5839

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 3
Hydrographic }

State S. Carolina

LOCALITY

Waccamaw, Pee Dee, & Black Rivers

Georgetown to ~~Clena Thorefare~~ Jericho Creek

1935

CHIEF OF PARTY

J. C. Sammons

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537
Ed. Dec., 1930

REG. NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

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. 3

REGISTER NO. 5839

State South Carolina

General locality ~~Georgetown, S. C.~~ Waccamaw, Pee Dee, & Black Rivers

Locality ~~Waccamaw River and Pee Dee River~~ Georgetown to Glens Thorofare Jerhico Cr.

Scale 1:10,000 Date of survey January, 19 35

Vessel Shore Party No. 2

Chief of Party Jack C. Sammons

Surveyed by John A. McGeehan

Protracted by A.A.Lockerbie and H. L. Beck Jr.

Soundings penciled by C. J. Harryman

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by J.A.Mc Cormick

Verified by J.A.Mc Cormick

Instructions dated October 25, 1934, 19

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1933

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SHEET NO. 3

1. INSTRUCTIONS: - - No specific instructions were furnished to cover this project, but instructions dated October 25, 1934 were considered to apply. The sounding methods and limits of survey were determined by Lt. B. H. Rigg.

2. PURPOSE OF SURVEY: - - The purpose of this survey is to furnish the data for the new intracoastal waterway's chart. Particular attention was paid to the development of the waterways which form a part of the intracoastal route.

3. LIMITS OF SHEET: - - This sheet joins on the work of Lt. Herman Odessey at the southern limits and to sheet No. 4 of this party at the northern limits. The Waccamaw, Pee Dee River bridge was used as the junction line between this work and the work of Lt. Herman Odessey.

4. SURVEY METHODS: - - In all of the Waccamaw river falling on this sheet, in the Pee Dee River from the southern limits of the sheet to signal "JOB" (Lat. 33° 25.8' - Long. 79° 13.2'), and in the Black River south of signal "PAN" (Lat. 33° 25.3' - Long. 79° 14.1'); The hydrography is controlled by standard sextant fixes taken on signals located by triangulation or topography. In all other areas on this sheet the signals were spotted on the photo compiled shore line shown on the boat sheet and the hydrography was controlled by three point sextant fixes on these signals and by range finder distances and compass bearings to one of these signals. All streams are developed by lines parallel to the shore line and spaced approximately 50 meters apart. In areas of uneven bottom the lines are more closely spaced in order that the depth curves may be accurately delineated. Where lines are run close to the shore line estimated distances to the shore line are recorded in the record books at frequest intervals. Zig-Zag cross lines are run in the Waccamaw River and in the broader portions of the Pee Dee River. All soundings are recorded in fathoms and feet and plotted on the smooth sheet in feet.

5. DISCREPANCIES: - - In Lat. 33° 25.25' - Long 79° 14.15' between positions 35 and 36 a sounding of 2fm 4 ft. is shown between five fathoms one foot and four fathoms one foot. This sounding should be 4 fm 4 ft and the recorder failed to cross the four which caused it to look like 2 fathoms. not plotted RJL

6. DANGERS: - - The shallow waters on either side of the Waccamaw River have numerous stumps, snags and submerged logs. In many places living trees extent out into the water 100 meters off shore.

Black Bn. No. 19 (signal Black) marks a small island which has a shoal at both the north and south ends. There is deep water on either side of the island. Another long shoal area extends off the south end of Butler Island, and another shoal area extends off the point at signal "GANG" at the mouth of the Black River.

7. CHANNELS: - - The inland water way passes through the entire length of the Waccamaw River shown on this sheet. It has a controlling depth of about 20 feet at the southern limits of the sheet. and in vicinity of Butler Island, east end.

The Pee Dee River from the southern limits of this sheet to the mouth of the Black River has a controlling depth of 12 ft. From the mouth of Black River to the junction with Glens thorofare the controlling depth is 8 ft. and from this junction the northern limits of the sheet the controlling depth is 5 ft. Jericho Creek

The controlling depth in the Black River from the mouth to the limits of this sheet is 13 ft.

The controlling depth in Glens thorofare is 8 ft. near signal 6 B. Jericho Creek

8. COMPARISON WITH PREVIOUS SURVEYS: - - There are no previous hydrographic surveys of this area. See Review.

9. GEOGRAPHIC NAMES: - - The names Waccamaw River and Pee Dee River are explained in the report for sheet No. 4.

The name Black River appears on U.S.C. & G.S. Chart No. 152 and on county maps and agrees with local usage. There is some difference in opinion among the local people as to the name of the river south of the junction of the Black and Pee Dee Rivers to where it forms the Waccamaw River. Some call this Black River but most of them call it the Pee Dee River.

The name Glens thorofare is taken from U.S.C. & G.S. Chart 152. Jericho (obsolete) On the county map this creek is called ~~JERHICO~~ CREEK, and according to Mr. Bull of Georgetown, S. C., this creek is known as Hagley or ~~Jerhico~~ Jericho Creek.

The name Butler Island comes from U.S.C. & G.S. Chart No. 152 and agrees with general local usage.

The name Allston Canal and Mother Bunch I (shown on boat sheet only) comes from U.S.C.& G.S. Chart No. 152.

The name Middleton Cut (~~shown on boat sheet only~~) was furnished by Mr. Bull of Georgetown, S. C.

NOTES BY CHIEF OF PARTY: - - The smooth and all the record books were examined by the Chief of Party and are approved.

In some instances the estimated distance recorded in the record books does not agree with the smooth sheet. The shore line in many places is very indefinite and it is likely that no two persons would select the same place for the shore line. This accounts for these apparent discrepancies.

Near the edges of the channel in the Waccamaw River the bottom is very steep and the cross lines do not check very good. This is due to inaccuracy in recording the exact time of sounding and small changes in course and speed.

Jos. H. Simmons
Chief of Party.

STATISTICS FOR HYDROGRAPHIC SHEET 4

	DAY LETTER	STATUTE MILES OF SOUNDING LINES	NUMBER OF POSITIONS	NUMBER OF SOUNDINGS
	a	23.6	167	1122
	b	19.2	134	813
	c	20.4	161	988
	d	20.5	173	1073
	e	3.6	44	236
	f	18.7	152	844
	g	12.8	118	624
	h	2.7	32	185
	j	12.5	123	563
	k	9.5	84	467
	l	3.8	57	243
	l'	2.2	37	149
	m	10.8	112	526
	n	8.5	103	438
	p	10.1	78	475
	q	28.4	244	1437
	r	17.8	146	895
	s	9.1	86	453
	t	23.2	154	1136
	u	2.5	13	135
	v	11.4	103	670
	w	4.3	46	300
	x	2.5	32	152
TOTALS	23	278.1	2399	13924

SIGNALS ON HYDROGRAPHIC SHEET NUMBER 3

NAME	LOCATED BY	REMARKS
A	Spotted	
6A	Spotted	
ABE	G.C.S."F"	Signal on mud flat.
ADD	G.C.S."E"	Signal in mud flat bare at L.W.
AGE	Sextant triangulation	
AL	G.C.S."F"	Signal at shore line
ANN	G.C.S."F"	Signal on mud flat bare at L.W.
ARCADIA	Triangulation	Signal on land
B	Spotted	
6B	Spotted	
BAB	G.C.S."F"	In water just off shore line
BACK	G.C.S."E"	Signal in shoal water.
BAN	G.C.S."E"	Signal in tree in back of shore line
BEAR	G.C.S."E"	Signal on shore line.
BLACK	G.C.S."E"	Beacon No.19 in water.
BOAT	G.C.S."E"	Apex of barn near boat house.
BULK	G.C.3."E"	Signal on end of bulk head.
BUTLER	Triangulation	Signal on land.
C	Spotted	
6C	Spotted	
CAKE	G.C.S."E"	Signal in shoal water on mud flat.
CAM	G.C.S."F"	Black Bn. 21 in the water.
CAN	G.C.S."E"	In water near shore line.
CHY	G.C.S."E"	Chimney on land
CLOSE	G.C.S."E"	Signal on old dock
CLUB	G.C.S."E"	Signal in tree on shore.
CROSS	G.C.S."E"	Signal on mud flat bare at low water.
D	Spotted	
6D	Spotted	
DARN	G.C.S."E"	Signal on shore line.
DAZE	G.C.S."E"	Signal in tree in back of shore line.
DEE	Triangulation	Signal on shore
DIE	G.C.S."E"	Signal on end of bulkhead.
DOT	G.C.S.F.	Signal in water at grass line.
E	Spotted	
6E	Spotted	
EAR	G.C.S."E"	Signal in shoal water near shore line.
EMO	G.C.S."E"	Signal near shore line.
EVE	G.C.S."F"	Signal on shore line of small island.
F	Spotted	
6F	Spotted	
FAN	G.C.S."F"	Signal on shore line of small island
FARM	G.C.S."E"	Signal in tree in back of shore line.
FAY	G.C.S."E"	Signal on end of ferry slip.
FELT	G.C.S."E"	Signal on shore in a tree.
FLAG	G.C.S."E"	Flag pole, described as perminent station

NAME	LOCATED BY	REMARKS
FOLD	G.C.S."E"	Signal on land near shore line.
FOUR	G.C.S."F"	Beacon 4 in shallow water.
FULTON	Triangulation	Signal on land.
G	Spotted	
6G	Spotted	
GANG	G.C.S."E"	Signal on shore line.
GIRL	G.C.S."E"	Signal in shallow water near shore line.
GLEE	G.C.S."E"	Signal on shore
GUM	G.C.S."E"	Signol on shore line.
H	Spotted	
6H	Spotted	
HOLLIDAY	TRiangulation	Signal on land
HALF	G.C.S."E"	Signal on land
HAY	G.C.S."E"	Signal on shore line
I	Spotted	
6I	Spotted	
IKE	G.C.S."E"	Signal in tree on mud flat bare at L.W.
IMP	G.C.S."E"	Signal on shore line.
IS	G.C.S."E"	Signal on shore line.
J	Spotted	
6J	Spotted	
JAKE	G.C.S."E"	Signal in tree on mud flat bare at L.W.
JAM	G.C.S."E"	Signal on shore line
JAP	Spotted	
JEW	G.C.S."E	Signal on shore line.
K	Spotted	
6K	Spotted	
KALE	G.C.S."E"	Signal in shaal water neaf shore line.
KATE	G.C.S."F"	Signal on shore line
KEEN	Spotted	
KELP	Spotted	
KISS	G.C.S."E"	Signal at shore line
KIT	G.C.S."F"	Signal in shoal water inshore of mud flat
L	Spotted	
6L	Spotted	
LAG	G.C.S."E"	Signal on end of small dock
LEE	G.C.S."F"	Signal at shore line.
LONE	G.C.S."E"	Signal at shore line.
M	Spotted	
6M	Spotted	
MAC	G.C.S."E"	Signal on shore line
MAG	G.C.S."F"	Signal on mud flat in shallow water
MAY	G.C.S."F"	Signal on mud flat in shallow waer
MID	G.C.S."E"	Signal in tree at shore line
MIKE	G.C.S."E"	Signal in tree on mud flat bare at L.W.
N	Spotted	

NAME	LOCATED BY	REMARKS
6N	Spotted	
NAT	G.C.S."F"	Signal at shore line.
NEAR	G.C.S."E"	Signal in tree at shore line.
NIX	G.C.S."E"	Signal in shoal water near shore line.
O	Spotted	
6O	Spotted	
OAK	G.C.S."E"	Signal in tree close to shore line
P	Spotted	
6P	Spotted	
PAN	Sextant triangulation	
PEE	Triangulation	Signal on land
PEG	G.C.S."E"	Signal on shore line
Q	Spotted	
6Q	Spotted	
6R	Spotted	
RACE	Sextant triangulation	
RED	G.C.S."E"	Signal over topo setup near shore line
RIV	G.C.S."E"	Signal in tree in water near shore line.
6S	Spotted	
SAD	Sextant triangulation	
SAL	G.C.S."F"	Signal in tree on shore.
SNAG	Sextant triangulation	
SNAKE	Triangulation	Signal on shore.
STAKE	G.C.S."E"	Signal on stake in shallow water.
6T	Spotted	
TAIL	Sextant triangulation [illegible].	
TON	G.C.S."E"	Signal on shore line
TREE	G.C.S."E"	Signal in tree in shallow water near S.L.
TRI	G.C.S."E"	Signal on stump in shallow water
6U	Spotted	
US	Sextant triangulation	
6V	Spotted	
VAMP	Sextant triangulation	
6W	Spotted	
WACCA	Triangulation	1934 K.G.Crosby
WASH	Sextant triangulation	
WHITE	G.C.S."E"	Signal over topo setup on mud flat
WIRE	Sextant fix	Telephone pole in water
WOLF	G.C.S."E"	Signal on shore over topo setup.
6X	Spotted	
6Y	Spotted	
Yank	Sextant triangulation	
ZINC	Sextant triangulation	
6Z	Spotted	

Form 567
March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Atlantic City, N.J. July 12, 1935

I recommend that the following objects which ~~have~~ (*have not*) been inspected from seaward to determine their value as landmarks, be charted on (~~add to present chart~~) the charts indicated.

The positions given have been checked after listing. ▼

Jack C. Sammons
Chief of Party.

GENERAL LOCALITY Georgetown, S. C.

NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM						
	° '	D. M. METERS	° '	D. P. METERS							
TANK (Elevated)	33 22	1126.0	79 13	1201.0	1927	GCS "E"		-	▼	-	New Inland Waterway ch.836 787

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE

Form 567
March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED / ~~TO BE DELETED~~ } STRIKE OUT ONE

Atlantic City, N.J. July 12, 1935, 193

I recommend that the following objects which have (~~not~~) been inspected from seaward to determine their value as landmarks, be charted on (~~delete from~~) the charts indicated.

The positions given have been checked after listing.

Jack C. Sammons *Chief of Party.*

GENERAL LOCALITY / NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM						
	° '	D. M. METERS	° '	D. P. METERS							
Beacon 19 (Black)	33 23	158	79 14	617	1927	GCS "E"	Dec. '34	-	✓	-	new Intra-coastal W. waterway 936
Beacon 4 (Four)	33 25	446.0	79 12	543.8	1927	GCS "F"	Dec. '34	-	✓	-	" 836
Beacon 21 (Cam)	33 25	1143.2	79 11	987.0	1927	GCS "F"	Dec. '34	-	✓	-	"

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE

HYDROGRAPHIC SURVEY NO. 5839

Smooth Sheet 1

Boat Sheet 1

Sounding Records 8 Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes in Vol. 1

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party J. C. Sammons

Recoverable Station Cards (Form 524) Yes

Special Chart for Lighthouse Service (Circular Nov. 30,1933) None no floating aids

Remarks

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5839

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

Number of positions on sheet	2399
Number of positions checked	18
Number of positions revised	0
Number of soundings recorded	13924
Number of soundings revised	———
Number of signals erroneously plotted or transferred	0

Date: January 18, 1936

Verification by J.A. Mc Connick Time: 68 hrs.

Review by R.J. Christman Time: 11½ hrs

Survey No. H5839

GEOGRAPHIC NAMES

Date. July 27, 1935 — S. CAROLINA

Chart No. 1237

Diagram No. 1237

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Black River	Same			200
	Pee Dee River *	"		✓	200
	~~Glens Thorofare~~	-"-	Jericho ~~Jerhico~~ Creek		120
	Butler Island ✓	----------			140
	Waccamaw River *	Same			240
	----------	Georgetown		✓	140
			Middleton Cut		100

APPROVED NAMES
UNDERLINED IN RED
H.L. Flemer.

(M-136)

LQC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

August 12, 1935.

TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

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

Tide Reducers are approved in
8 volumes of sounding records for

HYDROGRAPHIC SHEET 5839

Locality Georgetown to Glens Thorofare, Pee Dee River, South Carolina.

Chief of Party: J. C. Sammons in 1935.
Plane of reference is mean low water reading
3.5 ft. on tide staff at Vanderbilt
5.3 ft. below B.M. 1
2.5 ft. on tide staff at Fulton
5.5 ft. below B.M. 1
3.2 ft. on tide staff at "Bridge", Pee Dee River
16.4 ft. below B.M. 1
2.0 ft. on tide staff at Windsor
5.7 ft. below B.M. 1
3.5 ft. on tide staff at "Black" Black River Bridge
15.3 ft. below B.M. 1
4.3 ft. on tide staff at Cary
4.8 ft. below B.M. 1
3.9 ft. on tide staff at Glenn
No bench marks established at Glenn.
~~Condition of records satisfactory except as noted below:~~

Height of mean high water above plane of reference is 3.3 feet at Vanderbilt; 3.2 feet at Fulton; 3.3 feet at "Bridge", Pee Dee River; 3.1 feet at Windsor; 2.8 feet at "Black", 3.2 feet at Glenn; 2.6 feet at Cary.

Paul P. Whitney

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Verifier's Report on H-5839.

Records: Records conform with regulations.

Drafting: Drafting is excellent. Considerable attention has been paid to detail.

Junctions: Satisfactory junction was made with H-5816 on the south. H-5840 adjoins on the north. It is in process of verification at date of this report. Curves have been left in pencil on the overlap with H-5840 and will be completely inked when verification of that sheet is completed.

Control: Shoreline is from T-5376(Aug. 1934), T-5255 (Aug. 1934), and T-5256 (Aug.1934). Topographic signals are from T-6327 (Dec.1934-Feb.1935).

Remarks: Islands inked on sheet from hydrographic notes are distinguished from those taken from the air photo compilation by notes and leaders. Verifier was careful to ink small islands in irregular shapes and with their long axes east and west where they might otherwise be confused with zeros. Air photo compilations show symbols for cypress trees in the water areas. These have been omitted by the verifier as being approximate and liable to be confused with the rock awash symbol. A tracing of the air photo compilation is submitted with this sheet for the inspection of the reviewer.

In several places the hydrographic party has obtained soundings within two meters of high water line. These were inked where space permitted but verifier gave the preference to the deep soundings where they were cramped.

January 18, 1936.

Submitted,

J. A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5839 (1935) FIELD NO. 3

Georgetown to Jericho Creek, Waccamaw, Pee Dee and Black Rivers,
South Carolina
Surveyed in Jan. 1935
Instructions dated Oct. 25, 1934 (J. C. Sammons)

Hand Lead Soundings.

3 Point fixes on shore signals. Range finder and bearings to signals spotted on the air photo compilation.

Chief of Party - J. C. Sammons.
Surveyed by - J. A. McGeehan.
Protracted by - A. A. Lockerbie and H. L. Beck, Jr.
Soundings penciled by - C. J. Harryman.
Verified and inked by - J. A. McCormick.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual.

The Descriptive Report is complete and satisfactorily covers all items of importance, except that the use of green color for some of the spotted signals was not explained. (See par. 3 of this review).

2. Compliance with Instructions for the Project.

No specific instructions were issued for this work but the survey complies with the general specifications for work of this kind. The plan of the work and character of the development are satisfactory.

3. Shoreline and Signals.

The shoreline originates with air photo compilations T-5255 (1934), T-5256 (1934) and T-5376 (1934). The signals are from 1934-5 triangulation, and from graphic control sheets T-6327a and T-6327b of 1934-5, and signals spotted on boat sheet (shoreline from air photo compilations). The spotted signals in Black River, shown in green on the smooth sheet, were also cut in by sextant angles recorded in Vol. 7 of the sounding records.

4. Sounding Line Crossings.

Sounding line crossings are satisfactory. Apparent differences are due to steep channel slopes and varying speed of boat incident to running zigzag lines across the channel.

5. Depth Curves.

Within the area covered by the survey the usual depth curves can be satisfactorily drawn.

6. Junction with Contemporary Surveys.

The junction with H-5816 (1935) to the south is satisfactory.

The junction with H-5840 (1935) will be considered in the review of that sheet.

7. Comparison with Prior Surveys.

H-1318 (1876).

This survey on a scale 1:20,000, slightly overlaps the present survey at the southern edge. A slight shoaling of the channel in the vicinity of the new bridge is indicated by the present survey but there are no features in this area on the above survey that need be considered in future charting.

There are no other prior surveys by the Bureau in this area.

8. Comparison with Chart 428 (New Print dated Jan. 16, 1935).

Except for the small area discussed in the foregoing paragraph, the area covered by the present survey has not been charted.

a. Controlling Depths.

The chart shows two notes relative to controlling depths:

(1) The controlling depth of 12 feet in the Waccamaw River is derived from Chart letter 475/11 of 1934. A later report from the U. S. Engineers (Chart letter 630/10 of 1935) gives the controlling depth as 9-1/2 feet. The present survey shows a controlling depth of 19 feet for the section of the river on H-5839 (1935) and it is probable that the shoals on which the Engineer's report is based lie in other sections of the Waccamaw River.

(2) The controlling depth of 9 feet in April 1933, given in the note headed Pee Dee River, also was derived from chart letter 475/11 of 1934. It was repeated in chart letter 630/10 of 1935, but still based on the 1933 examination. This note is misleading in that it does not apply to the Pee Dee River south of the point where it is joined by Bull Creek (shown on H-5842). The controlling depth for the section of the Pee Dee River, shown on H-5839 (1935) is 5 feet. The note on the chart should be modified to read, "via Waccamaw River and Bull Creek".

9. Field Plotting.

The field plotting was excellent.

10. Additional Field Work Recommended.

This survey is very satisfactory and no further work is required.

11. Superseding Old Surveys.

Within the area covered, the present survey supersedes the following survey for charting purposes:

H-1318 (1876) in part.

12. Reviewed by - R. J. Christman, Jan. 25, 1936.

Inspected, by - A. L. Shalowitz.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

Chief, Section of Field Work.

Chief, Division of H. & T.

Applied to chart 836 Feb. 13, 1935 H.C.P.
Applied to New Chart 787 June, 1937 J.S.L.