

10316

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-10316

LOCALITY

State South Carolina

General locality Port Royal Sound

Locality Dolphin Head

1955

CHIEF OF PARTY

J.E.Waugh, Chief of Field Party
W.F.Deane, Balto. District Officer

LIBRARY & ARCHIVES

DATE November 17, 1961

USCOMM-DC 5087

10316

DESCRIPTIVE REPORT - DATA RECORD

T=10316

Ph-154

Project No. (II):

~~6454~~

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 & 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): 17 Feb 1960

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

~~Vertical Datum~~: 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): ROCKS 3, 1955

Lat.: 32° 15' 58.623" (1805.7 m) Long.: 80° 43' 06.039" (158.0 m)

Adjusted

~~Horizontal~~

Plane Coordinates (IV):

State: S. C.

Zone: South

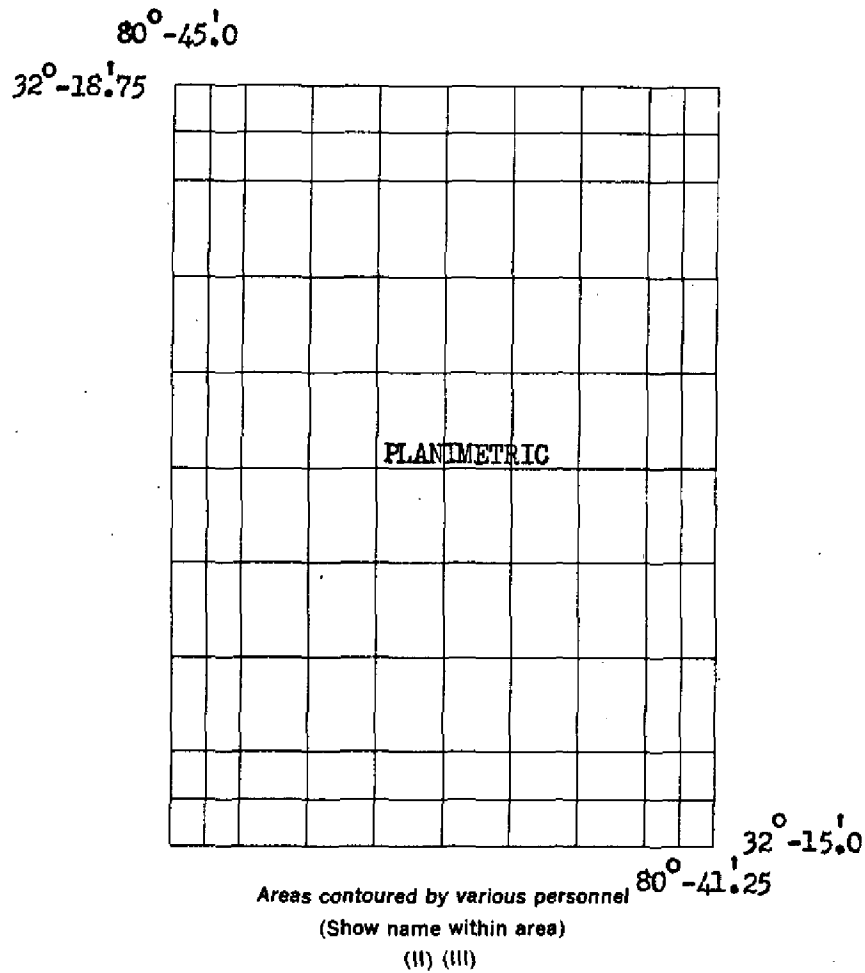
Y=

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): Leo F. Baugnet
John S. Winter

Date: Oct., Nov., 1955
Oct., Nov., 1955

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): March 1955, date of photographs.
Field inspection in October, November 1955.

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

Date: 10/10/55

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

Date: 10/10/55

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

Date: 5/18/56

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

Date: 5/21/56

Radial Plot ~~not done~~

Date: 9/4/56

~~Control extended~~ by (III): L. A. Senasack

~~Stereoscopic instrument compilation (II):~~ Planimetry

Date:

~~Contours~~

Date:

Manuscript delineated by (III): B. Wilson

Date: 12/18/58

Photogrammetric Office Review by (III): R. Glaser

Date: 3/6/59

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

Date:

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): C&GS nine-lens

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
49370	3/23/55	1511	1:10,000	1.0' above MLW
49371	"	1513	"	0.4' " "
49386 - 8	"	1526	"	0.7' " "
49436 - 7	"	1604	"	1.4' " "

Tide (III)

From Predicted Tables

Reference Station: Savannah River Ent.
Subordinate Station: Hilton Head
Subordinate Station: Skull Creek, N. Ent.

Ratio of Ranges	Mean Range	Spring Range
	6.9	8.1
	6.6	7.8
	7.0	8.3

Washington Office Review by (IV):

Date: 2/15/60

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): $3\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore) (III): 9 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 6 mi.

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): * 12

Recovered: 2

Identified: 2

Number of BMs searched for (II): None

Recovered: None

Identified: None

Number of Recoverable Photo Stations established (III):

none.

Number of Temporary Photo Hydro Stations established (III):

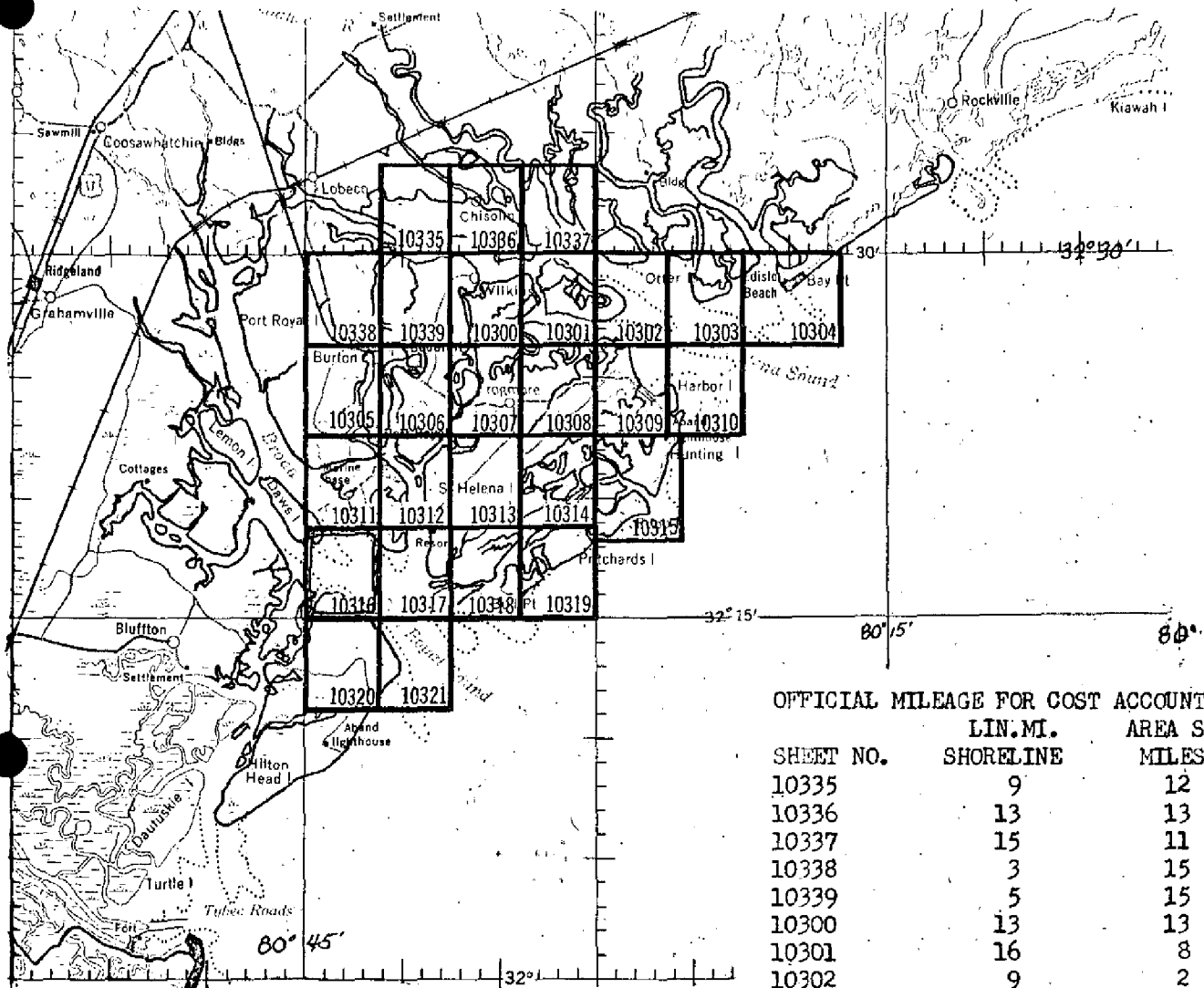
none.

Remarks:

* In addition, 4 third-order stations were established.

SHORELINE MAPPING PROJECT 6154

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



OFFICIAL MILEAGE FOR COST ACCOUNTS

SHEET NO.	LIN. MI. 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

FIELD INSPECTION REPORT
Project 6154

Maps
T-10316, T-10317, T-10318,
T-10319, T-10320, T-10321

2. AREAL FIELD INSPECTION

The area comprising these maps covers the major portion of Port Royal Sound and parts of the adjacent islands. The land area is composed of parts of Pritchards, St. Phillips, St. Helena, Parris and Hilton Head Islands.

The islands are composed of fast land, swamp and tidal marsh. St. Phillips and Pritchards Islands are predominantly marsh with scattered hummocks of sandy soil which are old beach ridges and are now heavily overgrown with pine, live oak, palmetto and myrtle. Hilton Head and St. Helena Islands are predominantly fast land with scattered swamp areas and marsh along the minor tidal streams. The fast land is either overgrown, or devoted to truck farming or cattle grazing. The part of Parris Island in these maps is similar to the last two islands but is part of a military reservation.

The Intracoastal Waterway enters Map T-10317 () from the north following Beaufort River into and across Port Royal Sound (in Map T-10316 ()) to the entrance to Skull Creek, thence along Skull Creek west of the project limits after entering the northwest corner of Map T-10320 ().

An alternate route of the Intracoastal Waterway rejoins the main route from STATION CREEK in Map T-10317 ().

A good system of improved roads, maintained by the county and state, serve the area on St. Helena Island with direct road connection to the mainland via U. S. Highway 21. Hilton Head Island is served by a system of improved roads but is accessible only via of a state-operated ferry at the present time. A bridge, west of the project, connecting Buckingham Landing with Seabrook Landing via Last End Point on Pinckney Island is now under construction and scheduled for completion sometime in 1956. St. Phillips and Pritchards Islands have no roads on them and are not accessible by land.

The quality of the photographs was very good. They were

made at or near the time of low water which was of definite advantage during shoreline inspection.

There are three distinct photographic tones in the tidal marsh. The very dark tone is marsh; the light gray tone, which varies in intensity, is mud; and the white tone is sand, shell, sand and shell, or sometimes sand and mud.

Swamp limits and inshore limits of marsh have been indicated in red on the photographs. There is no cypress swamp in the area.

Field inspection notes appear on 1:10,000 scale, nine-lens photographs Nos.:

In T-10316:

49370, 49371, 49386 thru 49389, and 49437

In T-10317:

49367 thru 49369, 49388, 49389, 49415 and 49416

In T-10318:

49320, 49321, 49366, 49367, and 49412 thru 49415

In T-10319:

49321 thru 49323, 49412 and 49413

In T-10320:

49371 thru 49373, 49386, 49418 and 49419

In T-10321:

49370, 49371, 49416 thru 49418

3. HORIZONTAL CONTROL

The following stations were reported lost. They are listed by maps:

T-10316

BOB, 1931

* DICK, 1858

T-10316 (contd)

DOS, 1931
 EPISCOPAL CHURCH, 1931
 * FLAG IN TREE, 1931
 * NEY, 1931
 NORTH, 1931
 * PINCKNEY ISLAND, METHODIST
 ROCKS 2, 1931
 * UNO, 1931

(*) These stations are west of the map limits.

T-10317

FORT FREMONT BEACON, 1931
 FORT FREMONT, OBSERVATION TOWER, 1931
 PARRIS ISLAND FRONT RANGE LIGHTHOUSE, 1900
 POINT, 1896
 SPIT, 1931
 South Carolina Geodetic Survey traverse stations
 BF 526, BF 527 & BF 528

T-10318

MICHAEL, 1933

T-10320

* BULL POINT FRONT RANGE, 1931
 * HILTON FRONT, 1931
 * MAG, 1931
 * NEW (SPANISH WELLS BEACON), 1931
 * OCHO, 1931
 * QUAT, 1931
 * SIETE, 1931
 * SOUTH, 1931
 STONEY PLANTATION STACK, 1931

(*) These stations are west or south of
 the map limits.

To meet the minimum identification requirements of section
 10 of the Project Instructions and/or to replace destroyed or

stations in danger of being destroyed in the immediate future, the following supplemental control was established by third-order triangulation methods:

BULL (Map T-10318)
ROCKS 3 (Map T-10316)
WALL 4 (Map T-10321)

South of Map T-10320:

A short traverse was run from HILTON HEAD REAR RANGE LIGHTHOUSE, 1900 to an identifiable point in the vicinity of HILTON FRONT, 1931. This point was marked by a recoverable topographic station disk and its position computed. It was not considered a third-order station.

Two skeleton steel survey towers constructed by the Corps of Engineers, Charleston District, were located. They are: HILTON HEAD A (USE) and HILTON HEAD B (USE). These stations will be of value in this and future surveys. The latter tower was under construction with an indefinite completion date at the start of supplemental control work. In order to be certain of identified control to replace TON, 1931 a temporary station, TON 2, was established and identified.

In addition, the following fixed aids to navigation were located by third-order triangulation methods:

BEAUFORT RIVER LIGHT 13 (Map T-10317)
BEAUFORT RIVER LIGHT 17 (Map T-10317)
STATION CREEK DAYBEACON A 19 (Map T-10317)
PORT ROYAL SOUND LIGHT 1 (Map T-10316)
SKULL CREEK ENTRANCE LIGHT 3 (Map T-10316)
SKULL CREEK DAYBEACON 4 (Map T-10316)
SKULL CREEK DAYBEACON 5 (Map T-10316)

4. VERTICAL CONTROL

All tidal bench marks within the limits of these maps were searched for and reported on Form 685.

5. CONTOURS AND DRAINAGE

Contours inapplicable.

Drainage is tidal except for a few ditches which drain cultivated land, swamp and/or marsh.

6. WOODLAND COVER

Woodland cover has been classified in accordance with requirements for topographic maps, reference 5433, Topographic Manual, Part II, as specified by section 14.03 of the Project Instructions.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high-water line has been indicated by symbol in accordance with Fig. 5.22, Topographic Manual, Part II.

Beach erosion has changed the mean high-water line appreciably in many areas since the date of photography, particularly in the vicinity of inlets and on Bay Point on the east side of Port Royal Sound, with the greatest change occurring at Trenchards Inlet.

The mean high-water line was located by reference distances from points of identifiable detail as there were no areas of irregular shoreline requiring location by plane table methods.

The offshore edge of marsh has been indicated, where appropriate, in accordance with Fig. 5.22, Topographic Manual, Part II.

The approximate mean low-water line was indicated by symbol in accordance with Fig. 5.22, Topographic Manual, Part II.

The foreshore along the outside coast, in Port Royal Sound and the eastern shore of Beaufort River is sand. There is some mud foreshore along the southern end of Parris Island in Beaufort and Broad Rivers. The foreshore of Trenchards Inlet is predominantly mud interspersed with areas of sand, sand and mud, sand and shell, or shell. The character of the foreshore has been indicated on the photographs.

Low banks along the Hilton Head shore of Port Royal Sound and the eastern shore of Beaufort River in the vicinity of Fort Fremont are approximately 8 to 10 feet above mean high water.

Fort Fremont gun emplacements and breastworks are approximately 15 feet higher than the surrounding terrain, appearing as a long, flat-topped mound when viewed from seaward. It is recommended that this feature be mapped.

All other structures are adequately covered by the field inspection photographs.

8. OFFSHORE FEATURES

Shoals of Trenchards Inlet, Bay Point and Hilton Head were not actually visited but were inspected from the adjacent shores at, or near, the time of low water.

The approximate low water line has been symbolized on the field photographs. This line was indicated due to the difficulty of positively identifying the mean low water line.

9. LANDMARKS AND AIDS

There are no landmarks now charted on nautical charts. Two new landmarks were located and recommended for charting. One is in Map T-10321 and the other is southwest of Map T-10321.

The following aids to navigation were located by third-order triangulation. Those marked with an asterisk have a no check position and were identified on the photographs in order to obtain a check on the positions by photogrammetric methods:

- Beaufort River Light 13
- * Beaufort River Light 17
- Station Creek Daybeacon A 19
- Port Royal Sound Light 1
- Skull Creek Entrance Light 3
- Skull Creek Daybeacon 4
- * Skull Creek Daybeacon 5

Beaufort River Light 11 had been destroyed and temporarily replaced with a buoy. This aid had not been rebuilt 15 Dec. 1955. Any fixed structure on station as Beaufort River Light 11 is recommended to be located by the hydrographer or by the photogrammetrist attached to the hydrographic party.

10. BOUNDARIES, MONUMENTS AND LINES

The boundary of Parris Island Marine Corps Recruit Depot has been indicated in Maps T-10316 and T-10317 on photograph No. 49389. (See "Special Report, Boundaries, Project 6154".)

11. OTHER CONTROL

The following recoverable topographic stations were established:

T-10319: SICK, UGLY and ZOOM

T-10320: BEAT and HUSK

South of T-10320: COAT (Located by traverse.
See Item 3, this report.)

12. OTHER INTERIOR FEATURES

Buildings and roads were classified in accordance with sections 14.02 and 14.04 of the Project Instructions.

There are no bridges nor cables over navigable water.

A small, seldom-used private landing field is located in Map T-10321. The runways are turf. There are no facilities or supplies of any type available.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project 6154".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

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

Data for Map T-10313 forwarded to the Baltimore District Officer in Pkg. No. 55-43 on 7 November 1955.

Data for Map T-10314 forwarded to the Baltimore District Officer in Pkg. No. 55-41 on 26 October 1955, and Pkg. No. 55-43 on 7 November 1955.

Data for Map T-10315 forwarded to the Baltimore District Officer in Pkg. No. 55-37 on 13 October 1955.

Other Special Reports and Data to be submitted for the project as a whole:

Geographic Names
Coast Pilot
Triangulation for Supplemental Control
Traverse Data

Cards for Recovery of Geodetic Control
Cards for Recovery of Tidal Bench Marks
Forms 567 for Landmarks and Aids to Navigation - both Nautical and Aeronautical

Submitted by:

15 JAN 1956

Isaiah Y. Fitzgerald
Isaiah Y. Fitzgerald
Photogrammetric Engineer

Approved & Forwarded:

15 JAN 1956

J. E. Waugh

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

SCALE FACTOR

- 15 -

COMPILATION REPORT

T-10316

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

31. DELINEATION

The manuscript was delineated by graphic methods.

32. CONTROL

Identification, density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

Annotated copy of A.M.S. Fort Fremont 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.

The term "shell" was used on the field inspection photographs to indicate beach and foreshore classification as well as what appeared to be oyster beds.

Shoreline inspection for the lower part of Daws Island was given on photograph 49437. No low-water line was inspected here however, because this photograph was exposed at 1.4 ft. above low-water. Low water and shoal lines in this area were office interpreted from photograph 49388 in the adjoining flight.

All other low-water and shoal lines were based on data supplied by field inspection.

36. OFFSHORE DETAILS

None.

37. LANDMARKS AND AIDS

There are no landmarks on this survey.

Forms 567 for six aids have been previously submitted.

Two additional aids, Port Royal Sound Light 1 and Skull Creek Daybeacon 4, were plotted from 1955 field positions but were removed from the manuscript upon receipt of Notice to Mariners reporting them destroyed. (See N.M. No. 36, 1956 and No. 8, 1957)

38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junctions have been made and are in agreement with:

T-10311 to the north,

T-10320 to the south,

T-10317 to the east.

There is no contemporary survey to the west.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

The manuscript has been compared with the following maps:

1. A.M.S. Fort Fremont, S.C., quadrangle, scale 1:50,000, published 1948.
2. C. & G. S. Air Photo Compilation T-5135, Hilton Head Island, scale 1:20,000 from photographs of 1933.
3. C. & G. S. Air Photo Compilation T-5210, Parris Island, scale 1:10,000 from photographs of 1933.
4. C. & G. S. Air Photo Compilation T-5211, Skull Creek, scale 1:10,000 from photographs of 1933.

47. COMPARISON WITH NAUTICAL CHARTS

Chart 571, scale 1:40,000, published 10/9/36, revised 3/12/56
and corrected to 8/18/56.

Chart 838, scale 1:40,000, published 3/24/52, revised 6/24/57
and corrected to 7/10/57.

Chart 839, scale 1:40,000, published 1/10/51, revised 10/13/52.

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:


None.

Respectfully submitted
9 March 1959



R. Glaser
Carto. (Photo.)

Approved and forwarded


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

48. GEOGRAPHIC NAME LIST

Bobb Island
Beaufort County
Broad River

Chechessee River

* Daws Island
Dolphin Head

Elliot Cemetery

Hilton Head Island

Intracoastal Waterway

Park Creek

* Parris Island
Parris Island Marine Corps Recruit Depot
Pickney Island
Port Royal Sound

Skull Creek

Whale Branch

* B.G.N. Decisions

George M. Bace
Geographic Names Section
31 August 1959

Notes to the Hydrographer

Maps

T-10316, T-10317, T-10318,
T-10319, T-10320, T-10321

1. Beaufort River Light 11 (No. 3911) had been destroyed and temporarily replaced by a buoy. This buoy was on station during the entire course of field work. Information obtained from the U. S. Coast Guard Depot, Charleston, S. C. indicated that this aid was to be rebuilt but at an indefinite date. It had not been rebuilt in December 1955. Any structure on station as Beaufort River Light 11 was not located by the Photogrammetric Party.

2. Two survey towers on Hilton Head Island, constructed for the Corps of Engineers, were located. They are 60 feet high, of steel pipe construction, with a 2-inch timber floor 4 feet square. Shore current for Shoran gear is not available at either, but both are accessible by truck. These towers are HILTON HEAD A (USE) 1955 and HILTON HEAD B (USE) 1955. They are not intervisible. They are located between the timber line and the beach.

3. Hilton Head Rear Range Lighthouse, now abandoned, is located between these towers, is somewhat higher but does not clear the surrounding timber too well. Shore current would be available.

3-9-59

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T-10316

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

CONTROL STATIONS

1a. 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. Glaser Reviewer Joseph Steinberg Supervisor, Review Section of 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

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland

1 October 1957

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

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

H. F. Deane

Chief of Party.

[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**

M-2836-3

REVIEW REPORT T-10311 thru T-10321
Planimetric
February 16, 1960

62. Comparison with Registered Topographic Surveys

H-535	1:20,000	1855-56
T-611	1:20,000	1856-75
T-809	1:20,000	1859-60
T-839	1:20,000	1859-60
T-840	1:20,000	1859-67
T-1006	1:20,000	1865
T-1070	1:20,000	1868
T-1195	1:20,000	1871
T-3814	1:20,000	1920
T-3815	1:20,000	1920
T-3831	1:20,000	1921
H-3898	1:20,000	1916
T-4608	1:10,000	1931
T-4609	1:10,000	1931
T-6090	1:10,000	1934
T-6091a	1:10,000	1934
T-6092a	1:10,000	1934
T-6100	1:10,000	1934
T-6101	1:10,000	1934
T-6102	1:10,000	1934
T-6133	1:10,000	1934
5135	1:20,000	1934
5187	1:20,000	1934
5188	1:20,000	1934
5209	1:10,000	1934
5210	1:10,000	1934
5211	1:10,000	1934

The above surveys are to be superceded by the manuscripts covered in this report for Nautical Charting.

One area in the vicinity of Trenchards Inlet has changed considerably since the last survey in 1934. Bull Point on the east coast receded about 1200 meters during this 24 year period.

Chart #571 revised in 1958 updates this area.

63. Comparison with Maps of Other Agencies

A.M.S. Fort Fremont	1:50,000	1948
Hilton Head	1:50,000	1948-49
St. Helena Sound	1:50,000	1948

64. Comparison with Contemporary Hydrographic Surveys

There are no recent surveys completed at the time of final review.

65. Comparison with Nautical Charts

T-10312, Chart #571, 1:40,000, October 1936, 11/3/58

Ballast Creek on Parris Island is shown on the chart to be continuous from Broad River to Port Royal Sound at Latitude 32° 20' and Longitude 80° 41' 30".

A paved road over a fill now divides this creek into two separate streams.

A group of piles at the entrance to Archers Creek is not shown on Chart 571 covering this area. These piles were delineated from field inspection.

T-10321

A shallow bluff in the vicinity of Fort Wagner shown on the chart has been ~~eroded~~ and no longer exists.
~~eroded~~

T-10316 and T-10317, Chart #571, 1:40,000, Oct. 1936, 11/3/58
Chart #838, 1:40,000, Mar. 1952, 10/19/59
Chart #839, 1:40,000, Jan. 1951, 10/19/59

OR ROCK GROINS

No indication of the many piers on the south shore of Parris Island can be found. This area is now replete with oyster beds and they may have been removed during this operation.

66. Adequacy of Results and Future Surveys

The following, listed by quadrangle, are incompletions or ambiguities noted during final review.

T-10311

The Marine Corps Boundary which follows the MLWL is incomplete above Latitude 32° 21' 30". The photography covering this area was taken at about high water, consequently, the MLWL could not be delineated.

Some disagreement was noted between the plats in the Special Report on Boundary Investigation on one hand and the field inspection and legal description on the other. The field inspection investigation and the legal description agree it should follow the low water line and this is where it has been delineated.

66. Adequacy of Results and Future Surveys continued

The surveys covered by this report are certified correct as of the date of field inspection. There are, however, some areas where the shoreline is subject to frequent change. These areas were revised from later photography and the MHWL interpreted by office inspection.

T-10317

Shoreline in the vicinity of Bay Point.

T-10318

Shoreline in the vicinity of the entrance to Trenchards Inlet.

T-10319

Shoreline in the vicinity of Pritchards Inlet and Skull Inlet.

T-10321

Shoreline in the vicinity of Fort Wagner

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

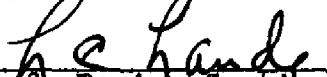
Both of these new instructions were compiled with in the compilation of these manuscripts.

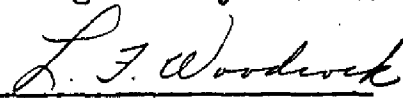
The manuscripts encompassed by this report meet the National Standards of Map Accuracy.

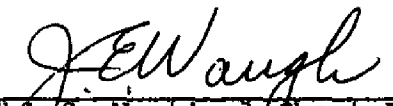
Reviewed by

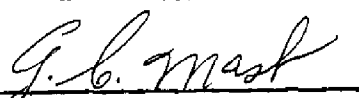

A. K. Heywood

Approved


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 11/24/61
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NAUTICAL CHARTS BRANCH

SURVEY NO. T-10316

Record of Application to Charts

[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.