

10306

Diag. Cht. No. 1240-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Planimetric

Field No. Ph-154 Office No. T-10306

LOCALITY

State South Carolina

General locality Beaufort River

Locality Beaufort

1955

CHIEF OF PARTY

J.E.Waugh, Photogrammetric Party 1
W.F.Deane, Balto. District Officer

LIBRARY & ARCHIVES

DATE October 31, 1961

USCOMM-DC 5087

10306

DESCRIPTIVE REPORT - DATA RECORD

T - 10306

Project No. (II): **Ph-154**
6774 Quadrangle Name (IV):

Field Office (II): **Burton, S. C.** Chief of Party: **J. E. Waugh**
Photogrammetric Office (III): **Baltimore, Md.** Officer-in-Charge: **William F. Deane**
Instructions dated (II) (III): **16 August 1955 (Field and Office)** Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): **Graphic**

Manuscript Scale (III): **1:10,000**

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): **1.000**

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): **19 Feb 1960**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **NA 1927**

Vertical Datum (III): **MHW**

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): **ROY, 1933**

Lat.: **32° 24' 48.215" (1485.2 m)** Long.: **80° 41' 05.804" (151.7 m)**

Adjusted

~~XXXXXXXXXX~~

Plane Coordinates (IV):

State: **S. C.**

Zone: **South**

Y=

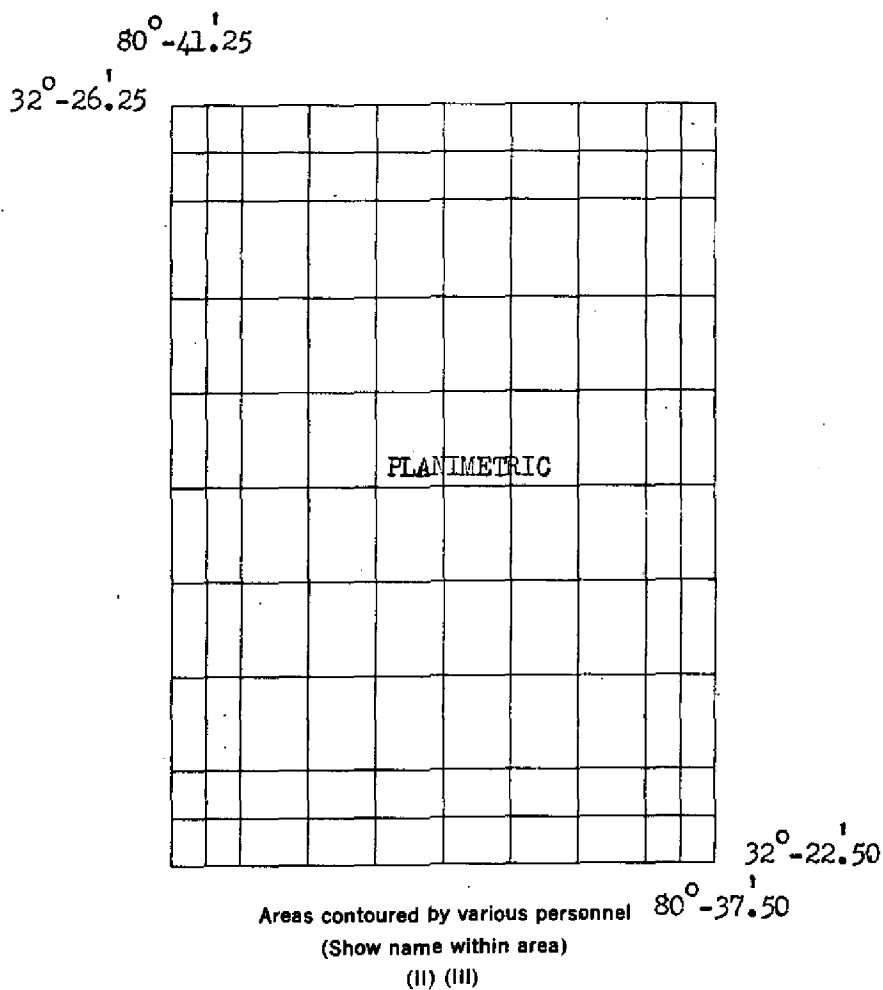
X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

DESCRIPTIVE REPORT - DATA RECORD

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY



DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): John S. Winter
Martin C. Moody

Date: Nov. 1955
Nov. 1955

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): 1955 (photographs) MHWL
located by field inspection and office interpretation.

Projection and Grids ruled by (IV): A. Riley

Date: 9/21/55

Projection and Grids checked by (IV): A. Riley

Date: 9/21/55

Control plotted by (III): A. W. Willis

Date: 5/22/56

Control checked by (III): E. L. Williams

Date: 5/22/56

Radial Plot ~~of Stereoscopic~~

Date: 9/4/56

~~Grounds~~ by (III): L. A. Senasack

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. Council

Date: 1/13/59

Photogrammetric Office Review by (III): R. Glaser

Date: 1/23/59

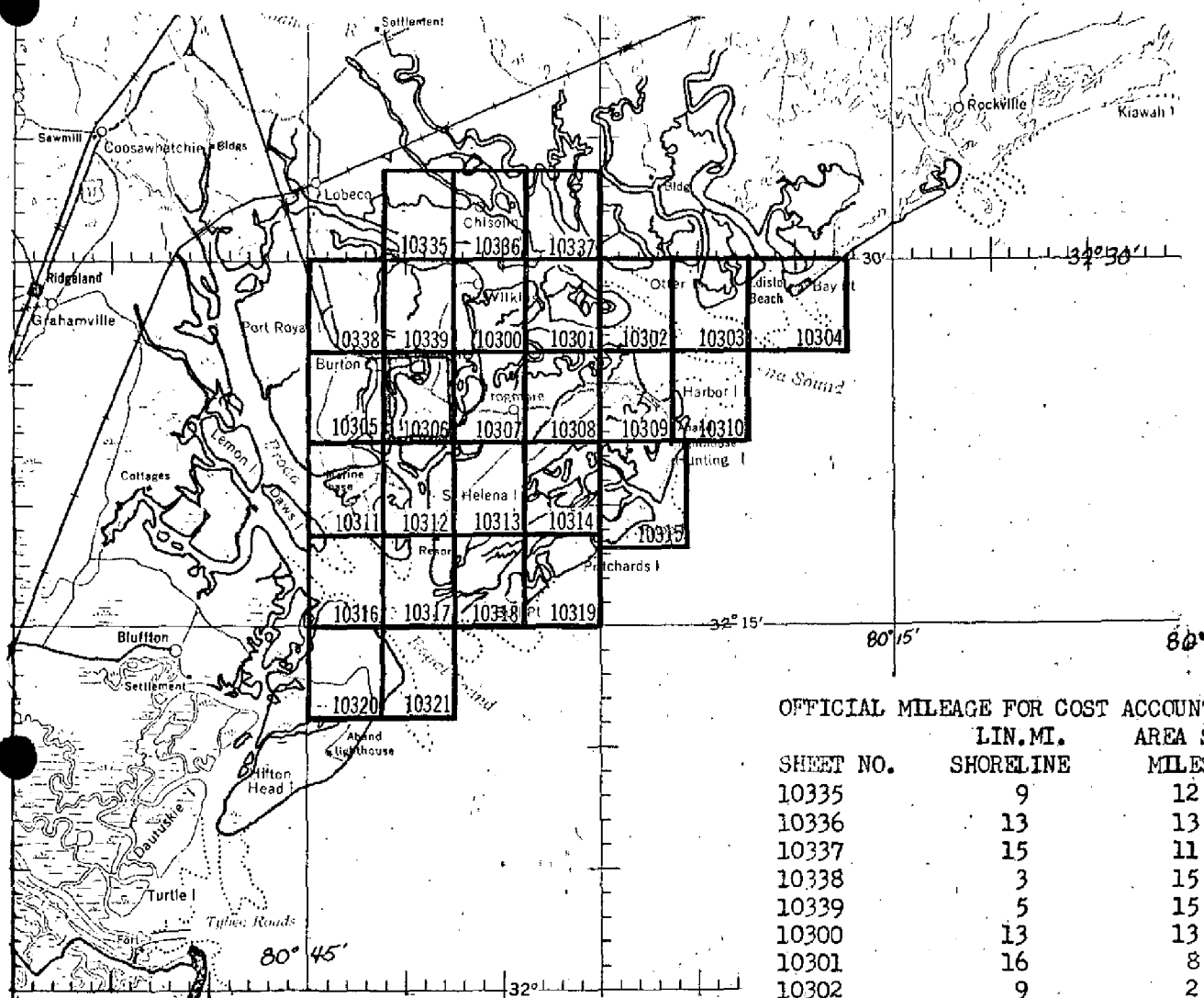
Elevations on Manuscript
checked by (II) (III):

Date:

SHORELINE MAPPING PROJECT 6154

ST. HELENA SOUND TO PORT ROYAL SOUND, S. CAROLINA

5



OFFICIAL MILEAGE FOR COST ACCOUNTS

SHEET NO.	LIN. MT. SHORELINE	AREA SQ. MILES
10335	9	12
10336	13	13
10337	15	11
10338	3	15
10339	5	15
10300	13	13
10301	16	8
10302	9	2
10303	9	3
10304	7	3
10305	6	15
10306	13	13
10307	8	14
10308	3	15
10309	13	11
10310	3	1
10311	9	12
10312	16	12
10313	6	15
10314	13	13
10315	13	8
10316	9	2
10317	8	4
10318	13	9
10319	9	4
10320	4	15
10321	5	1

TOTALS 250

259

SUMMARY

This project contains twenty-seven 3 3/4 minute manuscripts and is designated as PH-154.

It covers the area in the vicinity of St. Helena and Port Royal Sounds, southwest of Charleston.

Except for two sheets, it is a planimetric project compiled by graphic methods at a scale of 1:10,000 with nine-lens 1955 photographs. Two sheets contain contours; T-10303 and T-10304, which have been field edited with an adjacent project PH-81.

It was initiated in 1955 to provide shoreline and horizontal control for hydrographic surveys and base maps for nautical charting. As of the date of review, 1960, one shoran controlled hydrographic sheet and two visual controlled hydrographic sheets have been completed.

Field work in advance of compilation included recovery of control and the establishment of additional control, complete field inspection, recovery of monumented topographic stations and location and identification of all fixed aids.

Items registered under each map number will include a cronar film positive and a descriptive report.

FIELD INSPECTION REPORT
Project 6154

Maps
T-10305, T-10306, T-10335,
T-10338 and T-10339

2. AREAL FIELD INSPECTION

These maps cover parts of Port Royal, Ladies and Chisolm Islands. The incorporated town of Beaufort lies within Maps T-10306 and T-10339. The incorporated town of Port Royal lies within Maps T-10305 and T-10306. These towns are served by the Charleston and Western Carolina Railroad and a system of hard surfaced roads.

The Intracoastal Waterway runs through Maps T-10306, T-10335, T-10338 and T-10339 via the Coosaw River, Brickyard Creek and Beaufort River.

The quality of the photography was in general very good. Some difficulty was encountered in delineating the apparent shoreline along the marsh in the vicinity of Brickyard Point in Maps T-10335 and T-10339. The photographs in this area were taken at or near the time of high water.

Swamp limits and the inshore limits of marsh have been outlined on the photographs in red ink.

Field inspection notes appear on 1:10,000 scale, nine-lens photographs Nos.: 49440 thru 49443, 49448, 49484 thru 49487, 49489, 49522 thru 49527, 49530 thru 49536, and 49538.

3. HORIZONTAL CONTROL

Three traverses by the South Carolina Geodetic Survey in 1934 cross parts of four of these five maps. The two traverses affecting Maps T-10306, T-10338 and T-10339 are third-order; the third one affecting Map T-10335 is second-order. All of these stations, BF-62 through BF-77 inclusive, BF-500 through BF-506 inclusive, and BF-806 through BF-818 inclusive are within the limits of photographic coverage and were searched for. Form 526 has been submitted for each. The following were recovered:

MAP T-10306

None

MAP T-10335

BF-809 (identified), BF-810,
BF-813, BF-814 and BF-817

MAP T-10338

BF-66, BF-68 (identified),
BF-69 and GRAY AZ. MK. RM 2

MAP T-10339

None

All horizontal control stations within the area were searched for and reported on Form 526. Stations reported as lost are as follows:

MAP T-10305

RED TANK, 1931

MAP T-10306

AERO BEACON, 1933
BEACON NO 5, 1933
BEACON NO 14, 1933
BEAUFORT LUMBER COMPANY STACK, 1933
ISLE, 1921
OYSTER FACTORY LOW STACK, 1933

MAP T-10335

BEACON 1, 1933
POLE AT END OF MARSH ISLAND, 1933
11 A (USE) 1933

BF-808 - a South Carolina Geodetic Survey
second-order traverse station.

MAP T-10338

BEACON NO 8, 1933
GRAY, 1932
KIM, 1933
SALT BRIDGE, 1901
STEVENS, 1933
4 A (USE) 1933

BF-62 - a South Carolina Geodetic Survey
third-order traverse station

MAP T-10339

BEACON NO 3, 1933
BEACON NO 12, 1933
BEAUFORT, HOUSE ON END OF DOCK, GABLE, 1933
COLONY, 1933
8 A (USE) 1933

9

Two third-order intersection triangulation stations were established:

BEAUFORT, U. S. NAVAL HOSPITAL TANK (elevated)
PORT ROYAL, MUNICIPAL TANK (elevated)

The identification of triangulation station OYSTER FACTORY TALL STACK, 1933 was classified doubtful due to recovery of the station. The stack at this plant was recently replaced. The boiler was not moved so that the position of the stack was unchanged. Employees at the plant stated that to their knowledge the boiler was in the same location as in 1933.

4. VERTICAL CONTROL

All tidal bench marks within the area were searched for and reported on Form 685. No new bench marks were established.

5. CONTOURS AND DRAINAGE

Contouring is inapplicable.

The drainage is for the greatest part tidal with the exception of ditches which drain the swamps, marshes and cultivated fields.

6. WOODLAND COVER

The woodland cover has been classified in accordance with topographic maps, reference 5433, Topographic Manual, Part II.

7. SHORELINE AND ALONGSHORE FEATURES

The majority of the shoreline is apparent. The shoreline was visually inspected from a skiff and symbolized on the photographs in accordance with the Topographic Manual, Part II, Fig. 5.22. The foreshore is usually mud or a combination of mud and oysters. The foreshore has been classified on the photographs.

A low bluff along the west shore of Beaufort River has an average height above mean high water of approximately 15 feet. Its extent has been indicated on the photographs. There are no other bluffs or cliffs of landmark value in the area.

All docks, wharves, piers and landings have been noted on the photographs.

The shore ends of all cable crossing and/or submerged cables were identified on the photographs. Two submerged cables crossing the Beaufort River just north of the town of Beaufort at approximate Lat. $32^{\circ} 26' 30''$ - Long. $80^{\circ} 40' 00''$ and Lat. $32^{\circ} 27' 30''$ - Long. $80^{\circ} 41' 15''$ have been removed according to information supplied by the local office of the South Carolina Electric and Gas Company.

8. OFFSHORE FEATURES

No offshore features to be investigated by the hydrographic party were noted during the course of shoreline inspection.

9. LANDMARKS AND AIDS

Eight nautical landmarks are recommended for charting on Form 567.

All fixed aids to navigation were located either by direct identification on the photographs or theodolite directions from existing triangulation stations and/or identified detail points.

There are no aeronautical aids

Attention is called to the tower of radio station WBEU. The height as given on the Savannah Sectional Aeronautical Chart is 279 feet above mean sea level. The height as determined by two independent observations is 263 feet above mean sea level.

10. BOUNDARIES, MONUMENTS AND LINES

The boundaries of the towns of Beaufort and Port Royal, the U. S. Naval Hospital at Beaufort, and the Marine Corps Auxiliary Landing Field fall within the limits of these maps. These limits were delineated on the photographs. (See Special Boundary Report, Project 6154.)

11. OTHER CONTROL

No other control was established.

12. OTHER INTERIOR FEATURES

All roads within the area were classified in accordance with project instructions.

All buildings have been classified in accordance with project instructions.

Extensive construction was just starting at the Marine Corps Auxiliary Landing Field in Map T-10338 at the time of field inspection. Refer to copies of letters, appended to this report, in regard to this area.

The following bridge clearances were tabulated in accordance with project instructions. The clearances, as determined by the field party, are listed on the first line; the second line lists those shown in the U. S. Engineers List of Bridges Over Navigable Waters of the United States.

Name	Type	Vertical Clearance Feet	Horizontal Clearance Feet	
			Left	Right
LADIES ISLAND BRIDGE	Swing	20	81.5	80.3
		20	78.5	80.3
BATTERY CREEK BRIDGE	Swing	20.5	100.5	107.5
		12.1	99	99

An overhead cable (communication) over Battery Creek was found to have a vertical clearance of 12 feet.

The only airport is the Marine Corps Auxiliary Landing Field, as previously referred to.

13. GEOGRAPHIC NAMES

See Special Report, Geographic Names, Project 6154.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Data, Maps T-10300 and T-10336, forwarded to the Baltimore District Officer in Pkg. No. 55-40, 21 October 1955.

Data, Control Station Identification (partical), Maps T-10306 and T-10339, forwarded to the Baltimore District Officer in Pkg. No. 55-42, 4 November 1955.

Data, Map T-10307, forwarded to the Baltimore District Officer in Pkg. No. 55-43, 7 November 1955.

Special Report, Boundaries, Project 6154, forwarded to the Director in Pkg. No. 55-44, 25 November 1955.

Geographic Positions and Progress Sketch forwarded to the Baltimore District Officer, 10 January 1956 (no package number).

Coast Pilot Notes, forwarded to the Director in Pkg. No. 56-3, 12 January 1956.

Data, Maps T-10311 and T-10312, forwarded to the Baltimore District Officer in Pkg. No. 56-5, 19 January 1956.

Forms 567, Landmarks for Charts and Fixed Aids to Navigation, forwarded to the Director in Pkg. No. 56-6, 20 January 1956.

Special Report, Geographic Names, Project 6154, forwarded to the Director in Pkg. No. 56-10, 26 January 1956.

Data, Triangulation for Supplemental Control and Fixed Aids to Navigation, forwarded to the Director in Pkg. Nos. 56-7, 56-8 and 56-9, 26 and 27 January 1956.

Forms 525, 525b, and 526, original copies, forwarded to the Director in Pkg. No. 56-12, 30 January 1956.

Forms 685, original copies, forwarded to the Director in Pkg. No. 56-13, 30 January 1956.

30 JAN 1956

Submitted by:

Leo F. Beugnet

Leo F. Beugnet

Cartographic Survey Aid

30 JAN 1956
Approved and Forwarded:

J. E. Waugh

J. E. Waugh

CDR, C & GS

Chief of Party

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T 10306 PROJECT NO. Ph-154 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			ϕ	λ			FORWARD	(BACK)	
OYSTER FACTORY TALL STACK, 1933 (destroyed)	G-1677 p. 85	N.A. 1927	32	25	32.696		1007.1	(844.0)	
			80	38	50.003		1306.4	(261.2)	
BEAUFORT WATER TANK, 1933	"	"	32	26	01.200		37.0	(1811.2)	
			80	40	44.952		1174.3	(393.1)	
WHITE WATER TANK, 1933	"	"	32	24	28.01		862.8	(985.4)	
			80	40	42.40		1108.0	(459.9)	
BEAUFORT U.S. NAVAL HOSPITAL TANK, 1955	Field Compu- tation	"	32	23	29.655		913.5	(934.7)	
			80	40	50.600		1322.5	(245.7)	
ROY, 1933	G-1677 p. 83	"	32	24	48.215		1485.2	(363.0)	
			80	41	05.804		151.7	(1416.1)	
Sub. Pt. ROY, 1933	"	"	32	24			1530.8	(317.4)	
			80	41			182.8	(1385.0)	
SWEDE, 1933	G-1673 p. 78	"	32	22	43.470		1339.0	(509.2)	
			80	37	56.802		1484.8	(83.6)	
WHITE, 1933	G-1677 p. 82	"	32	25	14.768		454.9	(1393.3)	
			80	40	02.167		56.6	(1511.1)	
KEMPER, 1933	"	"	32	26	06.439		198.3	(1649.9)	
			80	38	52.829		1380.1	(187.3)	
BURKMEYER, 1933	"	"	32	26	07.113		219.1	(1629.1)	
			80	39	49.694		1298.2	(269.2)	
BEAUFORT CHURCH, 1859	G-1669 p. 56	"	32	26	04.222		130.1	(1718.1)	
			80	40	23.688		618.8	(948.6)	
CENTER OF BRIDGE, LIGHT, 1933	G-1667 p. 85	"	32	25	37.160		1144.6	(703.6)	
			80	40	12.353		322.7	(1244.8)	

1 FT. = 3048008 METER

COMPUTED BY: J. Steinberg

5/15/56

DATE

CHECKED BY: E. L. Williams

DATE

5/21/56

COMM-DC-57843

SCALE FACTOR

1 FT = 3048006 METER	DATE 5/15/56	CHECKED BY: E. L. Williams	DATE 5/21/56	COMM-DC-57843
COMPUTED BY: J. Steinberg				

COMPILATION REPORT
T-10306

The photogrammetric plot report covering the area of this manuscript is a part of Descriptive Report, T-10307.

31. DELINEATION

The manuscript was delineated by graphic methods.

The street pattern in Beaufort was not thoroughly field inspected. Some small segments of the street pattern are incomplete on the manuscript where tree cover prevented complete photo interpretation.

32. CONTROL

The identification density and placement of horizontal control was satisfactory.

33. SUPPLEMENTAL DATA

An annotated copy of the A.M.S. Fort Fremont, S. C. quadrangle was used for geographic names.

34. CONTOURS AND DRAINAGE

Contours: Not applicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate.

Marsh and mud areas along the Beaufort River were delineated by office interpretation of the photographs. In some places the myriad of small marsh islets surrounded by mud were delineated in a generalized fashion so as to produce broadened areas of either marsh or mud. In some instances where the islets were sufficiently small and scattered, the area was indicated as grass in water.

The low water lines were furnished for the most part by the field party on low-water photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Forms 567 for six landmarks and eight aids to navigation were submitted on 1 October 1957.

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junctions have been made and are in agreement with:

T-10339 to the north
T-10312 to the south
T-10307 to the east
T-10305 to the west

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. AIRFIELDS

The field party has shown the limits of a sod runway on office photograph 49444. The Photogrammetric Support Report mentions that this landing strip has been recently constructed. The name given this new strip, "Beaufort County Airport" should not be confused with the larger airport northwest of Beaufort (T-10338) which was originally designated by the same name but which has now been repossessed by the U. S. Marine Corps.

42. thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

1. A.M.S. Fort Fremont, S. C. quadrangle, scale 1:50,000 published 1948.
2. C&GS Air Photo Compilation T-5208 Beaufort, scale 1:10,000, photographs of 1933.
3. C&GS Air Photo Compilation T-5209 Port Royal, scale 1:10,000, photographs of 1933.

47. COMPARISON WITH NAUTICAL CHARTS

This manuscript has been compared with chart 571, scale 1:40,000, published 1936, corrected to September 18, 1956.

Items to be applied to nautical chart immediately: None.

Items to be carried forward: None.

Approved and Forwarded:

William F. Deane
William F. Deane,
CDR C&GS
Baltimore District Officer

Respectfully submitted
14 January 1959

Judson Y. Councill
Judson Y. Councill,
Carto. Photo. Aid

48. GEOGRAPHIC NAME LIST

Beaufort
Beaufort County
Beaufort County Airport
Beaufort River
Beaufort U.S. Naval Hospital
Bethlehem Church
Burkmeyer Beach

Cane Island
Chowan Creek

Distant Island
Distant Island Creek

Factory Creek
Fort Frederick (ruins)

Intracoastal Waterway

Ladies Island

Meridian Road

Port Royal
Port Royal Island

St. Helena Church
Sams (DELETE)
S.C. 281 (Hwy.)
S.C. 802 (Hwy.)
Spanish Point

U.S. 21 (Hwy.)

Whitehall Point

George M. Ball
Geographic Names Section
2 September 1959

COPY

PHOTOGRAMMETRIC PARTY 1
Box 3206, St. Andrews Branch
Charleston, South Carolina

27 January 1956

To: The Director
Coast & Geodetic Survey
Washington 25, D. C.

Subject: New Construction, T-10338, Project 6154

References: (a) My letter dated 12/5/55, Instructions -
Project 6154
(b) Your letter, 73-mk1, dated 12/12/55, New
Construction, T-10338 - Project 6154

In conformance with reference (b) the following information on changes due to new construction and a recommendation for new photography are submitted. A copy of each of the above references and of this letter will be made a part of the field inspection report for subject map.

Interior field inspection of this military reservation was accomplished 4 January 1956 in accordance with reference (b). At that time, little progress on new construction had been made. None of the new features were completely laid out or had assumed their final shape and size on actual location. It was not practicable to locate any of them by plane table methods. All construction, as presently planned, is indicated on a print of the general development plan of the base which will be forwarded with the data for subject map.

New construction, as presently planned, will result in:

1. All principal buildings being of new construction and/or alteration of existing buildings
2. Existing runways lengthened and a new runway constructed parallel to each
3. The railroad spur serving the base extended and the existing sidings relocated in some cases with entirely new construction in some areas
4. A completely new road system built with a few existing roads retained and improved

To: The Director
Subject: New Construction - T 10338, dated 1/27/56

5. Practically all private buildings on recently acquired land being razed.

In view of the extent of planned construction the following recommendations are submitted:

1. No features be compiled at the present time within an area outlined in violet ink on photograph 49535, except the indicated roads
2. Existing runways not be compiled
3. Existing railroad spur and sidings not be compiled
4. Compile all private buildings as field inspected in accordance with project instructions on photographs 49534 and 49535
5. Compile all woodland cover and drainage features as field inspected on photographs 49534 and 49535
6. Compile shoreline structures as field inspected.

It is recommended new photography of the area be obtained not earlier than the fall of 1957. At that time construction, as presently scheduled, should either be complete or in the final phases, except for some recreational facilities. From the new photography:

1. Compile all new buildings
2. Compile new runways, taxi strips, hard stands, warm-up pads, etc.
3. Compile and revise railroad spur and sidings insofar as practicable
4. Compile the new road system
5. Remove from the manuscript all private buildings which have been razed
6. Revise woodland cover limits and drainage features
7. Revise shoreline structures.

COPY

- 3 -

To: The Director
Subject: New Construction - T 10335, dated 1/27/56

A field edit survey of the revised manuscript may then be made if deemed necessary.

IIV/v

J. H. Vaughn
J. H. Vaughn
CRN, case
Chief of Party

COPY

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
PHOTOGRAMMETRIC PARTY 1
P. O. BOX 25
BURTON, SOUTH CAROLINA

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

5 December 1955

To: The Director
Coast and Geodetic Survey
Washington 25, D. C.

Subject: Instructions - Project 6154

The U. S. Marine Corps have repossessed the Beaufort County Airport (Map T-10338). They have an extensive program of development that will extend through the 1960 Fiscal Year. It is impracticable to field inspect this area at the present time for almost all of the existing structures are to be removed and replaced by new construction. All contracts for work in the 1955 Fiscal Year have been let. The award of contracts for construction under funds available in the 1956 Fiscal Year will be made soon. We have been furnished a copy of their general development plan for the entire base on which the proposed construction for the 1955, 1956 and 1957 Fiscal Years has been plotted. The proposed future construction (after 1957) is also indicated.

Map T-10338 is not in one of the priority areas. It is recommended that field inspection be carried to the proposed 1957 boundary. Prior to the transfer of the photogrammetrist from the East Coast Shore Party in the spring, a check can be made on the construction in progress on the base. The copy of the general development plan should then be forwarded to the compilation office for use in compiling the map involved. Sufficient common points on the photographs and the plan will be identified to enable the surveys to be fitted onto the compilation. It is suggested that this map be field inspected in the spring of 1957, if a party is working in this area.

J. E. Waugh
CDR, C & GS
Chief of Party

JEW/f

COPY

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON 25

73-mk1

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

12 December 1955

EXPRESS ADDRESS:

To: CDR Joseph E. Waugh
Coast and Geodetic Survey
P. O. Box 25
Burton, South Carolina

Subject: New construction, T-10338 - Project 6154

Reference: Your letter dated 5 December 1955,
Subject: Instructions - Project 6154

Receipt of reference letter, informing me that the U. S. Marine Corps has repossessed the Beaufort County Airport and that extensive cultural changes are scheduled to take place between now and 1960, is acknowledged.

There have been similar situations on other projects and we have learned that blue prints of proposed construction are not a completely dependable source of information. Also, these projects tend to drag out longer than originally planned, and the maps remain incomplete for years.

For these reasons, field inspect map No. T-10338 this winter. The date of your field inspection shall be the governing date. If there are some areas that are inaccessible or cannot be inspected because of new construction, plot these areas off and note on the photographs "extensive changes in progress". Make reference to these changes in the field inspection report and include your recommendations for field edit and new aerial photography.

/s/ Robert W. Knox

Acting Director

cc: Baltimore District
Office

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC PARTY 1
BOX 3206, ST. ANDREWS BRANCH
CHARLESTON, SOUTH CAROLINA

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

6 January 1956

EXPRESS ADDRESS:

To: The Director
Coast and Geodetic Survey
Washington 25, D. C.

Subject: Clearances for Bridges in Project 6154

Reference: Paragraph 713, Special Publication No. 249

Your attention is invited to the difference between the charted clearances and measured clearances for the bridges listed below.
(See attached chart section.)

Bridge	Chart No.	Clearance	
		Horizontal Feet	Vertical Feet above MHW
Fixed Span over Archers Creek	571	34	14
	838	34	14
	Measured	36	22
Span Highway Swing Bridge over Battery Creek	571	99	12
	838	99	12
	Measured	100	20
Communications Cable over Battery Creek	794	Not charted	
	571		
	838		
	Measured		12

J. E. Waugh
CGR, C & GS
Chief of Party

Encl.
cc: 70
Baltimore /
ECSP

JEW/r

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T-10306

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

CONTROL STATIONS

4a. Classification label ☒

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒
9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic Instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒

40. R. Blaser
Reviewer

Joseph Steinberg
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED
VO/BE/DELETED/

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland 1 October, 1957

I recommend that the following objects which have ~~(1444/146)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(1444/146)~~ the charts indicated.

The positions given have been checked after listing by R. J. Tarcea

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

* TABULATE SECONDS AND METERS

TO BE CHARTED

Baltimore, Maryland

1 October 1957

I recommend that the following objects which have *(Noted/Not)* been inspected from seaward to determine their value as landmarks be charted on *Charted/Not Charted* the charts indicated.

The positions given have been checked after listing by **P. J. Tarcza**

H. F. Deane	Chief of Party.
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[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

REVIEW REPORT
 PLANIMETRIC
 T-10335 thru T-10339
 T-10300 thru T-10302
 T-10305 thru T-10310
 10 February 1960

62. Comparison with Registered Topographic Surveys

*H-620	1856-57	15,000
T-611	1856-75	20,000
T-996	1865-67	20,000
T-998	1864-65	20,000
T-1070	1868	20,000
*H-1084	1871	2,000 & 10,000
T-1275	1871-72	20,000
T-1905	1863	20,000
T-1307a	1872-73	20,000
T-1307b	"	20,000
T-3815	1920	20,000
T-3831	1921	20,000
T-5169	1933-34	10,000
T-5186 Supp.	"	"
T-5187	"	"
T-5206	"	"
T-5207	"	"
T-5208	"	"
T-5209	"	"
T-6085	"	"
T-6091	"	"
T-6092	"	"
T-6093a,b	"	"
T-6094a,b	"	"
T-6095	"	"
T-6103	"	"
T-6104	"	"
T-6105	"	"
T-6136	"	"
T-6137	"	"

The above topographic surveys are superseded for nautical charting by the new manuscripts.

63. Comparison with Maps and Other Agencies

The manuscripts were compared with the following G.S. and A.M.S. quadrangles:

A.M.S.	Fort Fremont	1:50,000	1939
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63. Comparison with Maps and Other Agencies Continued

A.M.S.	Green Pond	1:50,000	1939
A.M.S.	St. Helena Sound	1:62,500	1939
G.S.	Edisto Beach	1:24,000	1956
	St. Helena Sound	1:24,000	1956

New construction, particularly on T-10338, and new positions on Lights and Aids to Navigation were the chief differences noted during a comparison with the reviewed manuscripts.

A special effort was made by the field inspector to check the existence of the many artesian wells found on AMS quadrangles. None could be found.

64. Comparison with Contemporary Hydrographic Surveys

H-8364	1:10,000	1955
H-8365	1:12,500	1955

Both of these surveys were unverified at the time of comparison.

They cover Helena Sound and most of Morgan River and affect manuscripts T-10301, T-10302 and T-10308 thru T-10310 only.

Any discrepancies or ambiguities were eliminated or resolved during review.

There are no contemporary hydrographic surveys for the balance of the manuscripts covered by this report.

65. Comparison with Nautical Charts

Comparison was made with charts:

#571	1:40,000	Revised	11/3/58
#794	1:40,000	Revised	4/21/58
#838	1:40,000	Revised	10/19/59
#793	1:40,000	Revised	8/4/58

On manuscript T-10309, Chart #793 shows two marsh islands in the vicinity of Egg Bank. These islands do not exist according to the 1955 photographs taken at 1.6' above MLW.

65. Comparison with Nautical Charts Continued

The low water line on many of the manuscripts is incomplete and could not be delineated due to the time of photography with relation to the time of low water. This is particularly true on T-10335 thru T-10337 where photography was taken at 7' above MLW.

66. Adequacy of Results and Future Surveys

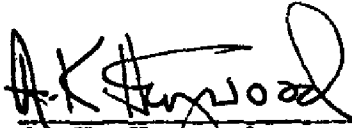
Project instructions call for the classification of roads and buildings according to the Topographic Manual. Prior to compilation, a new Photogrammetric Instruction #56 was issued on 1 July 1958 which restricted road classification to double full line and double dash line. On 2 January 1958, Photogrammetric Instruction #54 confined building delineation to "public and landmark buildings".

Both of these new instructions were complied with in the compilation of these manuscripts.

The original Beaufort County Airport shown on T-10338 was repossessed by the U.S. Marine Corps in 1955 and extensive cultural changes were planned. These changes were to be completed between the time of field inspection in 1955 and 1960. On 16 November 1958, three photographs were taken over this airport. These photos were used by the compilation office to revise the airport area. Some detail, most notably a new road extending southward from US 21, could not be completed due to insufficient photo coverage. A suitable note, indicating the airport area was revised using 1958 photographs, has been added to the manuscript.

Except as noted in the first paragraph of the side heading, these manuscripts comply with the instructions and meet the National Standards for Map Accuracy.

Reviewed By:


A. K. Heywood

Approved By:

L. C. Lande
L. C. Lande
Chief, Review Section

L. F. Woodcock
~~CAPT L. W. Swanson~~
Ass't. Chief, Photogrammetry Division

J. Bowie
Chief, Coastal Surveys Division

Chief, Nautical Charts Division

NAUTICAL CHARTS BRANCH

SURVEY NO. *T-10306*

Record of Application to Charts *Reviewed 2/10/60*[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.