

11120

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Diag. Cht. Nos. 1239-2 & 1240-2 Insert.

<small>Form 504</small> U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey <u>Topographic</u>	
Field No. <u>Ph-81</u>	Office No. <u>T-11120</u>
LOCALITY	
State <u>South Carolina</u>	
General locality <u>South Edisto River</u>	
Locality <u>Willtown Bluff</u>	
<u>1952-60</u>	
CHIEF OF PARTY	
<u>J.E. Waugh, Photogrammetric Party No. 1</u>	
<u>W.F. Deane, Baltimore Dist. Officer</u>	
LIBRARY & ARCHIVES	
DATE <u>May 1964</u>	

USCOMM-DC 5087

11120

DATA RECORD

T - 11120

Project No. (II): 6034 (Ph-81) Quadrangle Name (IV):

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

Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: Wm. F. Deane

Instructions dated (II) (III): Field, dated 10/19/53

Copy filed in Division of
Photogrammetry (IV)

Field Amendment I, dated 12/2/54

Letter to CDR J. E. Waugh, 731-mk1, dated 11/22/54

Letter from Acting Chief, Operations Branch to

Chief, Photogrammetry Division, dated 1/19/55

Office, 11 August 1955

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

JUN 17 1958

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

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): WILLETOWN, 1932

Lat.: 32° 41' 09.845" (303.6m) Long.: 80° 24' 23.196" (604.3m)

Adjusted
~~303.6m~~

Plane Coordinates (IV):

State: So. Car.

Zone: South

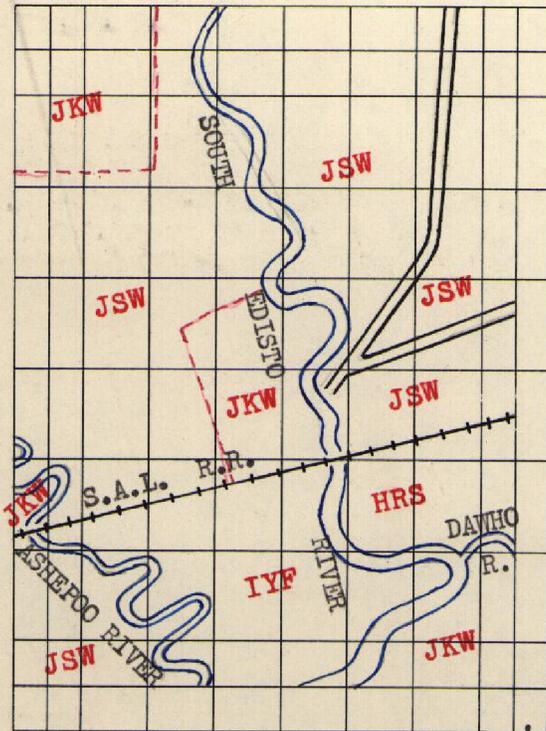
Y=

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.

80°-30'0
32°-45'0



32°-37'5

80°-22'5

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

DATA RECORD

	E. T. Ogilby	Dec. 1953, Jan. 1954
	B. F. Lampton	Jan. 1954
Field Inspection by (II):	H. R. Spies	Date: Jan. 1955
	J. S. Winter	Mar.-July 1955
	J. K. Wilson	June 1955
	I. Y. Fitzgerald	July 1955
Planetable contouring by (II):	H. R. Spies	Date: Jan. 1955
	J. S. Winter	Mar.-July 1955
	J. K. Wilson	June 1955
	I. Y. Fitzgerald	July 1955
Completion Surveys by (II):		Date:

G. E. VARNADOE

AUG. 1960

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

Photographs dated March 1952 - Field inspection supplemented by office interpretation.

Projection and Grids ruled by (IV): A. Riley Date: 7/13/55

Projection and Grids checked by (IV): A. Riley Date: 7/14/55

Control plotted by (III): D. Williams Date: 9/8/55

Control checked by (III): B. Kurs Date: 9/12/55

Radial Plot ~~or Stereoscopic~~ Control extension by (III): E. L. Williams Date: 6/24/57

Stereoscopic Instrument compilation (III): Planimetry Date:

Contours Date:

Manuscript delineated by (III): B. Wilson Date: 24 March 1958

Photogrammetric Office Review by (III): R. Glaser Date: 4/10/58

Elevations on Manuscript checked by (II) (III): R. Glaser Date: 4/10/58

Camera (kind or source) (III): **Nine-lens**

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
35530 thru 35534	3/15/52	1118	1:10,000	1.1 above MLW
35538 thru 35543	"	1132	"	1.3 " "
35661 thru 35662	3/16/52	0936	"	2.8 " "
35677 thru 35681	"	1039	"	5.2 " "
35687 thru 35689	"	1052	"	4.7 " "
35745	"	1155	"	5.5 " "

Tide (III)
From Predicted Tables

Reference Station: Savannah River Entrance
 Subordinate Station: Jacksonboro Ferry
 Subordinate Station: Dawho River Entrance

Ratio of Ranges	Mean Range	Spring Range
	6.9	8.1
→	1.9	2.2
→	6.3	7.4

Washington Office Review by (IV): **S.G. BLANKENBAKER**

Date: **MAY 1963**

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **56**

Shoreline (More than 200 meters to opposite shore) (III): **18 mi.**

Shoreline (Less than 200 meters to opposite shore) (III): **42 mi.**

Control Leveling - Miles (II): **67**

Number of Triangulation Stations searched for (II): **32** Recovered: **17** Identified: **22***

Number of BMs searched for (II): **29**** Recovered: **10** Identified: **3**

Number of Recoverable Photo Stations established (III): **3 AZ MKS**

Number of Temporary Photo Hydro Stations established (III): **None**

Remarks:

* Includes eight points on Green Pond-Wiggins traverse.

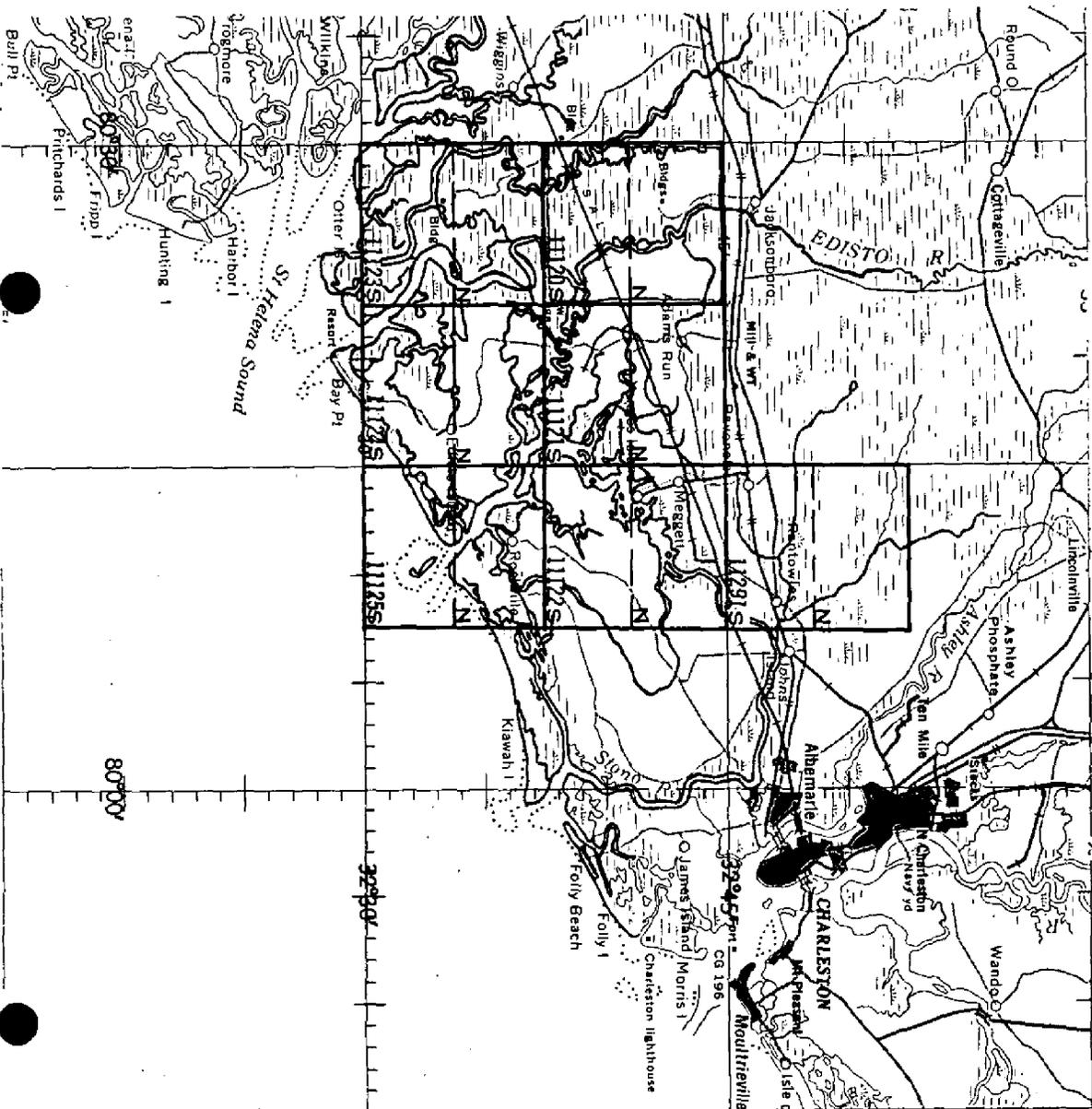
** Includes eighteen S.C.G.S. traverse stations which are also bench marks.

Six of these eighteen were recovered and none were identified as bench marks.

TOPOGRAPHIC MAPPING PROJECT PH-81
 S.C., Vicinity of Edisto River

OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Sq. St. Miles	Lin. Miles Shoreline
11291 N	31	39
S	30	7
11120 N	29	15
S	27	5
11121 N	30	26
S	25	19
11122 N	28	16
S	28	24
11123 N	29	36
S	26	18
11124 N	27	25
S	27	23
11125 N	27	23
S	24	23
TOTALS	363	237



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SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T-11120

T-11120 is one of 7 similar maps in Project PH-81. This project, comprised of topographic maps, covers the South Carolina coastline southwest of Charleston from the mouth of the North Edisto River southwesterly to Ashe Island on the north shore of St. Helena Sound. The project area extends inland, 15 miles in the central and western sections and 20 miles in the eastern section, covering the Intra-Coastal Waterway from the confluence of the Stone River and Rantowles Creek (8 miles west of Charleston) southwest to St. Helena Sound.

Field work in advance of compilation included the following operations:

- a. Recovery and/or establishment of horizontal and vertical control.
- b. Shoreline and interior inspection for interpretation of the photographs.
- c. The location and/or identification of aids to navigation and landmarks.
- d. Planetable contouring on the photographs.
- e. Geographic names, Coast Pilot and Political Boundaries investigation.

Vertical accuracy tests were run during field inspection.

This is a graphic compilation project. The radial plots were assembled and the manuscripts compiled in the Baltimore Office. Compilation was by half quads (north and south) at 1:10,000 scale.

A complete project field edit was accomplished in 1960. Vertical accuracy tests were run during field edit.

Photographs used for radial plotting and compilation are listed in the data records of the Descriptive Reports. Field inspection reports and field edit reports included as parts of the Descriptive Reports for each map include lists of photographs used in field work.

The maps will be published as standard 1:24,000 scale topographic quadrangles by the Geological Survey.

Items registered under T-111 20 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Crenar" and a lithographic print in colors of the published Geological Survey quadrangle.

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FIELD INSPECTION REPORT
Project 6034 (Ph-81)
Quadrangle T-11120

2. AREAL FIELD INSPECTION

The area is crossed in a generally northwest to southeast direction by the Ashepoo and South Edisto Rivers with the major part of the area lying between them. Approximately two-thirds of the area is either swamp or marsh.

Except for that portion east of the South Edisto River and north of the Dawho River, the fast land is composed of islands surrounded entirely by marsh and/or swamp, and by marsh and water.

Good roads, state maintained west of the Ashepoo and South Edisto Rivers, and county maintained east of the South Edisto River, furnish access to all of the area, except that between the two rivers south of Cattle Island and north of the Seaboard Air Line Railroad.

The Seaboard Air Line Railroad crosses the southern part of the area in an east-west direction. No local freight or passenger service is furnished. Timber and timber products are loaded at, and shipped from, Airy Hall, formerly known as Ashepoo Siding.

Practically all cleared arable land is devoted to truck farming or cattle grazing. The former, along with pulp wood and other timber products are the chief sources of income in the area.

Photographic interpretation presented no difficulty since the photographs were of good quality.

Land under cultivation is drained by a series of small parallel ditches which in turn drain into larger ditches carrying ground water runoff to natural streams, swamp and/or marsh. The larger collection ditches are the only ones to be mapped and have been indicated by field inspection notes. The smaller ditches are extremely numerous and of a relatively temporary nature. Examination of the photographs in the southwest corner of map T-11122 () shows these ditches in one field running in a generally northeast to southwest direction on photographs of one year, and in a northwest to southeast direction on photographs taken the following year.

There are abandoned rice fields along both banks of the South Edisto River, particularly in the vicinity of Willtown Bluff. These fields are readily discernible due to their systems of ditches and

dikes. Some of these fields have been reclaimed and either placed under cultivation or used as grazing land. The reclaimed fields under cultivation are of a lighter tone than those used for graze or those which have not been reclaimed. The reclaimed fields used for graze have the same appearance on the photographs as ordinary marsh.

A large area lying between the two rivers previously mentioned and generally north of the railroad is swamp and marsh. Along the perimeter of this area adjacent to the rivers and tidal creeks, there is the normal tidal marsh. Just inshore of this marsh there is sometimes a narrow band of fresh marsh characterized by a smooth, almost white tone or a mottled light gray tone. The former is covered by a growth of low grass and the latter by a growth of higher grass and scattered low bushes. Both are of approximately the same elevation and covered by fresh or slightly brackish water regardless of the stage of tide. Inshore of this, and sometimes immediately adjacent to the tidal marsh, there is swamp, generally covered by a dense growth of relatively low bushes and intertwining vines. This is known locally as "ti-ti" and shows a mottled medium to dark gray tone. It is usually of such a density as to be impenetrable and will support a man walking across the top of the dense growth. The "ti-ti" covered swamp is flooded as is the adjoining marsh as previously discussed. It sometimes has scattered, higher gum or cypress trees.

An area of marsh immediately adjacent to and southwest of Pine Island appears as a medium gray tone similar to the swamp, but it has a smooth texture. The medium gray tone of the marsh in this particular area results from a burned-over area.

The entire area is underlain for some depth by a good quality of peat. Operations for removal of this peat in commercial quantities have been started south of the Seaboard Air Line Railroad in the vicinity of Fenwick.

The procedure is to dig ditches to lower the water level; then the dense growth is cleared and the surface loosened by plowing. After a period of sun drying the dried peat is removed and the plowing is repeated. This cycle is continued until the water level is reached.

As the peat is removed to water level, more ditches will be dug and more area cleared. Consequently, because of the continuing and expanding operations the field editor will need to inspect the area for changes.

An area along the west bank of the South Edisto River and north of the railroad has been enclosed by repairing old dikes and con-

struction of new dikes. It is composed of marsh and abandoned rice fields. The area is a migratory water fowl shooting preserve. A system of ditches and floodgates permits either flooding or draining at will. In practice, the area is drained in early spring to permit growth of feed for water-fowl. In late summer at the end of the growing season, and just prior to start of migration of water-fowl, the area is flooded.

Because of the natural character of the area and the practice of periodic flooding it is recommended that the area be mapped as marsh.

The field editor should investigate the following:

1. The area from which peat is being removed, as previously described (photograph 35679).
2. Possible construction of a rail siding along the west bank of the old "Y" in dismantled spur track at Fenwick.

Field inspection notes and contouring appear on the following 1:10,000 scale, nine-lens photographs:

35528, 35530 thru 35533, 35535, 35538 thru 35543, 35660 thru 35662, 35677 thru 35680, 35687 thru 35690, 35745 and 35746

3. HORIZONTAL CONTROL

A traverse from triangulation station Green Pond, 1932, to triangulation station Wiggins, 1932, was run in December 1953 for supplemental control. Field work was done in accordance with Photogrammetry Instructions No. 47, Provisional, dated 20 April 1953, Photogrammetry Instructions No. 47, Addendum No. 1, Provisional, dated 19 August 1953, and Photogrammetry Instructions No. 47, Addendum No. 2, Provisional, dated 15 August 1953.

The following listed stations comprise six pairs of permanently monumented, inter-visible stations established by the above traverse:

- | | |
|-----------------|---------------------|
| AIRY, 1953 | MAYBANK, 1953 |
| AMETTE, 1953 | POCO SABO, 1953 |
| CHEHAW, 1953 | SOCIAL, 1953 |
| CURVE, 1953 | WHITE, 1953 |
| HALL, 1953 | WIGGINS DEPOT, 1953 |
| LAVINGTON, 1953 | ZION, 1953 |

The following is a list of points identified for photogram-
metric control:

Picture Points Nos. 1 thru 4
" " " 6 " 11
GW-22

South Carolina Geodetic Survey second-order traverse stations
CO 409, CT 416 and CT 436 were recovered and identified.

The following is a list of stations reported lost:

U. S. Coast and Geodetic Survey traverse stations:

TANK, 1924 and ZIP, 1924

U. S. Geological Survey traverse stations:

PTS 36 MAC 1917

South Carolina Geodetic Survey traverse stations
established 1934-1937:

CO 406 thru CO 408, CO 410, CT 412 thru
CT 414, and CT 441 thru CT 444

4. VERTICAL CONTROL

The following Coast and Geodetic Survey tidal bench marks were
recovered:

JACKSONBORO BRIDGE, JACKSONBORO LANDING,
EDISTO RIVER, TIDAL BENCH MARK 2

SOUTH EDISTO RIVER, TIDAL BENCH MARKS

1 and 2 — (NOT IDENTIFIED (Close to #1) AKA

Third-order Bench Mark 8 1918 of the U. S. Geological Survey
was recovered.

Sixty-seven miles of wye levels were run for supplemental con-
trol of contouring.

Level points 20-01 through 20-165 were established.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by plane table methods directly on
1:10,000 scale field photographs.

Elevation ranges up to forty-five feet above mean sea level.

All checked elevations were shown in violet ink and unchecked elevations in black ink.

Elevations of dikes on the west bank of the South Edisto River were determined by hand level from the water surface corrected for stage of tide from predicted tides of the "Tide Tables, East Coast, North and South America, 1955".

Elevations of islands in the marsh along the Ashepoo River and Deer Creek were determined by the same method except that these elevations were corrected from readings made every 15 minutes on a tide staff connected to Brickyard Ferry, Ashepoo River, Tidal Bench Mark 1 (1934).

Drainage is chiefly tidal into the Ashepoo and South Edisto Rivers.

6. WOODLAND COVER

Woodland cover has been classified by appropriate field inspection notes on representative areas throughout the map.

7. SHORELINE AND ALONGSHORE FEATURES

The major part of the high water line is the offshore edge of marsh. There are some sections of fast shoreline along the rivers and tidal creeks. These are adequately covered by field inspection notes on the photograph and of no practical significance except for Willtown Bluff, as discussed in a following paragraph.

Due to the steep slopes of the banks of the streams the mean low water line is synonymous with the mean high water line or the offshore edge of marsh. ^{coincident?}

Willtown Bluff on the east bank of the South Edisto River is a prominent feature from the river. Its location and height are clearly indicated by the contours and elevations on photograph 35662.

All other alongshore features are adequately covered by field inspection notes on the photographs.

8. OFFSHORE FEATURES

On Chart No. 793, South Edisto River, stakes are now charted in

Lat. 32°-38'.5; Long. 80°-23'.8, and logs in Lat. 32°-38'.3; Long. 80°-24'.1. No evidence of the existence of either the stakes or logs were found at the time of field inspection.

9. LANDMARKS AND AIDS

There are none in the area.

10. BOUNDARIES, MONUMENTS AND LINES

The boundary between Charleston and Colleton Counties follows the South Edisto River.

Part of the boundary of the South Carolina State Bear Island Game Management Area affects this map.

For details of these boundaries see "Special Report, Boundaries, Project Ph-81".

11. OTHER CONTROL

None was established.

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Part II, Section 5441, except class 5 and class 6 roads have been grouped under class 5.

Field inspection of buildings was accomplished in accordance with the Topographic Manual, Part II, Section 5446, except that the images of all buildings to be mapped were circled on the photographs in red ink. (See letter from Acting Chief, Operations Branch to Chief, Photogrammetry Division, dated 19 January 1955.) Class 2 buildings were further indicated by placing the numeral 2 alongside the circle; class 1 buildings were not identified other than by the circle. Obscured buildings and buildings constructed since date of photography were inked solid in red ink to shape and size, and then treated as any other building. Images of buildings not to be mapped were deleted if possible confusion or question could arise during compilation or review; otherwise, such buildings were ignored.

Part of the sod runways of one private landing field are in the area.

Bridge clearances are:

1. Seaboard Air Line Railroad over Ashepoo River

Swing Draw
Horizontal Clearance, West Draw 71.0 feet
East Draw 67.7 feet
Vertical Clearance, closed, 3.7 feet above MHW

2. Seaboard Air Line Railroad over South Edisto River

Swing Draw
Horizontal Clearance, West Draw 60.0 feet
East Draw 60.0 feet
Vertical Clearance, closed, 3.6 feet above MHW

An overhead communications cable crossing over Ashepoo River on the upstream side of the Seaboard Air Line Railroad bridge has a vertical clearance of 84.2 feet above MHW.

The vertical clearances of the Seaboard Air Line Railroad bridge and the overhead communications cable crossing over the Ashepoo River were referred to the datum of mean high water through a supplemental leveling elevation in a line tied in at Brickyard Ferry, Ashepoo River, Tidal Bench Mark 1 (1934).

See copies of letters to the Director and to the District Engineer attached to this report.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-81".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Boundaries, Project Ph-81" forwarded to the Director in Pkg. No. 55-10, 28 April 1955.

"Special Report, Geographic Names, Project Ph-81" forwarded to the Director in Pkg. No. 55-16, 10 June 1955.

Coast Pilot Notes forwarded to the Director on 27 May 1954. Additional Coast Pilot Notes will be forwarded upon the completion of this project.

Original copies of Forms 526 and 685 were forwarded to the Director in Pkg. No. 54-56, 12 November 1954.

Field records, Green Pond-Wiggins traverse forwarded to the Director-25 and 26 January 1954.

Data for Map T-11121 forwarded to the Director in Pkg. Nos. 55-8 and 55-9, 27 April 1955.

Data for Map T-11123 to be forwarded at a later date.

127 JUL 1955
Submitted by:

Isaiah Y. Fitzgerald
Isaiah Y. Fitzgerald
Photogrammetric Engineer

5 AUG 1955
Approved & Forwarded:

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

U.S. DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT

COAST AND GEODETIC SURVEY
CONTROL RECORD

MAP T-11120

PROJECT NO. Ph-81

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -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 FORWARD (BACK)
			°	'	FORWARD	(BACK)		FORWARD	(BACK)	
BOWMAN, 1934	G-1775 P. 108	NA 1927	32	44	43.241			1332.0	(516.3)	
Sub. Pt. BOWMAN, 1934		"	80	27	32.008			833.3	(728.8)	
CT 435 SCGS, 1934	Charles- ton County p. 6	"	32	44				1304.2	(544.1)	
		"	80	27				808.2	(753.9)	
CT 436 SCGS, 1934	"	"	314	302.74	(697.26)			1311.5	(212.5)	
		"	2	189	703.73	(296.27)		1433.7	(90.3)	
CT 436 SCGS, 1934	"	"	312	577.45	(2422.55)			785.6	(738.4)	
		"	2	186	194.43	(3805.57)		364.1	(1159.9)	
Sub. Pt. CT 436, 1934		"	312	612.71	(2387.29)			796.4	(727.6)	
		"	2	186	310.18	(3689.82)		399.3	(1124.7)	
CT 437, SCGS, 1934	Charles- ton p. 6	"	311	537.93	(3462.07)			468.8	(1055.2)	
		"	2	184	006.93	(993.07)		1221.3	(302.7)	
WILLTOWN, 1932	G-1886 P. 11	"	32	41	09.856			303.6	(1544.7)	
		"	80	24	23.196			604.3	(958.8)	
Sub. Pt. WILLTOWN, 1932		"	32	41				277.9	(1570.4)	
		"	80	24				633.2	(929.9)	
BRIDGE, 1924	G-1775 P. 109	"	32	39	53.326			1642.7	(205.6)	
		"	80	24	48.776			1271.0	(292.5)	
Sub. Pt. BRIDGE, 1924		"	32	39				1647.9	(200.4)	
		"	80	24				1262.8	(300.7)	
RAIL, 1933	G-1775 P. 109	"	32	39	31.081			957.4	(890.9)	
		"	80	25	53.849			1403.3	(160.3)	
Sub. Pt. RAIL, 1933		"	32	39				1087.6	(760.7)	
		"	80	25				1188.1	(375.5)	

1 FT. = .3048006 METER
COMPUTED BY: B. Kurs

DATE 8/26/55

CHECKED BY: J. Steinberg

DATE 8/29/55

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

MAP T. 11120 PROJECT NO. Ph-81 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
			°	'	FORWARD	(BACK)		FORWARD	(BACK)	
HOS, 1933	G-1679 p. 86	NA 1927	32	39	24.324			749.3	(1099.0)	
Sub. Pt. HOS, 1933		"	80	23	33.003			860.1	(703.5)	
PECK, 1933	G-1679 p. 88	"	32	39	02.039			738.7	(1109.6)	
Sub. Pt. PECK, 1933		"	80	23	57.666			861.5	(702.1)	
HURST, 1933	G-1679 p. 88	"	32	38	20.907			62.8	(1785.4)	
Sub. Pt. HURST, 1933		"	80	23	55.129			1502.9	(60.8)	
SON, 1933	G-1679 p. 88	"	32	37	47.936			46.1	(1802.1)	
Sub. Pt. SON, 1933		"	80	24	57.398			1504.5	(59.2)	
CRANE, 1934	G-1775 p. 109	"	32	42	20.704			644.0	(1204.2)	
Sub. Pt. CRANE, 1934		"	80	26	27.817			1436.9	(127.0)	
WILLOW TOWN AZ MK (1932) 1954		"	32	37				627.8	(1220.4)	
		"	80	24				1441.4	(122.5)	
		"	32	42				1476.6	(371.6)	
		"	80	26				1496.3	(67.8)	
		"	32	42				1485.1	(363.1)	
		"	80	26				1507.4	(56.7)	
		"	32	42				637.8	(1210.5)	
		"	80	26				724.5	(838.2)	
		"	32	42				616.2	(1232.1)	
		"	80	26				734.8	(827.9)	
		"	32	42				200.4	(1647.7)	
		"	80	24				687.4	(875.9)	

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

MAP T-11120 PROJECT NO. Ph-81 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -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)		FORWARD	(BACK)	
EUREKA, 1932	G-1886 p. 11	N.A. 1927	32	48	24,994			769.9	(1078.4)	
Sub. Pt. EUREKA, 1932		"	32	48	08,712			226.7	(1334.3)	
CO 409 SCGS, 1934	Collier- ton Co. p. 10	"	344	847.12		4847.12	(152.88)	1477.4	(46.6)	
Sub. Pt. CO 409 SCGS, 1934		"	2,164	007.56		4007.56	(992.44)	1221.5	(302.5)	
PARKERS FERRY, 1934	G-1775 p. 108	"	344	880.18		4880.18	(119.82)	1487.5	(36.5)	
Sub. Pt. PARKERS FERRY, 1934		"	2,163	929.25		3929.25	(1070.75)	1197.6	(326.4)	
CT 416 SCGS, 1934	Charles- ton p. 5	"	32	45	32,842			1011.7	(836.6)	
Sub. Pt. CT 416 SCGS, 1934		"	80	23	41,361			1076.6	(485.2)	
CT 417 SCGS, 1934	Charles- ton p. 5	"	32	45				985.9	(862.4)	
Sub. Pt. CT 417 SCGS, 1934		"	80	23				1222.0	(339.8)	
CT 416 SCGS, 1934		"	336	627.19		1627.19	(3372.81)	496.0	(1028.0)	
Sub. Pt. CT 416 SCGS, 1934		"	2,188	380.85		3380.85	(1619.15)	1030.5	(493.5)	
CT 417 SCGS, 1934		"	336	585.25		1585.25	(3414.75)	483.2	(1040.8)	
Sub. Pt. CT 417 SCGS, 1934		"	2,188	459.35		3459.35	(1540.65)	1054.4	(469.6)	
CT 417 SCGS, 1934		"	336	356.00		1356.00	(3644.00)	413.3	(1110.7)	
Sub. Pt. CT 417 SCGS, 1934		"	2,191	599.43		1599.43	(3400.57)	487.5	(1036.5)	
CT 417 SCGS, 1924		"	335	742.90		742.90	(4257.10)	226.4	(1297.6)	
Sub. Pt. CT 417 SCGS, 1924		"	2,191	483.29		1483.29	(3516.71)	453.1	(1071.9)	

- 20 -
- 29 -

COMPILATION REPORT
T-11120

For the photogrammetric plot report covering the area of this survey, see descriptive report for T-11291

21. DELINEATION

This manuscript was compiled by graphic methods.

Delineation of the myriad of ditches and dikes was restricted to the more important of these features which were selected in order to represent the general pattern.

32. CONTROL

Identification, density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

1. For geographic names, an annotated copy of the U.S.G.S. Edisto Island, S. C. quadrangle.

2. For boundary of Bear Island game Management area, Exhibit "C", submitted with boundary report.

34. CONTOURS AND DRAINAGE

Contours: Some small adjustments of the planetable contouring were made to improve topographic expression.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The predominately apparent shoreline was inspected in several representative areas, which was sufficient inspection since most of the shoreline showed distinctly on the photographs.

There are no low-water or shoal lines delineated.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

No landmarks or aids to navigation have been recommended in the area of this survey.

38. CONTROL FOR FUTURE SURVEYS

No forms 524 were submitted by the field party. There were however, three AZ MKS for which forms 524 were initiated in the compilation office.

These stations have not been listed in Item 49.

39. JUNCTIONS

Forms T-11121 to the east (in agreement).
Forms T-11123 to the south (in agreement).
No contemporary surveys to the north and west.

40. HORIZONTAL AND VERTICAL ACCURACY.

No comment.

41 thru 45

Not applicable.

46. COMPARISON WITH EXISTING MAPS

1. U.S.G.S. Edisto Island S. C. quadrangle, scale 1:62,500, edition of 1919, reprinted 1943.

2. U.S.C. & G. S. T-5162, scale 1:20,000 (from 1933 photographs).

3. U. S. C. & G. S. T-5168, scale 1:10,000 (from 1933 photographs).

4. U. S. C. & G. S. T-5159, scale 1:20,000 (from 1933 photographs).

47. COMPARISON WITH NAUTICAL CHARTS

1. Chart 1239, scale 1:80,000, published May 1942, corrected to 11/29/54.

2. Chart 793, scale 1:40,000 published September 1937, corrected to 5/7/55.

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted
25 March 1958

Bernice Wilson

Bernice Wilson

Approved and forwarded

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

T-11120

48. Geographic Names List

Adams Run
Airy Hall
Ashe Creek
Ashepoo River

Cattle Island
Charleston County
Colleton County

Dawho River
Deer Creek

Edisto River

Fenwick
Fishing Creek

Hope Creek

Jehossee Island

Matthews Canal

Oakhurst Island

Penny Creek
Pine Island
Prospect Hill Island

South Edisto River
Snuggedy Swamp

Willtown Bluff

George S. Base
Geographic Names Section
3 October 1961

53. Map Accuracy. No horizontal accuracy tests were made. Contours were tested in two separate areas. A total of 24 points on the contours were tested 87% of which were found in error less than one half contour interval. See form 187 (Summary and abstract of vertical accuracy test) attached.

54. Recommendations. None offered.

55. Examination of the proof copy. No one was requested to examine a proof copy of the map as no one contacted is believed to be qualified.

Respectfully submitted,
12 August 1960

George E. Varnadoe
George E. Varnadoe
Supervisory Cartographer.

PHOTOGRAMMETRIC OFFICE REVIEW

T.

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. P. Mason 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.

Harry R. Rudolph Compiler Frank Hareza Supervisor

43. Remarks:

Review Report
Topographic Survey T-11120

62. Comparison with Registered Topographic Surveys

T-5168	1:10,000	1933
T-5159	1:20,000	1933
T-5162	1:20,000	1933

T-11120 supersedes the prior surveys for nautical charting purposes in the common areas.

63. Comparison with Maps of Other Agencies

Edisto Island, South Carolina - published by AMS - 1:50,000 scale - 1948

T-11120 will replace this map after publication by the USC&GS as a standard quadrangle.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable

65. Comparison with Nautical Charts

793	1:40,000	revised	12/4/61
1229	1:80,000	revised	3/12/62

Minor differences exist. There are however, no items to be applied to charts immediately.

66. Adequacy of Results and Future Surveys

This map meets the National Standards of Map Accuracy and Bureau requirements.

Reviewed by:

S. G. Blankenbaker
S. G. Blankenbaker

Approved by:

Charles L. ...
Chief, Cartographic Branch
Photogrammetry Division

...
Chief, Nautical Chart Division

J. E. ... 9/10/63
Chief, Photogrammetry Division

...
Chief, Operations Division

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

PHOTO. PARTY NO. 1

BOX 3016, ST. ANDREW'S BRANCH
CHARLESTON, SOUTH CAROLINA

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

25 May 1955

EXPRESS ADDRESS:

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

Subject: Bridge and Overhead Cable Clearances

A copy of a letter to the District Engineer, Charleston District, Corps of Engineers, listing bridge clearances is forwarded for your information. This list contains data for all bridges in Project Pb-81. The new bridge and power cable over the Dunho River was reported to you on 4/14/55.

A table listing all other cable clearances is attached. All observations have been referred to MHW. Both the highway bridge and the adjacent cable over the Ashpoco River at Brickyard Ferry were referred to MHW by leveling to the tidal bench mark at this bridge.

The Seaboard Air Line Railroad bridge over the Ashpoco River has been referred to MHW through fly level points in the area.

The other clearances have been referred to MHW from observations, using the predicted tides at the nearest reference station.

J. E. Waugh
CER, USCGS
Chief of Party

Enclosures

cc: 70

Compilation Office
Coast Pilot

JEW/r

Location	Use	Height In Feet Above MSL	Chart Affected	Latitude	Longitude
Antelope Creek	Transmission	18.7		32°-47.6'	80°-08.1'
Antelope Creek	Communications	18.1		32°-47.7'	80°-08.2'
Antelope Creek Near Highway Bridge U. S. 17	Communications	8.6		32°-47.7'	80°-08.2'
Antelope Creek Near Highway Bridge U. S. 17	Transmission	39.8		32°-47.7'	80°-08.2'
Antelope Creek Near Bradley Bridge	Transmission	37.3		32°-48.8'	80°-08.8'
Wallace Creek	Transmission	20.2	837	32°-47.2'	80°-08.6'
Wallace Creek	Communications	17.3	837	32°-47.2'	80°-08.6'
Wallace Creek Near Highway Bridge U. S. 17	Communications	8.4	837	32°-47.2'	80°-08.7'
Wallace Creek Near Highway Bridge U. S. 17	Transmission	25.7	837	32°-47.2'	80°-08.7'
Antelope River Breakyard Ferry	Transmission	63.2	792	32°-36.7'	80°-08.9'
Antelope River at S.A.L. R.R. Bridge	Communications	24.2	792	32°-38.5'	80°-08.8'



(COPY)

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U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY
PHOTO. PART I NO. 1
BOX 2016, ST. ANDREWS BRANCH
CHARLESTON, SOUTH CAROLINA

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

25 May 1955

EXPRESS ADDRESS:

Office of the District Engineer
Charleston District
Corps of Engineers
Custom House
Charleston, S. C.

Re: Bridge Clearances

Dear Sir:

During the course of field work in the Misto River-Achopoe River area south of U. S. Highway 17, data was noted on the bridges over the navigable waters of the area as listed in the attached table. This information has been compared with the data found in the LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES, revised to 1 July 1941 and the Supplement, revised to 1 January 1948. The published data is listed first, followed by our field measurements. In all cases our vertical clearance has been referred to Mean High Water. The vertical clearance on spring tides would average one (1) foot less.

J. E. Hough
CER, USCGS
Officer in Charge

Incl.
cc Director
JWH/T

Page No.	Table	Section	Location	Year	Area	Volume	Weight	Notes
26	25	Adapco River, S. C.	S. C. Exp. Dept.	57	1.60 1.80.0	1.60 1.64.0	19 19.3	7 7.7
					See 1			
26	26	Adapco River, S. C.	S.A.L. R.R. Co.	57	1.60 1.72.0	1.60 1.67.7	9.4	4.7 5.2
206	22.5	White River, S. C.	S.A.L. R.R. Co.	57	66.5 1.60.0	1.65.0	10.7 9.9	5.7 5.6
214	34.1	White River, S. C.	S. C. Exp. Dept.	57				REMOVED
206	2	White River, S. C.	Private	7	23 21.0		10.3 7.2	19 6.9
					See 2			
206	1.1	White River, S. C.	A.S.L. R.R. Co.	57	22 41.0		20.4 9.6	2.8 3.9
								2.8 3.9
204	1	White River, S. C.	S. C. Exp. Dept.	7	25 20.5		15 15.0	9.1 9.3

Page of Publi- cation	Title	Location	Name	Type of Bridge	Horizontal Clearance Feet	Vertical Clearance Feet
24 Supplement		Stone River, S. C.	S.A.S. R.R. Co.	SW	1 66.2 1 69.5	11.7 11.6
44 Supplement		Rantoul's Creek, S. C.	S. C. Ry. Dept.	F	58 37.5	15.1 15.0
26.1		Duck River, S. C.	S. C. Ry. Dept.	SW	1 98.3	19.9
						7.4

Note 1: There was no evidence of fender piles along roadway under bridge.
This probably accounts for difference.

Note 2: Apparently the railway bridge (published data) has been replaced.

The following is for a new bridge at which we have no published data.
The old bridge just west of the new bridge is being dismantled.

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY
INTERNATIONAL PARTY NO. 1
BOX 3086, ST. MICHONS BRANCH
CHARLESTON, SOUTH CAROLINA

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POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

29 July 1955
EXPRESS ADDRESS:

To: Chief, Photogrammetry Division
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Subject: Traversing Limits - Quadrangle T-11120

References: (a) Your letter on Form Lines, dtd 11/22/54; 733-ek1
(b) My letter on Project Limits, dtd 4/4/55
(c) Your letter on Project Limits, dtd 4/6/55; 733-ek1

Your attention is invited to the following deviation from the instructions in the third paragraph of reference (a).

In several places along the western limit of Quadrangle T-11120 it was impracticable, if not impossible, to traverse the limit line due to the nature of the swamps. The topographer has placed elevations along the edge of these areas. These elevations indicate the swamp to be below 5 feet. In those places where an inspection of the photographs indicates the existence of a rise or hummock with the possibility of a contour a traverse has been run across the rise and along the limit line.

J. E. Wagh
CNR, USCGS
Chief of Party

JER/c

