

10683

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Diag. Cht. No. 1239-2.

Form 504

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Type of Survey ShorelineField No. Ph-5701 Office No. T-10683 and T-10684

## LOCALITY

State South CarolinaGeneral locality Charleston County and Ashley RiverLocality Keivling Creek to Brickyard Creek and Duck Island19 57

## CHIEF OF PARTY

L.W.Swanson, Div. Of Photo. Wash., D.C.

## LIBRARY &amp; ARCHIVES

DATE September 10, 1962

USCOMM-DC 5087

DESCRIPTIVE REPORT - DATA RECORD

T- 10683 & 10684

Project No. (II): **Ph-5701**

Quadrangle Name (IV):

Field Office (II): **Charleston, S.C.**

Chief of Party:

Photogrammetric Office (III): **Washington, D.C.**

Officer-in-Charge: **L. W. Swanson**

Instructions dated (II) (III): **23 August 1957**

Copy filed in Division of  
Photogrammetry (IV)

Method of Compilation (III): **Stereoplanigraph and Kelsh plotter**

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

Stereoscopic Plotting Instrument Scale (III):  
**Stereoplanigraph - 1:15,000**  
**Kelsh - 1:5,000**

Scale Factor (III): **None**

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

**7 Aug 1961**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N. A. 1927**

Vertical Datum (III):

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): **DAVE, 1933**

Lat.:

Long.:

Adjusted  
Unadjusted

Plane Coordinates (IV):

State: **S. Carolina** Zone: **South**

Y= **366,923.20**

X= **2,304,607.37**

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


Inapplicable

Areas contoured by various personnel  
(Show name within area)  
(II) (III)

DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): **Joseph K. Wilson**  
**Sup. Photo Engineer**

Date: **September 1957**

Planetable contouring by (II): **Inapplicable**

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):

**Date of photography - 8-21-57**

Projection and Grids ruled by (IV): **J. R. Haskins**

Date: **8-27-57**

Projection and Grids checked by (IV): **J. B. Phillips**

Date: **8-27-57**

Control plotted by (III): **R. R. Hartley**

Date: **9-20-57**

Control checked by (III): **M. Keller, R. Hartley**

Date: **9-20-57**

Radial Plot or Stereoscopic

Control extension by (III): **Hartley**

Date:

Stereoscopic Instrument compilation (III):  
Planimetry **R. R. Hartley**  
**W. A. Kuncis**  
Contours

Date: **Sept-Oct 1957**

Date:

Manuscript delineated by (III): **V. E. Winans**  
**R. R. Hartley**

Date: **Oct. 1957**

Photogrammetric Office Review by (III):

**K. Maki M. Keller**

Date: **Oct. 1957**

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

**Inapplicable**

Date:



DESCRIPTIVE REPORT - DATA RECORD

U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

Camera (kind or source) (III):

Single-lens "W" Camera - 6" focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
57-W-6410-6415	8/21/57	1010	1:25,000	0.1 above MLW
57-W-6419-6420	8/21/57	1015	1:25,000	0.2 above MLW

Tide (III)

Reference Station: Charleston, S. Carolina  
Subordinate Station: Highway Bridge (2 miles above)  
Subordinate Station: Bees Ferry Bridge

Ratio of Ranges	Mean Range	Spring Range
	5.1	6.0
1.1	5.5	6.5
1.1	5.5	6.5

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Date:

Date:

Date:

Date:

Land Area (Sq. Statute Miles) (III):

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

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

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 42

Recovered: 16

Identified: 17

Number of BMs searched for (II): 0

Recovered:

Identified:

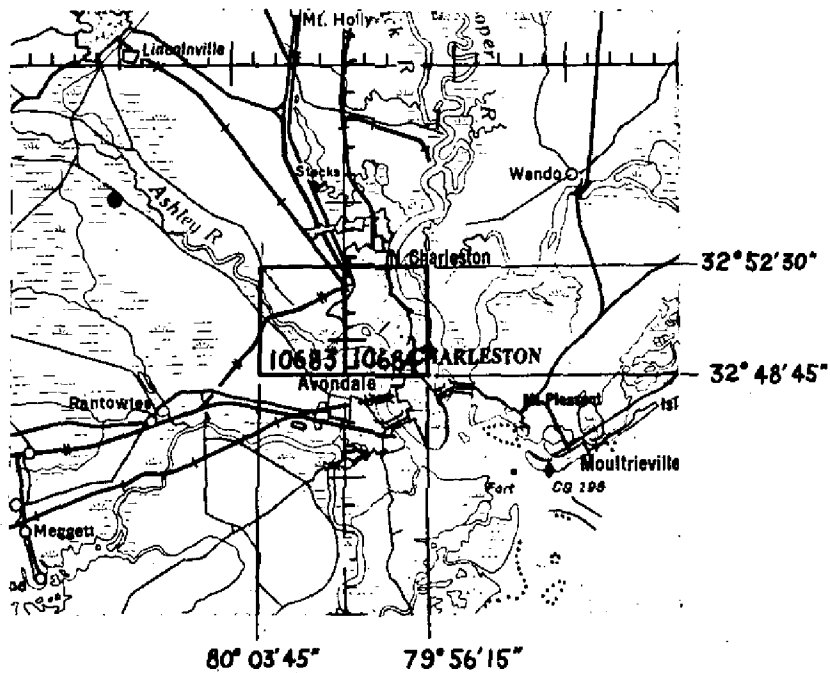
Number of Recoverable Photo Stations established (III): 0

Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

# PLANIMETRIC MAPPING PROJECT 5701

Ashley River, South Carolina



## OFFICIAL MILEAGE FOR COST ACCOUNTS

	<u>AREA SQ. MI.</u>	<u>LIN. MI. SHORELINE</u>
T-10683	15	19
T-10684	12	11
TOTAL	27	30

6

SUMMARY  
TO ACCOMPANY  
SHORELINE MAP MANUSCRIPTS  
T-10683 and T-10684

Subject surveys (2) represent Project PH-5701. They are shoreline surveys of a portion of ASHLEY RIVER, in the vicinity of Charleston, South Carolina.

They were compiled at the Washington Office by Stereo-planigraph and Kelsh Plotter in Sept-Oct 1957, and are based on single-lens photography of Aug. 21, 1957 and field inspection of September 1957. Advanced shoreline information and control was made available in support of hydrographic survey H-8410.

The two map manuscripts will be duly scribed for the reproduction of adequate permanent file copies.

Cronar film positives at the compilation scale of 1:10,000 and the combined Descriptive Report will be registered and filed in the Bureau Archives.

January 1961



FIELD INSPECTION REPORT  
Project Ph-5701  
T-10683 and T-10684  
South Carolina

## 2. AREAL FIELD INSPECTION

This report is submitted for two 3-3/4 minute ~~planimetric~~ *shoreline surveys* maps. The maps cover a survey centered around the north portion of Charleston, which include a part of the Ashley and ~~Cooper Rivers~~.

In accordance with Instructions, the work was limited to only those phases required to provide shoreline and control for hydrography.

Map T-10683 is a sparsely settled section through which the Ashley River flows. There have been few changes in this area for many years.

Map T-10684 covers a great part of the industrial portion of North Charleston. Both the Ashley and ~~Cooper Rivers~~ are *is* included in this area.

The 1957 photographs were of fair quality and most features were easily interpreted.

## 3. HORIZONTAL CONTROL

The recovery of horizontal control was limited to only those specific stations for identification purposes as indicated on the special horizontal control diagram furnished by the Washington Office.

During the course of the field work, it was found that the field inspector could not recover and identify all control as indicated on the special control diagram. The writer contacted the Chief, Operations Branch and the control requirements were revised to fit existing conditions.

None of the South Carolina Geodetic Survey stations could be recovered. Other stations, located nearby along the Ashley River, were recovered and identified in their place.

The following stations are reported on form 526 as "destroyed", "lost", or "not recovered":



CEDAR, 1933  
 CHARLESTON NAVY YARD NORTH RADIO TOWER, 1932  
 CHARLESTON NAVY YARD SOUTH RADIO TOWER, 1933  
 JENKINS, 1933  
 NAVY YARD OIL TANK, 1933  
 OAK, 1889  
 R.P. 2C(USE), 1933  
 R.P. 3C(USE), 1933  
 TOWER BEACON, 1933  
 TOWER(USE), 1933  
 CT 754(S.C. GEOD. SUR.) through CT 765  
 CT 851(S.C. GEOD. SUR.) through CT 854

Two stations, which were identified for control and have been listed in the above paragraph as not found, are OAK, 1889 and CEDAR, 1933. Station CEDAR, 1933 is destroyed. R.M. 2 was recovered and the lower portion of the monument at R.M. 1 was believed recovered, therefore the identification of this station has been shown as doubtful. Station OAK, 1889 was not actually recovered. The old stand was found with its legs intact and also a reference tree. The identification has been shown as doubtful, however it is felt that the point occupied is within a few inches of the true position.

No supplemental control was established.

There were no stations recovered, which were established by other agencies.

#### 4. VERTICAL CONTROL

There were no tidal bench marks recovered.

#### 5. CONTOURING AND DRAINAGE

The contouring is inapplicable.

No attempt was made to delineate the drainage at this time.

#### 6. WOODLAND COVER

The woodland cover, along the rivers, has been classified in accordance with the Topographic Manual.

#### 7. SHORELINE AND ALONGSHORE FEATURES

Most of the shoreline along the Ashley and Cooper Rivers is apparent. The mean high-water line was determined from visual inspection.

The approximate low-water line has been shown in many places, especially since the photographs were flown near the stage of low-water.

The foreshore is composed of mud and shell. There are no steep bluffs or cliffs.

Three submerged cables (one power, one communication and one pipe line) have been shown on the photographs

#### 8. OFFSHORE FEATURES

Several piling, wrecks and dolphins have been shown in both the Ashley and Cooper Rivers. No other offshore features were noted.

#### 9. LANDMARKS AND AIDS

A thorough inspection of landmarks for nautical charts was made. Several previously charted landmarks have been razed and are recommended for deletion. Several new landmarks are recommended for charting. Form 567 is submitted for each.

All fixed aids to navigation were identified by the direct method on the 1:10,000 scale photographs. One form M-2226-12 is submitted for Ashley River Daybeacon 24, as it was very difficult to identify on the photograph. Form 567 is submitted for each aid.

There are no aeronautical aids or interior landmarks recommended.

#### 10. BOUNDARIES, MONUMENTS AND LINES

In accordance with my telephone conversation with the Chief, Operations Branch, no attempt has been made to show the boundaries. However, a map of Charleston and the Charleston Naval Shipyard are enclosed with the data for these maps.

#### 11. OTHER CONTROL

There were no topographic stations or photo-hydro control established.

#### 12. OTHER INTERIOR FEATURES

The clearances of two bridges, crossing the Ashley River, have been shown. The Ashley River Bridge on South Carolina State Highway 7 is a new fixed bridge. The clearances measured are: horizontal clearance 118.0 feet, vertical clearance 50.0 feet. It was measured as 56.0 feet vertical clearance at 2:30 P.M. EST on 9-7-57. The clearances for the Atlantic Coast Line Railroad bascule bridge on the Ashley river are: horizontal clearance 60.0 feet, vertical clearance of 3.5 feet. It was measured as 8.2 feet at 12:10 P.M. EST on 9-7-57. The bridge book shows a horizontal clearance of 60.0 feet and a vertical clearance of 2.8 feet.

The vertical clearance of the overhead power cable at the Atlantic Coast Line Railroad is 60.0 feet. It was measured from

ground elevations and not from the tide. It is to be noted that this is a new power line crossing and not the same clearance as shown on chart 1239. The old power line has been abandoned.

The field inspection of roads, houses and cultural features was done only along the shoreline in accordance with Project Instructions.

### 13. GEOGRAPHIC NAMES

There were no name discrepancies noted during field operations. An investigation was not made in accordance with Project Instructions.

### 14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Two maps of Charleston and Charleston Naval Shipyards are submitted to assist in the compilation.

Transmittal of original form 526 to Division of Geodesy will be done at a later date.

Submitted by:  
19 September 1957

*Joseph K. Wilson*  
Joseph K. Wilson  
Sup. Photo Engineer

//

PHOTOGRAMMETRIC PLOT REPORT  
T-10683 & T-10684 PH-5701  
Ashley River, South Carolina  
Scale 1:16,000

GENERAL

A stereobridge was run on this project in order to verify the positions of navigational aids and map detail previously established by setting individual models to control on the stereoplanigraph and Kelsh plotters. Refer to item No. 31 of the Compilation Report. The results of the stereobridge showed close agreement with the original plot along the shoreline areas. Differences up to approximately 1.0mm occurred in the interior east and southwest areas of T-10684. No differences occurred between positions on T-10683 and the corresponding stereobridge located positions.

22. METHOD

One stereobridge consisting of six models, 57W-6410 thru 6416, and one, consisting of two models 57W-6423 thru 6425 was run. The first bridge was adjusted by IBM methods and the second bridge was computed on a straight line adjustment.

23. ADEQUACY OF CONTROL

Horizontal control was adequate. All triangulation stations were held with the exception of SS Cedar, R. M. 2 which fell 0.6mm to the northeast of the plotted position. Recovery for this station was doubtful, as stated by the field man, due to destruction of R. M. 1.

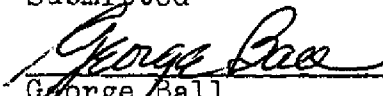
24. SUPPLEMENTAL DATA

None

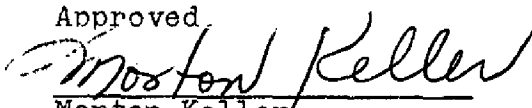
25. PHOTOGRAPHY

Photography was adequate.

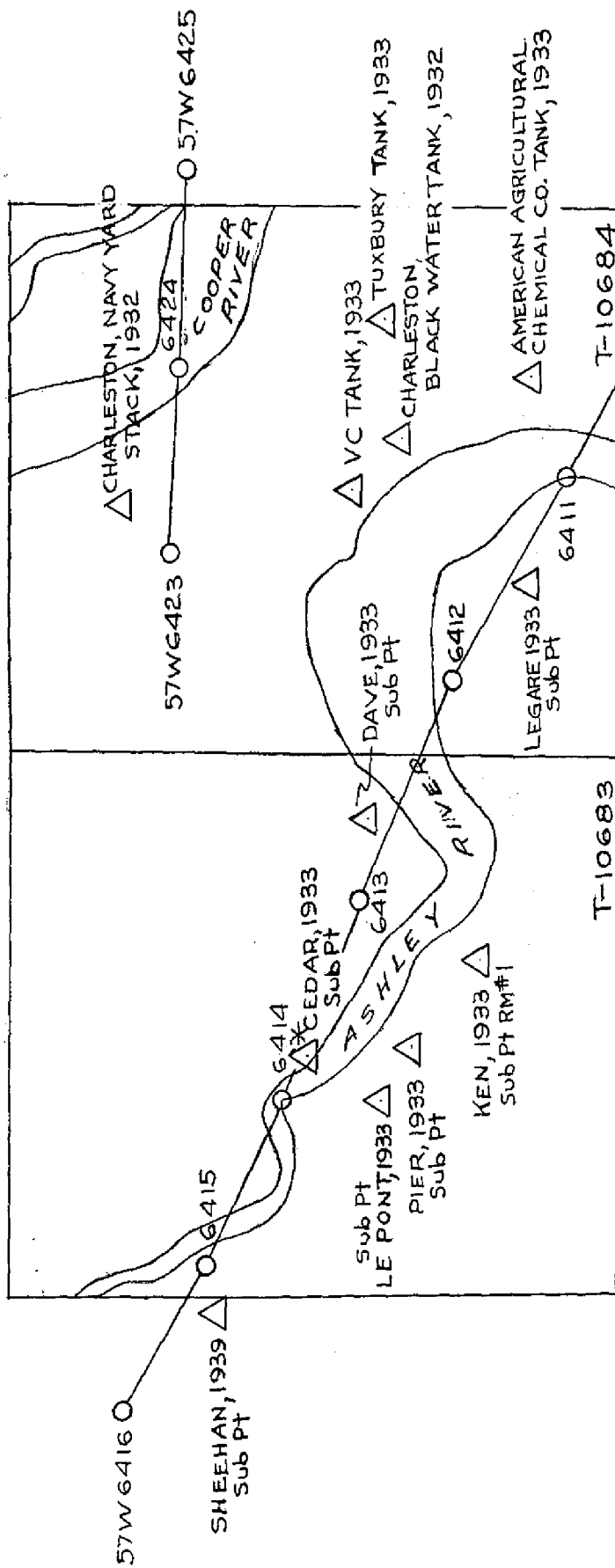
Submitted

  
George Ball  
Cartographer (Photo)

Approved

  
Morton Keller  
Supervisory Cartographer  
(Photo)





PHOTOGRAMMETRIC PLOT

PH-5701

ASHLEY RIVER, S.C.

SCALE 1:10,000

All triangulation field identified  
 \* - Δ not held in stereobridge

APRIL, 1958

2

MAP T-10683-10684 PROJECT NO. 5701 SCALE OF MAP 1:10,000 SCALE FACTOR

PROJECT NO. 5701

SCALE OF MAP..... 1:10,000

SCALE FACTOR

[illegible]

1 FT. = .3048006 METER	C. Theurer	DATE	9/19/57	CHECKED BY:	C. Theurer	DATE	9/19/57
COMPUTED BY:	R. Hartley						

MAP T-10683-10684 PROJECT NO. 5701 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	EASTING OR X COORDINATE NORTHING OR Y 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
Sheehay, 1933	Pg 38 203-94	N.A. 1927	2 287 226.19 372 442.68	2226 2443	2774 2557		10683
S S Sheehay		"	2 287 013.86 372 348.45	2014 2348	2986 2652		10683
Shark, 1933	Pg 38 203-79	"	2 287 916.91 377 879.71	2917 2880	2083 2120		10683
S S Shark		"	2 287 904.52 377 945.04	2905 2945	2095 2055		10683
Pier, 1933	Pg 38 203-100	"	2 296 765.47 365 352.44	1765 352	3235 4648		10683
S S Pier		"	2 296 664.44 365 323.47	1664 323	3336 4677		10683
Cedar, 1933	Pg 38 203-67	"	2 296 217.08 369 344.70	1217 4345	3783 655		10683
Cedar RM #2		"	2 296 286.52 369 361.64	1287 4362	3713 638		10683
S S Cedar RM #2		"	2 296 193.93 369 471.01	1194 4471	3806 529		10683
Dave, 1933	Pg 37 203-65	"	2 304 607.37 366 923.20	1607 1923	393 3077		10683
S S Dave		"	2 304 596.00 366 909.38	1496 1909	404 3091		10683

1 FT. = 3048006 METER  
COMPUTED BY: C. Theurer  
R. Hartley  
DATE 9/19/57  
CHECKED BY: M. Keller  
C. Theurer  
DATE 9/19/57  
M-23882

MAP T. 10683-10684 PROJECT NO. 5701 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR X-COORDINATE LONGITUDE OR Y-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	Manuscript T- FACTORS OF PROJECTION (FROM GRID OR PROJECTION LINE IN METERS) -FORWARD (BACK)
Oak, 1889	Pg 37 203-148	N.A. 1927	2 328 081.43 / 373 814.93 /	3081 1919 3815 1185			10684
S S Oak		"	2 328 066.13 / 373 782.45 /	3066 1934 3782 1218			10684
Fest, 1933	Pg 38 203-69	"	2 289 915.05 / 374 348.31 /	4915 85 4348 652			10683
S S Fest		"	2 289 963.78 / 374 414.26 /	4964 36 4414 586			10683
Le Pont, 1933	Pg 38 203-96	"	2 294 869.80 / 366 553.21 /	4870 130 1553 3447			10683
S S Le Pont		"	2 294 921.56 / 366 451.86 /	4922 78 1452 3548			10683
Ken, 1933	Pg 37 203-71	"	2 299 957.98 / 362 715.45 /	4958 42 2715 2285			10683
Ken R M #1		"	2 299 972.39 / 362 658.70 /	4972 28 2659 2341			10683
S S Ken R M #1		"	2 299 849.89 / 362 560.51 /	4850 150 2561 2439			10683
Citadel, 1932-33	Pg 12 203-4, 175	"	2 318 783.97 / 352 018.53 /	3784 1216 2019 2981			10684
S S Citadel		"	2 318 799.46 / 352 226.86 /	3799 1201 2227 2773			10684

1 FT. = 3048006 METER  
COMPUTED BY: C. Theurer  
R. Hartley  
DATE 9/19/57  
CHECKED BY: C. Theurer  
M. Keller  
DATE 9/19/57  
M. 2388-12

## Compilation Report T-10683 and T-10684

31. Delineation:

Delineation was done using the stereoplanigraph and Kelsh plotter. Model 6410-6411 was set on the stereoplanigraph, and after detailing, pass points were dropped to help control models on both sides. Model 6411-6412 was also delineated on the stereoplanigraph. The remainder of the delineation was done on the Kelsh plotter. Because of the sun reflection on model 6415-6416, the model 6419-6420 was used instead.

Only the immediate shoreline of Ashley River was delineated.

A discrepancy overlay has been submitted for questionable areas.

32. Control:

Control was adequate and all stations held with the exception of Sub. Pt. CEDAR RM2, 1935. Field identification of this station was doubtful (see field report). The field identified point fell 0.9 mm. to the northeast of the plotted position.

33. Supplemental Data:

U. S. G. S. quads Charleston, South Carolina, and Johns Island, South Carolina, scale 1:24,000 edition of 1948 were used for leveling.

34. Contours and Drainage:

Inapplicable.

35. Shoreline and Alongshore Details:

A mud line rather than the field identified low water line has been shown. The photographs were taken at 1.0 foot above low water and the edge of mud was a clearly defined line. Field inspection of the low water line was very spotty and those areas appeared, in the instruments, to be covered by water.

Except for the above, and items mentioned on discrepancy overlay, the shoreline inspection was adequate.

36. Offshore Details:

No comment.

37. Landmarks and Aids:

The positions of all the daybeacons were located in the stereoplanigraph based on the field identified positions with the following exceptions. Daybeacons 19 and 31 were not visible in the stereoplanigraph and were pricked on the manuscripts directly from the field photos after orienting the photos to the shoreline pass points. The office position of Daybeacon 22 differs from that as pricked by the field party. Daybeacon 29 was not field identified and has not been shown. These have been noted on the discrepancy overlay. \*Form 567 has not been received from the field.

\*Form 567 has been completed and submitted to the Nautical Chart Branch April, 1958. The positions of Daybn 19 and 22 is not in agreement with that of hydrographic surveys. Hydrographic survey positions accepted as they have been verified by check angles and sdg, lines were developed normally. Photo identification may be in error or aids may have been moved since date of photography. *R.H. hr.*

38. Control for Future Surveys:

Shoreline pass points have been located to be used by field party in selecting hydro stations.

39. Junctions:

T-10683 is to the east of T-10683 and there are no other contemporary surveys.

40. Horizontal and Vertical Accuracy:

No comment.

46. Comparison with Existing Maps:

No comparisons has been made at this time.

47. Comparison with Nautical Charts:

No comparisons have been made at this time.

## 48. See Geographic Names list, a part of this report.

Submitted 11 October, 1957

*Ruth R. Hartley*  
Ruth Hartley

Approved:

*Morton Keller*

Morton Keller

Supervisory Cartographer

SUPPLEMENT TO COMPILATION REPORT  
T-10683 and T-10684

Map T-10684 was redelineated due to shifts in datum as indicated by the results of the stereobridge. Position of shoreline detail on the recompilation remained practically on the same datum, shifting only about 0.1 or 0.2mm. Detail in the southwest area of T-10684 shifted about 0.5-1.0mm.

Hydrographic surveys were not affected to any great extent by these shifts in datum, with the exception of several random aids, since changes in position were restricted to interior detail. However, the new compilation should be used for the smooth plotting operation.

Positions of all aids to navigation and landmarks were derived as part of the bridging computation process and were submitted to the Nautical Chart Branch on Form No. 567. A copy of Form 567 is included in this Descriptive Report.

Submitted

*K. N. Maki*

K. N. Maki  
Supervisory Cartographer  
(Photo)



DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~OR~~ LANDMARKS FOR CHARTSTO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Charleston, South Carolina 9 September 1957

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

The positions given have been checked after listing by Matthew A. Stewart

Joseph K. Wilson

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE *	LONGITUDE *		DATUM						
				° ' "	D. M. METERS	° ' "	D. P. METERS						
	X 1104	Ashley River Daybeacon 10		32 48.1	656.8	79 58.2	370.7	N.A. 1927	Photo 10684	1957	X		L70
	X 1105	Ashley River Daybeacon 16		32 49.7	1240.6	79 57.9	1425.5	"	"	"	X		L70
	X	Ashley River Daybeacon 17		32 49.8	1568.6	79 58.1	191.6	"	"	"	X		L70
	X 1208	Ashley River Daybeacon 18		32 50.0	30.2	79 58.2	242.4	"	"	"	X		L70
	X 1209	Ashley River Daybeacon 19 *		32 50.1	1759.9	79 58.3	364.3	"	"	"	X		L70
	X	Ashley River Daybeacon 20		32 50.2	409.0	79 58.4	851.2	"	"	"	X		L70
	X 1211	Ashley River Daybeacon 21		32 50.3	166.8	79 58.5	873.0	"	"	"	X		L70
	X 1212	Ashley River Daybeacon 22 *		32 50.4	459.9	79 58.6	1178.0	"	"	"	X		L70
	X Photo 1507	Ashley River Daybeacon 24		32 50.5	347.3	79 59.7	1119.5	"	"	"	X		L70
		Ashley River Daybeacon 26		32 49.8	1635.6	80 00.1	544.2	"	Photo 10683	"	X		L70
		Ashley River Daybeacon 28		32 49.7	1313.8	80 00.3	1076.0	"	"	"	X		L70
		Ashley River Daybeacon 31		32 50.1	616.5	80 02.9	57.9	"	"	"	X		L239
	X 1009	Shipyard Creek Channel 2		32 49.8	1468.0	79 56.3	251.9	"	Photo 10684	"	X		L70
	X 1010	Shipyard Creek Channel 4		32 49.9	1516.0	79 56.4	567.5	"	"	"	X		L70

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

\* See note under item 37, Compilation Report.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Charleston, South Carolina 9 September 57

**STRIKE OUT ONE**

TO BE CHARTED  
TO BE DELETED

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

The positions given have been checked after listing by

Matthew A. Stewart

Joseph E. Wilson

*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.



DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

TO BE DELETED

Charleston, South Carolina 9 September, 19 57

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

The positions given have been checked after listing by \_\_\_\_\_

Joseph K. Wilson

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE *		LONGITUDE *		DATUM							
				°	'	D.M. METERS	°		'						
	TANK	(American Agr. Chem. Co. Tank, 1933) (ELEV) ht 150 (160) ft.		32	49	506.1	79	57	585.3	N.A. 1927	Tri.	1933	X	X	470 1239
	STACK	Esso-Standard Oil Co. Stack ht 170 (180) ft.		32	49	591.7	79	56	1484.8	"	Photo 10684	1957	X	X	470 1239
	TANK	(ELEV) Roster Fertilizer Co. Water Tank ht 150 (160) ft.		32	49	1145.0	79	56	566.0	"	"	"	X	X	470 1239
	TANK	(ELEV) Sullivan Fertilizer Co. Water Tank ht 120 (131) ft.		32	49	1175.4	79	56	827.3	"	"	"	X	X	470 1239
	STACK	North Street Lumber Co. Stack (easterly of two) ht 80 (87) ft.		32	50	17.2	79	56	1029.0	"	"	"	X	X	470 1239
	STACK	Virginia-South Carolina Chem. Corp. Stack ht 130 (136) ft.		32	50	1846.5	79	56	1515.0	"	"	"	X	X	470 1239
	TANK	(ELEV) (Tuxbury Tank, 1933) ht 170 (182) ft.		32	50	169.0	79	57	1306.5	"	Tri.	1932	X	X	470 1239
	TANK	(ELEV) (V.O. Tank, 1933) ht 135 (147) ft.		32	50	513.7	79	57	29.5	"	"	1933	X	X	470 1239
	TANK	Pittsburg Metallurgical Co. Stack ht 100 (109) ft.		32	50	717.5	79	58	236.1	"	"	1933	X	X	470 1239
	STACK	S.C. Electric & Gas Co. Radio Tower ht 200 (212) ft.		32	50	373.1	79	56	1418.8	"	Photo 10684	1957	X	X	470 1239
	RADIO TOWER	T.M. Radio Tower (easterly of two) ht 220 (235) ft.		32	49	1275.0	79	57	1344.3	"	"	"	X	X	470 1239
	RADIO TOWER	T.M. Radio Tower (westerly of two) ht 200 (212) ft.		32	49	633.4	79	56	1234.1	"	"	"	X	X	470 1239
	RADIO TOWER	V.O.S.O. Radio Tower (easterly of three) ht 230 (256) ft.		32	49	647.8	79	56	1302.2	"	"	"	X	X	470 1239
	RADIO TOWER	Radio Tower (easterly of three) ht 230 (256) ft.		32	49	804.5	80	00	211.5	"	"	"	X	X	470 1239

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



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE

Charleston, South Carolina 9 September 1957

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

The positions given have been checked after listing by

Joseph H. Wilson

*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



T-10683

48. GEOGRAPHIC NAME LIST

Ashley River  
Atlantic Coast Line

Brickyard Creek  
Bulls Creek

Church Creek  
Cowhead Reach

Drayton

Koivling Creek

West Marsh Island

*George M. Ball*  
GEOGRAPHIC NAMES SECTION  
28 NOVEMBER 1960

T-10684

48. GEOGRAPHIC NAME LIST

Accabee Flats  
Ashley River

Duck Island  
Duck Island Channel

East Marsh Island

Orangegrove Creek

Sisters Rocks

*George M. Bee*  
GEOGRAPHIC NAMES SECTION  
28 NOVEMBER 1960

REVIEW REPORT OF  
SHORELINE MAP MANUSCRIPTS T-10683 and T-10684  
November 1960

62. Comparison with Registered Topographic Surveys:

T-1975	1:10,000	1890
T-2164	1:10,000	1894
T-2165	1:10,000	1894-95
T-2166	1:10,000	1894
T-2167	1:10,000	1894
T-3854	1:20,000	1921
T-5157	1:20,000	1934
T-5176	1:10,000	1934
T-5179	1:10,000	1934
T-6069	1:10,000	1934
T-6070	1:10,000	1934
T-6071	1:10,000	1934

There are minor shoreline--but extensive culture--changes in subject area since the surveys of 1934. T-10683 and T-10684 are to supersede above-listed surveys of common area and detail for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

CHARLESTON, S.C.	1:24,000	1958	U. S. Geological Sur.
JOHNS ISLAND, S.C.	1:24,000	1958	U.S. Geological Sur.

The shoreline, shapes of island and the drainage pattern adjacent to shore are more intricately detailed on subject surveys, than on the Geological Survey's topographic quadrangles as listed. Other features appear in good agreement

64. Comparison with Contemporary Hydrographic Surveys:

H-8410	1:10,000	1957
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Advance shoreline information and control of subject surveys was furnished in support of hydrographic survey H-8410. With the exception of daybeacons No. 19 and No. 22, there is good agreement between these surveys. For clarification of the different positions of the two stated daybeacons see item No. 37 of the Compilation Report - page 17.

- 2 -

65. Comparison with Nautical Charts:

470	1:20,000	Revised to 5/16/60
1239	1:80,000	" " 9/5/60

The different positions of day beacons No. 19 and No. 22 (as stated under item 64) are the only disagreements in this comparison.

66. Adequacy of Results and Future Surveys:

Subject surveys were compiled according to instructions and at the conclusion of the Washington Office Review appear accurate and adequate for the requirements of a shoreline survey.

Reviewed by:

*Joseph J. Streifler*  
Joseph J. Streifler

Approved:

*L. A. Lande*  
Chief, Review & Drafting Sect.  
 Photogrammetry Division

*Marvin T. Paulson*  
Chief, Nautical Chart  
 Division

*J. E. Waugh 9/7/62*  
Chief, Photogrammetry Division

*Max Skellett*  
Chief, Operations  
 Division

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-10683 & T-10684

## Record of Application to Charts

[illegible]

M-2169-1

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.