5583

5583

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton *Director*

State: Georgia

DESCRIPTIVE REPORT

~~Topographic~~ } *Sheet No.* 14 (field)
Hydrographic } 5583

LOCALITY

Sapelo Sound ~~and~~
~~vicinity.~~

1934

CHIEF OF PARTY

C. A. Egner

U. S. GOVERNMENT PRINTING OFFICE: 1933

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO 5583

HYDROGRAPHIC TITLE ~~SHEET~~

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 14

REGISTER NO 5583

State Georgia

General locality Sapelo Sound

Locality

Scale 1/10,000 Date of survey Mar. & Nov., 19 34

Vessel Party No. 23

Chief of Party C. A. Egner, H.& G.E.

Surveyed by H.O., J.M., C.A.B.

Protracted by G.R.D., V.F.S.

Soundings penciled by V.F.S.

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by M. Silverberg
Inspection by R.B.Krum
Verified by M. Silverberg

Instructions dated Dec. 5, 1933

Remarks:

U. S. GOVERNMENT PRINTING OFFICE: 1931

Landmarks filed with Chart Letter No. 199(1934)

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SHEET NO. 14

- -

INSTRUCTIONS:

This sheet was executed under Instructions dated December 5, 1933, covering combined operations of Party No. 23 in conjunction with those for the Tender GILBERT, on the inside passage of the Georgia coast.

PURPOSE:

The work was done to provide a comprehensive survey of the inland waterway for navigational purposes, there being no up-to-date survey available.

LIMITS
AND JUNCTIONS:

This sheet includes Sapelo Sound and the junctions therewith of the South Newport, Sapelo, Mud, and Julienton Rivers. The northern limit is the junction of the Wahoo and South Newport Rivers and the southern limit is the junction of Mud River and Sapelo Sound. The sheet extends eastward to include all inland area of Sapelo Sound and westward to the junction of Front River and Sapelo River.

Sheet 14 joins sheets 13 and 26 to the north, sheet 27 to the west, and sheet 7 (MIKAWEE) to the south.

CHARACTER
OF LOCALITY:

In general the water areas of this sheet are included in a flat grass-covered marsh area broken only by small clumps of trees and scrub growths, located between the high tree covered ground on St. Catherines and Sapelo Islands to the east and the tree covered areas of Creighton Island and Harris Neck to the west. Tides from Sapelo Sound are the controlling tides for the area covered by this sheet.

OVERLAPS IN
SUPERVISION OF
THIS SURVEY:

The main body of the Sound was completed under the supervision of Lieut. Odessey and when received by Field Party No. 23 all side creeks and rivers remained to be sounded, together with numerous split lines and the Sapelo Sound-Sapelo River junction. This additional work amounted to about 72 miles of sounding lines and and required the re-erection of many of the old signals and the building and locating of a few new ones.

METHODS:

Sufficient control was established to permit all sounding to be controlled by fixed positions with a sextant. The main body of the sounding was done by a dinghy, the launch PATSY, and the Tender GILBERT, The additional work done after the sheet was received by Field Party No. 23 was done by the launch OGLETHROPE. All sounding was done by hand line using the standard 8-pound lead.

Control
Horizontal:

The Coastal Co-ordinating Scheme of 1932 was found to be sufficient for the control of the topography except at the western extremity of the sheet where four additional third order stations were established by breaking down the 1932 scheme. Sufficient topographic signals were then established to give proper control for the hydrography.

CONTROL
VERTICAL:

All sounding on this sheet is controlled by one gage - the Sapelo Quarantine gage. The general open water area permits the use of one gage without time or height corrections. It is believed no appreciable error results from this pratice even in the side creeks and rivers. The Sapelo Quarantine gage is a portable automatic gage well compared by simultaneous observations with the Fort Screven gage.

COMPARISON WITH
PREVIOUS SURVEYS:

No satisfactory basis exists for comparison.

DANGERS AND
CONTROLLING DEPTHS: Controlling depth is 7 feet within limits of this survey. Hsgm.

The only danger on this sheet is in the vicinity of Beacon No. 1 at the mouth of Mud River. The controlling depth is 5½ feet and the channel is very narrow. It is marked by a range and boats drawing near the limiting depth should stay on the range because the channel is less than 100 meters wide at a point 250 meters northeast of Beacon No. 1. Boats traveling the inland waterway will have no other difficulties than the one mentioned since the channels are well marked by unlighted beacons and buoys. Good anchorages are available anywhere on this sheet in proper depths of water.

GEOGRAPHIC
NAMES:

Old retained names and local names as charted are considered the best ones available.

AIDS TO
NAVIGATION:

The channels of the inside route are well established by ranges, day beacons and buoys.

COAST PILOT
INFORMATION:

Any information not here recorded will be found in the season's report covering the entire project.

TIDAL DATA
AND STATISTICS:

Are shown on separate sheets forming a part of this report.

Respectfully submitted,

George Fortune
Surveyor.

Approved and forwarded;

C. A. Egner
C. A. Egner, Chief of Party.

Hydrographic statistics to accompany Sheet No. 14

Field Party No. 23, C. A. Egner, Chief of Party

Date	Volume	Day	Boat	Miles	Snd'gs.	Pos.
Mar. 8, 1934	1a	A	GILBERT	29.0	554	143
11	1a	B	"	23.7	604	126
12	1a	C	"	26.9	555	137
13	2a	D	"	26.4	818	145
14	2a	E	"	19.5	596	112
15	2a	F	"	6.3	200	41
Mar.20, 1934	1b	a	PATSY	10.9	355	64
21	1b	b	"	26.0	823	185
22	1b - 2b	c	"	26.5	855	171
22	1c	a	Dinghy	21.1	966	148
23	1c	b	"	20.5	867	137
23	2b	d	PATSY	24.9	827	183
24	2b	e	"	6.3	205	55
24	2c	e	Dinghy	11.1	432	84
28	2d - 3c	f	"	30.2	1167	200
Oct.25, 1934	1d	a	OGLETHROPE	29.8	695	195
26	1d	b	"	12.0	320	80
27	1d	c	"	11.5	255	74
31	1d	d	"	1.8	47	14
Nov. 8, 1934	2d	e	"	2.3	61	18
10	2d	f	"	14.3	408	105
Mar.24, 1934	2c	c	Dinghy	10.3	404	71
25	2c	d	"	4.7	162	30
	Totals			396.0	12176	2518

Signals on Sheet 14

Triangulation Stations

Point	Quarantine	Tank
Chim	Sap 2	Sap 1
North U.S.E.		Coffin U.S.E.
Bn. "1" Mud	River	Shell
Front	Thorpe	Monk
Mud	Cedar Hammock	
Barbour	Oldnor	Bn. "7"
Newport	St. Cathrine 2	

Topographic signals

Did	Ex	Bo
Al	Tip	Ban
Dim	Well	Bain
Sid	Pan	Pot
In	Tel	Witty
Bit	Pole	Rear
Bum	Jane	Dell
Up	End	Can
Let	Toe	Kid
Nut	May	Ned
Job	Wet	Lot
But	Lit	Zoe
An	Beh	Car
Ale	Bob	Cat
Dim	Liz	Tom
Ton	En	Julie
Chic	Peg	Flag
Ago	Ill	Mond
Mis	Got	Low
Sam	Ted	Doe
Bit	Cal	Dot
Mac	Jo	York
New	Bronx	Sam
Wil	Fit	Ink
Bad	Bin	Low or Law
Dan	Al	Tom
Die	Cone	Sing
West	East	Dog
Cal	Hot	Ant
Win	Sit	Doll
Hill		

March 13, 1935

Advance
Partial Verification Report H-5583

Records:

The records are legible, and with the exception of four volumes, they are neat. In these four volumes it is not possible to translate many of the bottom characteristics.

Protracting:

So far as can be seen from a visual inspection, the protracting is of good quality. The writer made a careful visual comparison between the boat sheets and the smooth sheet - some 80 positions wherein the agreement between the two sheets appeared doubtful, were noted for future protracting.

Drafting:

The field drafting is of poor quality and in general shows careless workmanship. It appears as though the soundings throughout the sheet had been spaced by eye without the aid of spacing dividers although the writer cannot be certain of this until the inking is completed.

H-5583

Comparison with other Data:

The smooth sheet has been compared with air photo compilation sheets 5218 and 5219 (these numbers refer to air photo section files) Corrections to topography have been indicated on the smooth sheet in pencil. The low water lines have been transferred from these compilation sheets and inked by the field draftsman in a dash line. These should be changed to dotted lines wherever the hydrography is insufficient to define a yellow curve.

The smooth sheet was compared with T-6158b, T-6159a and T-6159b (all 1934 work) and found in agreement. No identification is made of the topographic detail upon which many stations outside the high water line are located, especially the station in lat. 31°30.7', long 81°15.9' Beacon Hum. The afore mentioned compilation sheets and air photo control sheets as well as the boat sheets were searched for this data. There is one other air photo compilation sheet and one or two other air photo control sheets covering this area that have not been compared with this smooth sheet since they were not available at the time of this writing. Not received as of Nov. 24, 1939 To be compared later. H.H.M.

adjacent sheets L.W. line H.H.M.

H- 5583

Remarks:

The names were inked in the field. Topographic names appear in slant letters whereas it is general practice to show them in vertical letters. The overlap notes, inked in black by the field draftsman must be removed and inked in color.

The writer completed inking the soundings of A day (red)

Respectfully submitted

R B Krum

Feb. 12, 1935

Completed Verification Report H-5583
(This report covers only points not before mentioned)

I. Conformity to Hydrographic Manual

The day letters in Vol. 1b were changed from red to blue to conform with smooth sheet, also in Vol. 1c. ✓

They were changed from blue to green in Vol 2b. and from black to green in Vol 2c. Vol. 6 was numbered incorrectly, being 3 and 3 should have been 6. The position numbers and day letters on the Vol. covers did not agree with colors in records. ~~Two stamps were used at end of (green) day in Vol. 2c.~~

The name MUD was used for two signals on the smooth sheet, however, no confusion has resulted. K.U.M. The names of signals were not listed at top of each page in records only a few measurements by explosive have resulted. K.U.M.

No chart for the U.S. Lighthouse Service was found by the verifier, and the topographic reports covering the area were not available to ascertain whether the Landmarks for charts were submitted. Submitted - K.U.M.

The notes on the smooth sheet describing the projection colors used were wrong and had to be reversed. ✓

II Depth Curves

The low water line had to be removed where superseded by the hydrography and the remainder changed from a dashed black line to a dotted one. The six, twelve, eighteen and thirty foot curves are complete within the limits of the sheet.

III Field Plotting

The soundings almost without exception had to be respaced. Several dangers were not

transferred from the boat sheet. The field plotting was however correct to the extent required for the soundings. The triangulation station at the mouth of Mud River (Mud River, Front Range No "1" 1932) was plotted but not indicated nor described.

IV Office Plotting

The Marsh area (Lat. 31°-33.2', Long. 81° 16.4) was transferred from the boat sheet, but could not be verified from any topographic surveys or records. ~~The same for the anchorage symbol (Lat 31°-31.1', Long. 81° 14.4')~~ The rock pile or old dock (Lat 31°-32.25, Long. 12.45) was taken from the boat sheet and verified by notes in the records opposite positions 95 c, 96 c, 64 d. The complete dock must be as on a previous survey of this area. The name was left in pencil to await the reviewer's decision. — name inked — Hmm.

Area to be examined when Chief is present — Hmm.

Pos. 68 c (red) (Lat 31°-33.35, Long 81°-17.8) - Right angle changed 1° to conform with time, course and boat sheet. The same for positions 71 c & 72 c (red) (Lat. 31°-33.5', Long 81°-17.5') but rt. angle changed 2°.

The following positions were incorrectly plotted: -

Pos 1 a (red) (Lat. 31°-33.2 Long 81° 18')
Pos 99 a (red) (" 31°-33.8 " 81° 15.3')
Pos. 25 & 26 (a) (green) (" 32°-31.75 " 81° 16.75')
Pos 121 (a) (green) (" 31°-32.2 " 81° 16.1') 180 m. off
Pos 26 (d) (") (" 31°-31.4 " 81° 14.98') plotted by left angle, course and time. Right angle probably off 5°

V. Junctions

The junction with H-5582 (1934) to the NE is satisfactory with the possible exception of four soundings (Lat 31°-34.7' Long 81°11.2) where a 3 ft discrepancy is noted. The lines on both surveys were checked carefully but no justifiable changes could be made. Accepted - H.W.M.

The junction with H 5586 (1934) to the North is satisfactory, ~~with the exception of a 32' and 33' sounding (Lat 31-34.55, Long 81°14.8) these look doubtful~~ Pos. 84-85 f (Hiis sheet) ~~but no changes could be made~~

The junctions with H-5580 (1934) to the East and with H-5575 (1934) to the south were satisfactory, as noted in the review.

No junction with H-5633 (1934) could be made since the survey has not been verified.

VI. Remarks

no further air-photo compilation sheets or control surveys, other than before mentioned in preceding report were available.

Δ ALE changed on smooth sheet to ACE to agree with boat sheet and sounding records.

The attention of the reviewer is called to the following discrepancies:-

1° change in left L → a 15 ft sounding between a 5' and 4' (Lat. 31°-31.8, Long 81°-16.3') Discussed in Rev. — a 13 ft " " " 20' " 21' (" 31°-32.4, " 81°-15.6') Probably a head spot which remained after recession of shoaling. H.W.M. a 11 ft. " " " 15' " 16' (" 31°-33.1, " 81°-10.6')

Respectfully submitted,

Morton Silverberg

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5583

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	2514
Number of positions checked	60
Number of positions revised	9
Number of soundings recorded	12176
Number of soundings revised	52
Number of signals erroneously plotted or transferred	0

Date: 3/13/35

Preliminary verification by R.B.Krum ---- Time ---- 20 hrs.

Verification by M. Silverberg Time: 103 hrs.

Review by Harold W. Murray Time: 25 "

LAC

January 14, 1935.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: E. P. Ellis

Tide Reducers are approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET 5583

Locality Sapelo Sound, Georgia

Chief of Party: Herman Odessey in 1934
Plane of reference is mean low water reading
2.0 ft. on tide staff at Sapelo Sound Quarantine Dock
8.4 ft. below B.M. 1

Height of mean high water above plane of reference is 6.9 feet.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

To; H.M. Strong
From: C.F.M.

Survey No. H 5583

GEOGRAPHIC NAMES
GEORGIA

Chart No. 1241

Date. Jan. 17; 1935

Names approved Feb. 1, 1935. Helen M. Strong - Acting

Diagram No. 1241-2

Harlow Bacon

*, Approved by the Division of Geographic Names, Department of Interior.

¢, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Little Mud River	Same	✓		✓
	Julienton River	"	✓		✓
	Four Mile Island should be Fourmile Island	Four Mile	✓		✓
	Dog Hammock	Same	✓		✓
	Front River	"	✓		✓
	Creighton Island	"	✓		✓
	Mud River	"	✓		✓
	Sapelo Island	"	✓		✓
	High Point	"	✓		✓
	Blackbeard Island	"	✓		✓
	Cedar Hammock	"	✓		✓
	Barbour Island River OK	"	✓		✓
	Todd River	----------	✓ Todd River		✓
	Oldnor Island OK.	Same	✓		✓
	South Newport River	"	✓		✓
	Brunsen Creek	"	✓		✓
	St. Catherines Island	"			✓
	Note:				
	The Names on this Sheet were inked in by the Field.				
	Sapelo River		✓		✓
	Sapelo Sound		✓		✓

(M 100)

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5583 (1934)

Sapelo Sound, Georgia
Surveyed in 1934
Instructions dated December 5, 1933 (NATOMA)

Hand Lead Soundings - 3 Point Control on Shore Signals.

Chief of Party - C. A. Egner.
Surveyed by - H. Odessey, J. Morton and C. A. Burmeister.
Protracted by - G. R. Dietz and V. F. Simmons.
Soundings plotted by - V. F. Simmons.
Verified and inked by - R. B. Krum and M. Silverberg.

1. Condition of Records.

The records are neat, legible and conform to the requirements of the Hydrographic Manual except as follows:

a. Names of topographic features were inked in slanting letters by the field party instead of vertical letters which is in accordance with the usual practice.

b. On the cover label and title page of the sounding records, the position numbers and day letters were in black ink. These were changed to the proper color in the office. (Par. 138).

c. No chart containing objects for locating Aids to Navigation for use by the Lighthouse Bureau was submitted.

d. Two complete projections were shown on the smooth sheet as received from the field; one representing the "North American Datum" (in red) and the other the "North American 1927 Datum" (in black). Two full projections on a sheet are always confusing, and where the values on the 1927 Datum are available (as appears to be the case on this sheet) there is no necessity for showing the N.A. Datum. The latter projection has been retained on the smooth sheet although it is inaccurately drawn; its distance from the 1927 projection varying from 2 to 8 meters on the parallels.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project, except as noted in paragraphs 9 and 10 of this review.

3. Sounding Line Crossings.

Sounding line crossings are satisfactory; general agreement of soundings being within 1 to 2 feet.

4. Depth Curves.

Within the limits of the survey, the usual depth curves may be satisfactorily drawn including the major portion of the low water curve.

5. Junctions with Contemporary Surveys.

a. The junction on the northeast with H-5582 (1934), on the north with H-5586 (1934) and on the south with H-5575 (1934) is satisfactory.

b. The junction on the west and northwest with H-5580 (1934) is satisfactory except that in the vicinity of lat. 31°31'.9, long. 81°17'.8, the 11 and 13 foot soundings of the latter survey fall in depths of about 18 feet on the present survey. While there are indications of rapid changes in bottom here, additional development should have been made in the field in order to clearly define the hydrographic features in this vicinity.

c. The junction on the south and southwest with H-5633 (1934) will be considered in the review of that survey.

d. There are no contemporary surveys to the eastward of long. 81°10'.5 in Sapelo Sound, however a fair junction may be made with H-4470 (1924-25) in this vicinity. In the area south of red buoy N6 the two surveys are in good agreement but the area northward of the buoy appears to have changed radically.

6. Comparison with Prior Surveys.

a. H-659 (1858) and H-660 (1858).

Soundings of the above surveys vary 1 to 12 feet deeper in some areas and 1 to 7 feet shoaler in others than those of the present survey, however a few spots are unchanged. In addition, marked changes in shoreline have taken place the more important of which is the point in approx. lat. 31°33', long. 81°11' which according to the present survey has receded nearly 1/3 of a mile northward from its 1858 location.

b. H-2752 (1902) and H-2753 (1902).

Soundings of the above surveys vary from 1 to 10 feet shoaler than those of the present survey. However, in depths of 35 to 40 feet and deeper, little change has taken place. Several prominent shoal spots were obtained on the above surveys, but comparison of soundings in the immediate vicinity with those of the present survey indicates general changes, making it inadvisable to carry forward any critical depths from the 1902 survey.

c. H-4470 (1924-25).

Soundings of this survey are in fair agreement with those of the present survey in the deeper areas but marked changes have taken place in the shoaler areas, amounting in some cases to as much as 6 feet. A number

of shoals were obtained on this survey, soundings of which vary 1 to 2 feet shoaler than those of the present survey. However, in view of the changeability of the areas involved, no soundings were carried forward except the 23 foot sounding (charted) in lat. 31° 32'.6, long. 81°12'.8 and the 12 foot (uncharted) in lat. 31°32'.9, long. 81°10'.5. Although changes of 1 to 3 feet are noted here, the development on the present survey is not considered sufficient for their disproval.

Of the soundings which were not carried forward the most important is a 14 foot spot (charted) in lat. 31°32'.57, long. 81°10'.6 which falls in depths of 23 feet on the present survey. The adjacent area has changed radically, the present survey showing depths of 12 feet about 100 meters north of the 14 where the old survey showed 31 feet.

7. Comparison with Chart No. 574.

a. Hydrography.

Soundings shown on the above chart originate with surveys discussed in the foregoing paragraph. The U. S. Army Engineers' survey of 1929 (B.P. 23,138 and 23,139) in the vicinity of the dredged channel at the mouth of Mud River has not been applied to the chart due to lack of sufficient control, however, depths on the present survey show a general shoaling of from 1 to 3 feet. The Engineers' survey will be superseded by the present survey.

b. Aids to Navigation.

Buoys N, N4, N6, ~~and~~ C and C5 were located on the present survey in practically the same positions as charted. The remaining aids were located in positions varying 110 to 250 meters from their charted positions, however, with the exception of red buoy N6, (lat. 31° 32'.4, long. 81°15'.8) the positions as determined on the present survey adequately mark the features intended. The shoaling, which was formerly west of Buoy N6, has extended approximately 250 meters eastward and the buoy should be moved in that direction a corresponding distance.

c. Controlling Depths in Channels.

(1) Soundings on the present survey in that portion of Mud River Channel which falls within its limits show a controlling depth of 7 feet which compares favorably with the charted depth of 5½ feet as of May, 1933.

(2) The charted depth in Front River Channel is 9½ feet as of May 1933 whereas 11 feet is the controlling depth determined on the present survey. In addition, Chart Letter No. 475 (1934) states that the controlling depth as determined by the U. S. Engineers is 10½ feet (actually 10.7 feet) as of May, 1934 which determination was made at least a month later than the hydrography done on the present survey in this vicinity.

8. Field Plotting.

Field protracting and plotting were satisfactory except as follows:

a. Soundings were not consistently plotted with respect to course and time intervals and in many cases varied as much as 50m. from their correct positions. (Par. 147). All soundings so plotted were revised in the office.

b. Notes indicating junctions with contemporary surveys were shown in black ink instead of pencil. These were revised in the office in accordance with the usual practice.

9. Doubtful Soundings.

The 13 foot sounding (line 58 to 59A, red) falling in depths of around 20 feet in lat. 31°32.4', long. 81°15.6' is probably a leadsman's error and should have been investigated in the field. No indication of shoaling was found on the present survey nor on H-4470 (1924-25) which also shows depths of 20 feet.

10. Additional Field Work Recommended.

a. The doubtful 13 foot sounding, described in the preceding paragraph should be verified or definitely disproved. Its importance lies in its proximity to the channel into Front River.

b. A closer development of some of the shoal spots off St. Catherines Island in the general vicinity of lat. 31°33', long. 81°10.5' out to the 30 foot curve, particularly the undeveloped shoal area in lat. 31°32.6', long. 81°10.8'.

c. Hydrography should be carried to the head of navigation in Brunsen Creek, if the latter is sufficiently important.

11. Note to Compiler.

The charted rock piles and old dock in lat. 31°32.2', long. 81°12.5', as well as the old dock in lat. 31°32.0', long. 81°12.3', are noted in the sounding records and generally verify the delineation shown on T-4121 (1924-25). Owing to the failure of the present field party to definitely outline the limits of the old docks and rock piles, the delineation from T-4121 (1924-25) has been transferred to the present survey and is shown in black. The charted pile in lat. 31° 32.2', long. 81°12.4' which originates with T-4121 (1924-25) was not located on the present hydrographic nor contemporary topographic survey and has been carried forward on H-5583 (1934).

12. Superseding Previous Surveys.

Within the area covered, the present survey, with the indicated additions from previous surveys, supersedes the following surveys for charting purposes:

	H-659 (1858)	In Part.
	H-660 (1858)	" "
2572	H-2572 (1902)	" "
2573	H-2573 (1902)	" "
	H-4470 (1924-25)	" "

13. Reviewed by - Harold W. Murray and R. L. Johnston, April, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, C. K. Green
Chief, Section of Field Records.

T. O. Colbert
Chief, Division of Charts.

T. S. Borden
Chief, Section of Field Work

G. Fauth
Chief, Division of H. & T.

Applied to new chart 574 - Oct. 30, 1936 - J.T.W.