lieut. Egner was located after the radial plots were run in. If this control had been available for the original radial plots, much later adjustment of detail would have been avoided.

COMPARISON WITH CONTEMPORARY SURVEYS: -

All junctions with adjoining compilations have been checked and compared. Comparison with the detail on field topographic sheets has been made and all discrepancies investigated and adjusted. The shoreline has also been checked against the fixed-position hydrographic lines which ran along the stream banks.

The field topographers often rodded in the extreme edge of marsh where the compilation follows the line of drift along the higher portion of the marsh edge which is often as much as fifteen meters behind the outer fringe of grass. This is not a disagreement between surveys but rather a matter of interpretation of detail.

LANDMARKS FOR CHARTS:-

Form 567 for this section has been submitted by Lieut. C. A. Egner, 1934

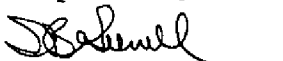
COAST PILOT NOTES:-

Notes have been submitted by Lieut. C. A. Egner, 1934

NAMES ON OVERLAY SHEETS:-

All names were taken from current issues of charts or from Geological Survey or Army Tactical maps.

Respectfully submitted,


S. B. Grenell,
Chief of Party #18

REPORT OF COMPILATION: -

Compilation Method:

This sheet was compiled by the standard radial line plot method. The Medway River included in this sheet, was originally traced on sheet #5116, but was found to be in error because station Belfast was pricked wrong on the photographs. Sheet #5116 had to be stopped at Belfast because of lack of control. Since the control has been put in by C. A. Egner's party, and this control together with sections of shoreline from aluminum mounted topographic sheets has been used for control and adjustment of the plot.

Adjustment of Photographs:-

A great deal of difficulty was experienced in adjusting the photographs in the vicinity of station Sunbury because of breaks in the flights which made the cuts weak. New points were added with stronger intersections and the system of interlacing points was used to furnish adequate control. Flight M-67 on the S. A. L. R. stopped at photo #123 then photo #124 started between 121 and 122 causing an overlay and a congestion of points. Most of the pictures were badly distorted which made it impossible to get a very large tracing area from one picture.

Interpretation:-

Pictures from the 700 flight ending with photograph 716 were very dim and pictures from flight M-67 in the vicinity of station Payne were sun spotted badly. In the south-west corner of the sheet an abandoned tram road is indicated by a break in the trees. Sand dots indicate old fills - Rails have been removed but cross-ties are in place. Heavily wooded swamp areas have been shown by broken water lining and symbols to represent cypress and gum trees.

Information From Other Sources:-

The only source of information, other than from the photographs, was the sections of shoreline on the aluminum mounted sheets of the field topographic party. This shoreline checked within the allowable limits where the topographer rodged in the tall grass line.

Comparison With Other Surveys:-

Junctions with adjoining sheets were made in this office and are complete and satisfactory. There are no details appearing on the sheet that should be moved.

Accuracy and Completeness:-

The area covered by this sheet is complete in every detail. As nearly as can be determined from the photographs, all well defined detail is located with a probable error of not more than four meters; less well defined with an error of not more than ten meters.

Photographs:-

No.	to	No.	Date	Time	Stage of Tide	
M-66	51	56 57	12-20-33	10:45AM	5/8 H.W.	see Remarks in Review below
M-67	119	132	12-22-33	10:45AM	8/8 H.W.	
M-67	74	86	12-22-33	10:00AM		
M-67	715	720	6-28-33	11:30AM	6/6 H.W.	

W.C. Oliver
W. C. Oliver,
Draftsman

Approved:

S. B. Grenell
S. B. Grenell,
Chief of Party #18

A conflict in the time and date for Photos (M67) 74 to 86 makes it impossible to determine exactly what the stage of tide was when photos were taken. However, the photos appear to have been taken at or near high water.

REVIEW OF AIR PHOTO COMPILATION NO. 5118 (1934)

SCALE 1-20,000

1. Comparison with Graphic Control Surveys T-6150a, T-6150b, T-6151a, T-6157b and T-6167 (1934) (1-10,000):

Comparison showed numerous discrepancies in location of detail between the graphic control surveys and the compilations amounting to from 3/10 to 1-1/2 millimeters on the scale of compilation. There were also a number of discrepancies between the descriptions on form 524 submitted with the graphic control surveys and the detail on this compilation. The photo plot has been examined and numerous additional radio points located to correct the compilation where necessary. The compilation is now in agreement with the graphic control surveys and with the descriptions on form 524 except as listed in the following paragraphs:

(a) T-6167: At latitude $31^{\circ} 43.6'$, longitude $81^{\circ} 20.9'$ the compilation high water line differs from that shown on T-6167 by 20 meters for a short distance. This difference is apparently due to an incorrect rod reading. The compilation is accepted after a check with the photographs.

(b) T-6150b: At latitude $31^{\circ} 46.1'$, longitude $81^{\circ} 16.8'$ the high water line on the compilation differs from that on T-6150b by from 3 to 20 meters for a distance of about 600 meters. This difference is evidently due largely to sketching between rod readings, differences in interpretation, and to some extent to errors in rod readings. The opposite shore line of the channel as shown on the compilation checks exactly with T-6150b. The compilation is accepted as correct after checking against the photographs.

(c) The remaining differences in location of high water line between this compilation and the graphic control surveys are less than 1/2 millimeter on the scale of the compilation and are accounted for largely as differences in interpretation.

(d) Recoverable circle stations shown on this compilation were transferred from the graphic control surveys in this office by *W.D. Brook* and checked by *R.C. Lande* and descriptions on form 524 are filed under the graphic control survey numbers listed in the first paragraph above.

(e) All detail on the graphic control surveys within the area of this compilation is now shown on the compilation except for temporary graphic control stations and the magnetic declinations.

2. Comparison with Contemporary Hydrographic Surveys Nos. H-5552, H-5573a, H-5573b, H-5585 and H-5593 (1934) (1-10,000).

(a) H-5573a: At latitude $31^{\circ} 45.7'$, longitude $81^{\circ} 15.7'$. The high water line of the small island does not agree with the soundings by about 25 meters. The entire northeast side of the island falls offshore of a line of minus soundings. The compilation is accepted as corrected after checking with the photographs which were taken at high tide and after checking with the graphic control shore line on T-6151a with which it agrees. The same

conditions occur at latitude $31^{\circ} 47.8'$, longitude $81^{\circ} 18.8'$ along the western side of the two larger islands. The compilation is accepted as correct ~~for the same reasons as given in the preceding sentence.~~

after checking with the photographs.

At latitude $31^{\circ} 48'$, longitude $81^{\circ} 20'$ the high water line on the compilation has been completed in this office and a section of low water line added to the compilation.

(b) No other discrepancy has been noted in comparison with the hydrographic surveys listed above except for minor differences of less than $1/2$ millimeter on the scale of the compilation.

3. Comparison with Previous Topographic Surveys:

(a) T-2664 (1904) (1-10,000): T-2664 covers a small portion of the north east corner of this compilation. No appreciable changes noted. The compilation is complete and adequate to supersede T-2664 for the area it covers.

(b) T-1155 (1869), T-1109, (1869) (1-20,000): T-1155 and T-1109 cover small portions across the eastern part of the compilation.

The general outline of streams, marsh, and fast ground remain practically the same. Some of the smaller creeks have shifted their courses but none by a very large amount. The old fort shown south of Sunbury, latitude $31^{\circ} 45.7'$, longitude $81^{\circ} 16.8'$, the island in Dickinson Creek latitude $31^{\circ} 44.3'$, longitude $81^{\circ} 16.8'$ and the small shoal areas at latitude $31^{\circ} 44.8'$, longitude $81^{\circ} 15.2'$ and latitude $31^{\circ} 44.5'$, longitude $81^{\circ} 16.6'$ do not show on photos and have not been shown on the compilation. The island should be deleted from the chart. The three small marsh islands at latitude $31^{\circ} 40.7'$, longitude $81^{\circ} 16.3'$ ~~have been shown as one island.~~ *are now* The compilation is complete and adequate to supersede T-1155 and T-1109 for the area it covers.

4. Comparison with Charts:

The small stream joining Sunbury Creek with Midway River at latitude $31^{\circ} 44.5'$, longitude $81^{\circ} 14.7'$ on charts 1241 and 573 no longer joins these streams and has not been shown on the compilation.

All other differences have been discussed under the comparison with old surveys T-1155 and T-1109.

5. Projection:

The compilation projection has been checked in this office and no appreciable errors noted in the spacing of lines. The projection is laid out diagonally and is not directly perpendicular. The projection diagonals across 6 and 8 minute blocks do not check by $4/10$ millimeters. The center parallel is $2/10$ millimeters low at 6 minutes east of the center meridian and $3/10$ millimeters high 6 minutes west of the center meridian (accounting for curvature). The lack of perpendicularity may be accounted for in part by a small differential change in the celluloid under variable conditions of humidity.

Approved
K.T. Adams

Respectfully submitted,
B.G. Jones

Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No. T5118

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	
<u>Medway River</u>	573								1
<u>Timmons River</u>	573								2
<u>Dickinson Creek</u>	573								3
<u>Sunbury Creek</u>	573								4
<u>North Newport River</u>	573								5
<u>East Channel</u>	573								6
<u>Sunbury Channel</u>	573								7
<u>Dutchman Bay</u>	573								8
<u>Belfast River</u>	573								9
<u>Laurel View River</u>			✓						10
<u>Isle of Wight</u>			✓						11
<u>Colonels Island</u>			✓						12
Half Moon <u>The Halfmoon</u>			✓	letter 6/7/39					13
<u>Peacock Creek</u>			✓						14
<u>Jones Creek</u>	573								15
<u>Gould Creek</u>			✓						16
<u>Payne Creek</u>			✓						17
<u>Salters Creek</u>			✓						18
<u>Demeris Creek</u>	573			S added C.F.C.					19
<u>Carrs Neck</u>			✓						20
<u>Sunbury</u>	573								21
<u>Seabrook</u>			✓						22
<u>Gibson</u>			✓						23
<u>Riceboro</u>			✓						24
<u>Limerick</u>				✓ Railway guide.					25
<u>Dorchester Sta.</u>				✓ Ry. Guide.					26
<u>Midway Church</u>				✓ P.O. guide.					27

Names underlined in red approved
by C. E. Hagan on 1-29-36

Ry. Guide.

GEOGRAPHIC NAMES

Survey No. T5118

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	
<u>Sunbury Macon Road</u>			✓						1
<u>DORCHESTER</u> <u>Dorchester</u>			✓						2
<u>Colonels Island Road</u>			✓						3
<u>Dunham</u>			✓						4
<u>Riceboro and Barrington</u> <u>Ferry Road</u>			✓						5
									6
<u>Savannah Darien Road</u>			-						7
<u>^{ISLE}</u> <u>Belle Island</u>	573								8
<u>Tivoli River</u>	1241								9
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Names underlined in red approved
by *E. E. Quinn* on 1-29-36.

REVIEW OF AIR PHOTO COMPILATION NO. 5118

Chief of Party: S.B. GRENELL

Compiled by: W.C. Oliver

Project: F.P.H. Ga. Party #18

Instructions dated: Nov. 10, 1933

1. ✓ The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown ✓ on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. ✓ Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
changed positions of beacons shown on control sheets of C.A. Egnor, 1934.
- ~~3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)~~ ✓
None used
- ~~4. Blue prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)~~ ✓
None used
5. ✓ Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
See descriptive report.
6. ✓ The control and adjustment of the photo plot are discussed in the descriptive report. ✓ Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
7. ✓ High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) ✓

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. ✓ The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) ✓
9. ✓ Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
Form 524 submitted by C.A. Egner, 1934.
10. ✓ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 18, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
Form 567 C.A. Egner, 1934.
11. ✓ All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c) ✓
12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
No new names
13. ✓ The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. ✓
14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) ✓
15. ✓ The drafting is satisfactory and particular attention has been given the following: ✓
 1. ✓ Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report. ✓
 2. ✓ The degrees and minutes of Latitude and Longitude are correctly marked. ✓

- 3. All station points are exactly marked by fine black dots. ✓
- 4. Closely spaced lines are drawn sharp and clear for printing. ✓
- 5. Topographic symbols for similar features are of uniform weight. ✓
- 6. All drawing has been retouched where partially rubbed off. ✓
- 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓

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

16. No additional surveying is recommended at this time. ✓

17. Remarks:

18. Examined and approved;

Jan. 23, 1935

J. B. Smith
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

W. Crook
B. G. Jones

June 6, 1935

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
L. D. Smith
Chief, Division of Charts

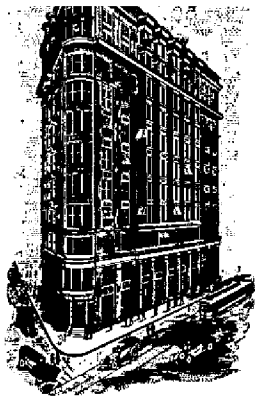
F. Borden
Chief, Section of Field Work
G. H. Hilde
Chief, Division of Hydrography
and Topography.

DESCRIPTIVE REPORT FOR SUPPLEMENTAL T5II8

Corrections in red applied I/30/36

Corrections in blue applied 6/39 from the attached letter. The tank at The Half Moon was transferred to T 5II8 from the Graphic Control Survey T6I57 B on which it was located by two cuts. The photographs are not clear in this area and the Tank is not visible nor ~~are-the-house-~~ is the house sufficiently clear for plotting. The tank has been marked up on the Supplemental for removal and reported to the Chart Standards this date. Copies of T5II8 have been removed from sale pending a correction and reprinting. The name The Half Moon has been applied in accordance with the attached letter

B.G. Jones
6/12/39



GEORGIA SAVINGS BANK BUILDING
COR. PEACHTREE, POPLAR & BROAD STS.

GEORGE M. BROWN, PRESIDENT.
JOHN E. OLIVER, VICE-PRESIDENT.

C. P. HUNTER, Secy & Treas.
FRAMPTON E. ELLIS, TRUST OFFICER.

Georgia Savings Bank and Trust Company
ATLANTA'S OLDEST SAVINGS BANK

Atlanta, Ga.

May 26, 1939

Ans 6-7-39.

United States Coast and Geodetic Survey

Washington, D. C.

Gentlemen:

I hold a partial copy of your map of the Georgia Coast Medway River Vicinity of Dutchman's Bay. From the piece of the map that I have before me it is called Air Photo Compilation No. T-5118. It shows Colonel's Island and the Half Moon of the North Newport River. I own about two-thirds of the high land opposite the mud island which you have on the map under the name of Half Moon. The horseshoe bend of the river has always been known as the Half Moon, and some eight or ten years ago the mud island, consisting of about fifteen or sixteen hundred acres, was leased to me by the State of Georgia and is designated as Brown Island on the plat accompanying my lease. This island is frequently covered by water at high tide and has no trees or houses on it. *On the main land* → Where you have the word "Tank" it ought to be "dwelling" and where you have the "d" is the location of the tank. ~~As I~~ erected both the tank and the dwelling, I am probably in position to know where they are located. However, the mistakes that you have made on the plat are really immaterial.

If there is any cost for the map please let me know and I will send you the amount at once. ✓

With best wishes, I am

Very truly yours,

George M. Brown
74 Peachtree St.,
Atlanta, Ga.

*Tank located originally
by two cuts on graphic
control survey T-6157 B*

gmb/r

332
KTA

80-LET

June 7, 1939.

Mr. George M. Brown,
President,
Georgia Savings Bank and Trust Company,
74 Peachtree Street,
Atlanta, Georgia.

Dear Sir:

Your letter regarding the corrections to Map No. T-5118 is acknowledged, with thanks.

The tank and the names in the vicinity of the Half Moon in Timmons River will be corrected at the next printing of T-5118.

A corrected copy of the map will be forwarded to you in a few days in consideration of your assistance in furnishing information for the necessary correction.

Yours very truly,

(Signed) J. E. HAWLEY

Acting Director.