8206

8206

Diag'd. on Diag. Ch. No. 1237

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. ..... *Office No.* T-8206

LOCALITY

State South Carolina

General locality Horry County, S. C.

Locality Wampee, S. C.

1943

CHIEF OF PARTY
F.L. Gaillen.
Fred. L. Peacock

LIBRARY & ARCHIVES

DATE April 3, 1946

B-1870-1 (1)

Form T-1

DATA RECORD

T-8206

Quadrangle (II): Wampee, 7½ min. Quadrangle

Project No. (II): CS-275

Field Office: Myrtle Beach, S. C.

Chief of Party: Lieut. Comdr. F. L. Gallen

Compilation Office: Baltimore, Maryland

Chief of Party: Comdr. Fred. L. Peacock

Instructions dated (II III): Jan. 23, July 15, Oct. 19, 23, 27; 1942

Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office: 4/28/43

Reported to Nautical Chart Section: 1/45

Reviewed: 8/43 Applied to chart No. Date:

Redrafting Completed: 12/43

Registered: 3/46 Published: 4/44

Compilation Scale: 1:20,000 Published Scale: 1:31680

Scale Factor (III): none

Geographic Datum (III): N.A. 1927 (adj.) Datum Plane (III): Mean Sea Level

Reference Station (III): Ward, 1934

Lat.: 33° 51' 23.758" 732.0 (1116.6)m Long.: 78° 39' 42.846" 1101.4 (441.0)m Adjusted ~~Unadjusted~~

State Plane Coordinates (VI):

South Carolina ~~south~~ north zone

X = 2,709,806.5 ft. Y = 319,896.8 ft.

Military Grid Zone (VI) "B"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
8169	4/1/42	2:23p.m.	1:20,000	0.5' below M.L.W.
8170	4/1/42	2:23p.m.	1:20,000	0.5' below M.L.W.
8212 to 8214	4/2/42	11:48a.m.	1:20,000	1.7' above M.L.W.
8222 to 8223	4/2/42	12:24p.m.	1:20,000	0.8' above M.L.W.

Tide from (III): Predicted tables, Reference Station, Charleston, S.C. with time correction for Little River, S.C. (1mile above mouth)

Mean Range: 5.0' Spring Range: 5.9'

Camera: (Kind or source) U. S. Coast & Geodetic Survey, nine lens camera (focal length $8\frac{1}{4}$")

Field Inspection by: J. R. Evans date: March & April 1942

Field Edit by: Louis Levin date: Dec. 1942 June 1943

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

Same as date of photographs

Projection and Grids ruled by (III) Washington Office date: Jan., 1943

" " " checked by: Washington Office date: Jan., 1943

Control plotted by: Joseph Steinberg date: Feb. 3, 1943

Control checked by: J. Edward Deal, Jr. date: Feb. 3, 1943

Radial Plot by: J. Edward Deal, Jr. & Joseph Steinberg date: 2/4-23/43

Detailed by: Albert C. Rauck, Jr. date: 3/22 to 4/12/43

Reviewed in compilation office by: Henry P. Eichert date: 4/16-24/43

Elevations on Field Edit Sheet checked by: Louis Levin date: 6/26/43

STATISTICS (III)

Land Area (Sq Statute Miles): 28

Shoreline (More than 200 meters to opposite shore): 10 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 20 Statute Miles

Number of Recoverable Topographic Stations established: 1 by radial intersections and 6 by field party, as submitted on form no. 567.

Number of Temporary Hydrographic Stations located by radial plot:

none

Leveling (to control contours) Statute miles: 29

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:

FIELD INSPECTION REPORT
QUADRANGLE T-8206
Project CS-275
F. L. Gallen, Chief of Party

1. The area covered by this quadrangle is approximately fifty percent water. The northern half is the land area and is low and flat with numerous land bays which become filled with water during the rainy season. The Intra-coastal Waterway has lowered the water table considerably until now many of the swamps and ponds are drained completely except for a short time during the winter months.

   The major portion of the wooded area is pine. However, high sand ridges covered with scrub oak are in evidence around the southeast edge of the bays. These bays are usually covered with dense brush and numerous small pines, and are lower than the surrounding ground.

   The State Highways 9 and 90 and the U.S.Highway 17 afford easy access to all sections of the quadrangle. However, the secondary roads are in poor condition and make travel difficult during the rainy season.

2. A portion of the area was contoured on the compilation in March and April 1942. The remainder of the quadrangle was completed on nine lens photographs in December 1942. It is believed that the field inspection is sufficiently complete as to require few additions by the field edit party.

3. The bays mentioned in side heading No. 1 are generally dark and elliptical in shape with the sand ridges showing a mottled grey shade. A large line of sand dunes running parallel to the shoreline is not very evident from the photographs because of thick growths of myrtle bushes. These dunes vary from 20' to 50' in height.

4. An effort was made to recover all stations within the limits of this quadrangle. Bryant was found to be plotted incorrectly and the proper position established by planetable. None of these stations were picked on the photographs since a map assembly was on hand from a compilation completed in 1935. *Checked during review.*

   Numerous local control stations established in 1934-5 were found to have been destroyed upon construction of State Highways 9 and 90.

5. Numerous local control stations and bench marks provided excellent vertical control. Several supplemental level lines were necessary and these were run in March 1942. All errors of closure were less than 0.2 foot and therefore no adjustment was made.

6. The part of the quadrangle included between the Intracoastal Waterway, the Ocean, and State Highway 9, was contoured in March and April 1942,

on a copy of a map assembly as was that portion north of the Intracoastal Waterway and east of State Highway 9. The remainder was completed on photographs in December 1942.

The drainage in most cases could be discerned on the photographs and was sketched in after verification in the field. In isolated instances it was necessary to obtain rod readings on or near the drainage to enable the topographer to accurately locate it. This was generally accomplished by short traverses in which the last 100' or 200' was paced or estimated.

7. The high water line was checked by planetable in several places, on the map assembly and found to be sufficiently accurate.

11. Six non-floating aids to navigations along the Intracoastal Waterway were located by planetable. The geodetic position was scaled and submitted on Form 567.

14. Roads were classified according to instructions. A list of classifications is attached. The condition of roads was mentioned in paragraph 1.

15. All drainage was small enough to be spanned by culverts. These were left unclassified except where it was believed that they were unsafe for use. * One bridge across Intercoastal Waterway, properly classified.

16. All buildings and similar structures to be shown have been circled in red. Structures other than dwellings have been indicated. Dwellings are circled only.

18. Geographic names were submitted in April 1942 in a report for project CS-275.

19. The junction with T-8206, on the east has been checked and found satisfactory. T-8205

The junction with T-8202 on the north separates the two projects CS-275 and CS-284. T-8205 was completed and T-8202 was begun, on the same photograph thereby effecting a good junction between these two quadrangles.

The junction on the west with the Nixonville Quadrangle (Geological Survey) checked satisfactorily except at one position. The drainage at latitude 35° 49' was extended to drain the bay just north. This established the position of the contour in a slightly different position. This change, however, affects the junction but a small amount.

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

Submitted by
John R. Evans
John R. Evans
Junior Topographic Engineer

26 CONTROL: Compilation Report

Seven triangulation stations were recovered by the field party and used as control to establish secondary and detail control points on this map manuscript. Of these seven control stations, six are inside the limits of the quadrangle and one is just outside the limits.

Those inside the limits are:

Nixon, 1923, 1934
Price, 1934
Ward, 1934
HO - 307, 1935 (Civil Works Administration)
HO - 309, 1935 (Civil Works Administration)
HO - 402, 1935 (Civil Works Administration)

The station just outside the limits of the map manuscript is:

HO - 81 (Civil Works Administration)

In addition, there are four triangulation stations shown inside the limits, and one station just outside the north limit of this map manuscript which were not recovered by the field inspection party, but were evidently recovered and used as control by the parties responsible for the 1935 survey and compilation.

Those inside the limits of the map manuscript are:

Bryant, 1932
Sandy, 1934
Grove, 1923
Fire, 1934

Station Evert, 1934; is just outside the north limit of the quadrangle. Subsequent investigation by the 1942-1943 field party indicates this station is destroyed.

In addition to these eleven triangulation stations; there are 23 South Carolina Geodetic Survey Stations, established by Civil Works Administration which are shown on this map manuscript. These stations were recovered as vertical control by the field party, and are shown with the bench mark symbol. The names and approximate positions of these stations were submitted to this compilation office on a blue-line print of the original 1935 compilation, which was used for field inspection notes by the field inspection party.

These stations were transferred from the blue-line print to the map manuscript.

27 RADIAL PLOT:

The radial plot for this map manuscript will be described in section one of the descriptive report for the radial plots of Projects CS-275 and CS-284, which will be submitted in the near future.

28 DETAILING:

The field inspection party provided satisfactory field inspection for the major part of the topographic details on the inshore areas of this quadrangle.

This compilation office was furnished a red-line print on celluloid of a survey made in 1935. After numerous well-defined points had been determined by radial resections, it was found necessary to relocate some of the detail shown on this red-line print. New roads were added and roads relocated since 1935, were corrected. Tree lines were changed due to additional growth or cleared areas. Buildings were deleted and added according to the field inspection and visual examination of the office photographs. The original red-line print which is considerably larger than the 7½ minute quadrangle designated for this survey, has been corrected to the limits of the 7½ minute quadrangle only. Corrections outside the limits of this 7½ minute quadrangle will be made on adjoining map manuscripts.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys, by the U. S. Coast and Geodetic Survey, have been made, covering portions of this map manuscript.

Survey No. T-1295b, dated 1873, scale of 1:20,000.

Survey No. T-4196, dated 1925, 1926, scale of 1:20,000.

These surveys were not available to this compilation office, and a comparison could not be made with this map manuscript.

30 MEAN HIGH WATER LINE:

The stage of tide, of all nine lens photographs furnished this compilation office, was computed and found to be at or near mean low water. The only data on the high water line furnished by the field inspection party, was along the Atlantic Ocean Coast Line, at Cherry Grove Inlet, and White Point Swash. Also, a statement in Paragraph 7 of the field report. Careful stereoscopic examination of the office photographs indicated some changes in the high water line since the 1935 survey. These slight alterations have been made.

The high water line is shown along the Intra-Coastal Waterway where it is clearly discernible by stereoscopic examination of the office photographs. Where the high water line is not clearly discernible from office examination, a dashed heavy line is shown as the probable high water line.

31 LOW WATER AND SHOAL LINES:

Low water lines were clearly discernible on the photographs and have been delineated as interpreted.

Shoal lines were not indicated by field inspection and none were discernible on the photographs except at the entrance to Cherry Grove Inlet.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE:

None were visible on the office photographs or noted by the field inspection party.

33 WHARVES AND SHORELINE STRUCTURES:

No wharves or shoreline structures were noted by the field inspection party and only one pier was visible on the office photographs. This pier was detailed and labeled.

34 LANDMARKS AND AIDS TO NAVIGATION:

There are six non-floating aids to navigation shown, along the Intra-Coastal Waterway on this map manuscript. They are:

Little River - Winyah Bay Day Beacon "35"
Little River - Winyah Bay Day Beacon "37"
Little River - Winyah Bay Day Beacon "39"
Little River - Winyah Bay Day Beacon "41"
Little River - Winyah Bay Light "43" Fl. W. 4 seconds
Little River - Winyah Bay Day Beacon "45"

The names and descriptions of these six aids to navigation were listed in the U. S. Coast Guard Light List of the Intra-Coastal Waterway; dated 1942.

These aids to navigation were located by plane table, by the field inspection party, and were submitted to this compilation office, on a blue line print of the original 1935 compilation. The scaled geodetic positions of these aids to navigation were submitted on form No. 567 to the Washington Office, by the field inspection party.

The positions of these aids to navigation as shown on this map manuscript, were transferred directly from the blue line print.

35 HYDROGRAPHIC CONTROL:

There is one recoverable topographic station within the limits of this map manuscript; namely, Lookout Tower (Wood, 40'high). This station located in the vicinity of Cherry Grove Beach; was submitted on the field inspection photograph, showing the position and the method of location, by the field inspection party. After having established the station by radial resections, the position was scaled and is herewith submitted on form 524.

In addition to this recoverable topographic station, there are six non-floating beacons or aids to navigation in the Intra-Coastal Waterway. These six stations have been described in paragraph 34 of "Landmarks and Aids to Navigation".

36 LANDING FIELD AND AERONAUTICAL AIDS:

There is no data available to this compilation office as to Landing fields or Aeronautical Aids, within the limits of this map manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this map manuscript. On it are noted such discrepancies and omissions as were observed during the process of detailing. Due to insufficient field inspection along the Atlantic Coast and the Intra-Coastal Waterway, several notes will be found concerning the interpretation of the limits of high and low water.

38 GEOGRAPHIC NAMES:

The geographic names appearing on this map manuscript were investigated by the field party during April, 1942 and were forwarded to the Washington Office in May, 1942. Those geographic names appearing in black acid ink are geographic names which have been lettered again due to the necessity of removing the original red printing, in the course of corrections and additions.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this map manuscript is believed to be within the limits set forth, for well-defined and points and less well-defined points of detail in the instructions for CS-275, paragraph 36; dated January 23, 1942.

40 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetric detail as presented on this map manuscript is believed to be complete, including all field inspection data and strict interpretation of the office photographs where field data was missing. This map manuscript is subject to review by the Washington Office.

41 JUNCTIONS:

The following junctions have been completed with this map manuscript:

To the North - T-8202 - complete
To the South - The Atlantic Ocean
To the East - T-8205 - Complete
To the West - It is understood by this compilation office, that an acceptable survey has been made to the west of this map manuscript by another agency of the U. S. Government. This survey was not available to this compilation office for comparison of junction.

43 REMARKS:

The description as prepared by the field inspection report adequately describes the area covered by this map manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

No existing Topographic Quadrangles of this area were available to this compilation office; therefore, no comparison could be made with this map manuscript.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast & Geodetic Chart No. 835, January 7, 1943, and reissued April 15, 1943; Scale 1:40,000.

In general, the shoreline features are in good agreement except at Cherry Grove Inlet and White Point Swash.

This compilation office has been informed by the field party that the shoreline along this section of the coast is subject to continual change especially in the vicinity of the inlets.

Respectfully submitted 4/24/43

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.
Photogrammetric Aid

Map Manuscript, discrepancy overlay and descriptive report, Reviewed by

Henry P. Eichert
Henry P. Eichert
Jr. Photogrammetric Engineer

Compilation of Map Manuscript Supervised by

Joseph Steinberg
Joseph Steinberg
Assistant Photogrammetric Eng.

J. Edward Deal Jr.
J. Edward Deal, Jr.
Assistant Photogrammetric Eng.

Approved and Forwarded

Fred. L. Peacock
Fred. L. Peacock
Commander, C & G Survey
Officer in Charge
Baltimore Field Office

FIELD EDIT REPORT
T-8206
PROJECT CS-275
F. L. Gallen, Chief of Party

13. An emergency landing field has been constructed for the Army in the vicinity of Lat.33° 49' and Long. 78°43'. It has been located on the map manuscript with the use of the plane table. The field consists of an asphaltic concrete runway 6000' long and 150' wide within a graded area 8000' long and 450' wide.

46. The field edit was accomplished by visual inspection in the field, making all additions and corrections on the map manuscript and transferring all detail to a smooth sheet while inking.

The following color scheme was used:

Features	Colors
Additions, bench marks, wye level elevations and crosses	Black
Deletions	Green
Drainage features	Blue
Contours and plane table elevations	Brown
Civil boundaries	Violet

47. The position and amount of detail is believed to be complete and adequate.

48. Horizontal accuracy tests were run in Quads. T-8201 and T-8193.

The vertical accuracy test is the subject of a special report for projects CS-275, 284, and 285. Nearest sheet on which vertical accuracy test was run is T-8195.

49. The U.S. Army has taken over an area bounded on the north by S.C. State Highway No. 90, on the east by a dirt road in the vicinity of Long. 78°42', on the south by the Intracoastal Waterway, and the western limits off the project; to be used as a bombing range. Practically all the buildings within this area have either been removed or destroyed and a few small parts of the wooded areas have been cleared. Due to the fact that no definite plans for the range are available, however, it is recommended that all buildings in this area be deleted, and the remainder of the detail be shown as it appears on the map manuscript.

Approved and forwarded
F.L. Gallen
F.L. Gallen
Chief of Party

Submitted by
Louis Levin for F.L.G.
Louis Levin
Photogrammetric Aid

KTA
826

601-613 Gorsuch Avenue, Baltimore, Maryland
POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

March 27, 1943

To: Lieutenant Commander F. L. Gallen
Chief, War Mapping Field Party No. 1
U. S. Coast & Geodetic Survey
Box No. 1436
Myrtle Beach, South Carolina

From: Chief, Air Photographic Compilation Party No. 2
U. S. Coast & Geodetic Survey
Baltimore, Maryland

Subject: Changes in Shoreline

Considerable change in the mean high water line in the immediate vicinity of Cherry Grove Inlet between that evident on the April 1942 nine lens photographs and on both the red line print of the 1933-35 surveys and field inspection revision data received from your party on a similar blue line print. There are also minor changes in the mean high water line westward to White Point Swash. This stretch of shoreline falls on Survey T-8206.

With reference to paragraph 7 of Supplemental Instructions for Projects CS 275, CS 284, and CS 285, dated October 23rd, 1942, is this party correct in assuming that we will receive, shortly, field inspection data on field prints of 1942 nine lens photographs covering the mean high water line along this stretch of the shore, or are you proceeding on the assumption that your predecessor's inspection along this section of the shoreline was complete.

Fred. L. Peacock
Chief, Air Photographic Compilation
Party No. 2

copy - Chief, Topography Section

T-8206

No. 1

	Remarks.	Decisions
1		U.S.C.G.B.
2		
3		Road Maps
4		" "
5		
6		
7		
8		
9		338785
10		337787
11		"
12		"
13		"
14		"
15		"
16		"
17		338787
18		"
19		"
20		"
21		"
22		"
23		338786
24		"
25		"
26		" USGB
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-8206

WAMPEE quadrangle

1 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	K	
Intracoastal Waterway	✓									1
Horry County	✓									2
U.S. Highway No. 17	✓									3
State Highway No. 9	✓									4
" " No. 90	✓									5
(Political subdivisions not shown on Name Sheet No.. 18)										6
										7
Long Bay	✓									8
Little River	✓									9
White Point Swash	✓									10
White Point	✓ (area)									11
Prices Swamp Run	✓									12
Camp Branch Run	✓									13
Windy Hill	✓									14
Windy Hill Beach	✓									15
Atlantic Beach	✓									16
Crescent Beach	✓									17
Myrtle Beach Aerial and Bombing Range				?						18
Prices Swamp	✓									19
Little River Swamp	✓									20
Wampee	✓									21
Wampee Fires Lookout Tower	✓	✓								22
Ingram Beach	✓	✓								23
Ocean Drive	✓	✓								24
Cherry Grove Beach	✓	✓								25
Cherry Grove Inlet	✓	✓								26
Camp Nixon	✓	✓								27

M 234

T-8206

No. 2

	Remarks	Decisions
1		338786
2		"
3		"
4		"
5		338785
6		338786
7	This name not to be applied on this quadrangle, as its extent was limited by decision	"
8	Of U.S.G.B.	"
9		
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M 234

GEOGRAPHIC NAMES

Survey No. T-8206

2 Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Nixon Creek ✓	✓									1
Salt Flat Creek ✓	✓									2
House Creek ✓	✓									3
Williams Creek ✓	✓									4
Little River Neck ✓	✓									5
Futch Beach ✓	✓									6
Dunn Sound ✓										7
Nixons Crossroads ✓	✓									8
										9
										10
		Names underline[d] in red approved by LaHeck on 10/5/43								11
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M 234

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.~~

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 Review~~ing Unit.~~ Section

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

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

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

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

This quadrangle, together with similar adjoining maps produced under Project C.S.275, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

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

1.
PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in Apr.,1942 and were published in 1943 on the scale of 1:20,000 Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

2.
FIELD SURVEYS

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

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

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the planimetric base sheet and all connections to planimetry were made in the office from nine lens photographs taken in April 1942.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

3.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work, using red line print as a base.

4.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc. Ateps 2 and 4 were accomplished simultaneously.

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.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8206

WAMPEE 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

Horizontal accuracy tests were run in quadrangles T-8201 and T-8193.

The nearest on which a vertical accuracy test was run is T-8195.

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-1295	1:20,000	1873
T-4196	1:20,000	1925-26
T-5244	1:20,000	1934

Comparison with Nautical Charts Nos. 1237, 835

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:

Both these charts compare favorably except for minor shoreline changes.

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 Aug. 5, 1943 By L. R. Harshman per W. M.
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 3/46

Examined and approved:

K. T. Adams
Chief, ~~Surveys Branch~~
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Chief, ~~Div.~~ of Charts
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