

11121

N&S

Diag. Cht. No. 1239-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-81 Office No. T-11121

LOCALITY

State South Carolina

General locality North Edisto River

Locality Adams Run

1952-60

CHIEF OF PARTY

J.E.Waugh, Photogrammetric Party No. 1
W.F.Deane, Balto. District Office

LIBRARY & ARCHIVES

DATE August 1963

USCOMM-DC 5087

11121

DATA RECORD

T - 11121

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

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

Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: William F. Deane

Instructions dated (II) (III):

Copy filed in Division of

Instructions, Project Ph-81, Field, 19 October 1953

Photogrammetry (IV)

Instructions, Project Ph-81, Field, Amend. I, 2 December 1954

Letter to CDR J. E. Waugh, 731-mk1, 22 November 1954

H. R. Cravat's letter to Chief, Photogrammetry Division, 19 January 1955

Office: Instructions, 11 August 1955

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):

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 (2) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): PRENTISS, 1934

Lat.: 32° 41' 17.076" (526.0m) Long.: 80° 17' 50.006" (1302.7 m)

Adjusted

~~Unclassified~~

Plane Coordinates (IV):

State: S. C.

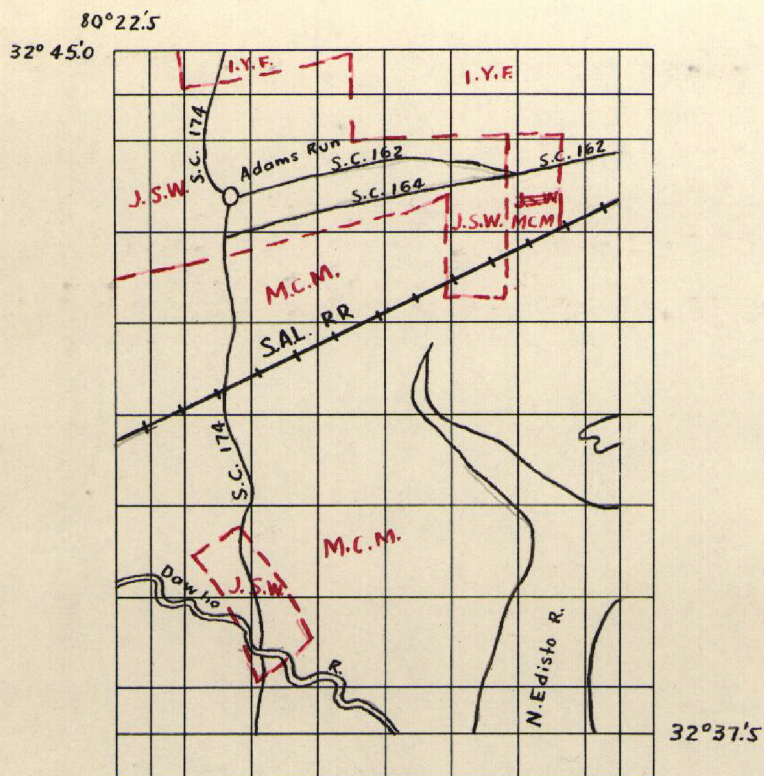
Zone: South

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.



Areas contoured by various personnel 80°15.0'

(Show name within area)

(II) (III)

DATA RECORD

	B. F. Lampton, Jr.	Nov.-Dec. 1953
	W. M. Reynolds	Jan.-Feb. 1954
Field Inspection by (II):	M. C. Moody	Date: Jan.-Mar. 1955
	J. S. Winter	Jan.-Mar. 1955
	I. Y. Fitzgerald	Feb.-Apr. 1955
Planetable contouring by (II):	M. D. Moody	Date: Jan.-Mar. 1955
	J. S. Winter	Jan.-Mar. 1955
	I. Y. Fitzgerald	Feb. 1955
Completion Surveys by (II):	<i>G. E. Varnadoe</i>	Date: <i>June 1960</i>

Mean High Water Location (III) (State date and method of location): Photographs dated March 1952 and May 1953 - Field Inspection Supplemented by office interpretation.

Projection and Grids ruled by (IV):	A. Riley	Date: 7/14/55
Projection and Grids checked by (IV):	A. Riley	Date: 7/14/55
Control plotted by (III):	D. Williams	Date: 8/29/55

Control checked by (III):	B. Kurs	Date: 9/9/55
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Radial Plot or Stereoscopic		Date: 6/24/57
Contouring by (III):	E. L. Williams	

	Planimetry	Date:
Stereoscopic Instrument compilation (III):		
	Contours	Date:

Manuscript delineated by (III):	J. Honick	Date: 5/13/58
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Photogrammetric Office Review by (III):	R. Glaser	Date: 6/17/58
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Elevations on Manuscript	R. Glaser	Date: 6/17/58
checked by (II) (III):		

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

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
35544	3/15/52	1134	1:10,000	5.6 above MLW
35657 thru 60	3/16/52	0934	"	4.2 " "
35690 thru 94	"	1054	"	5.5 " "
35739 thru 44	"	1154	"	5.5 " "
40805 - 40806	5/31/53	Clock stopped	"	-----

Tide (III)
From Predicted Tables

Reference Station: **Charleston**
 Subordinate Station: **Toogoodoo Creek**
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	5.1	6.0
1.3	6.4	7.6

Washington Office Review by (IV): **S.G. Bloukenbaker**Date: **April 1963**

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **55**
 Shoreline (More than 200 meters to opposite shore) (III): **30**
 Shoreline (Less than 200 meters to opposite shore) (III): **59**
 Control Leveling - Miles (II): **87**
 Number of Triangulation Stations searched for (II): **55**
 Number of BMs searched for (II): **23**
 Number of Recoverable Photo Stations established (III): **None**
 Number of Temporary Photo Hydro Stations established (III): **None**

Recovered: **18**
 Recovered: **11**

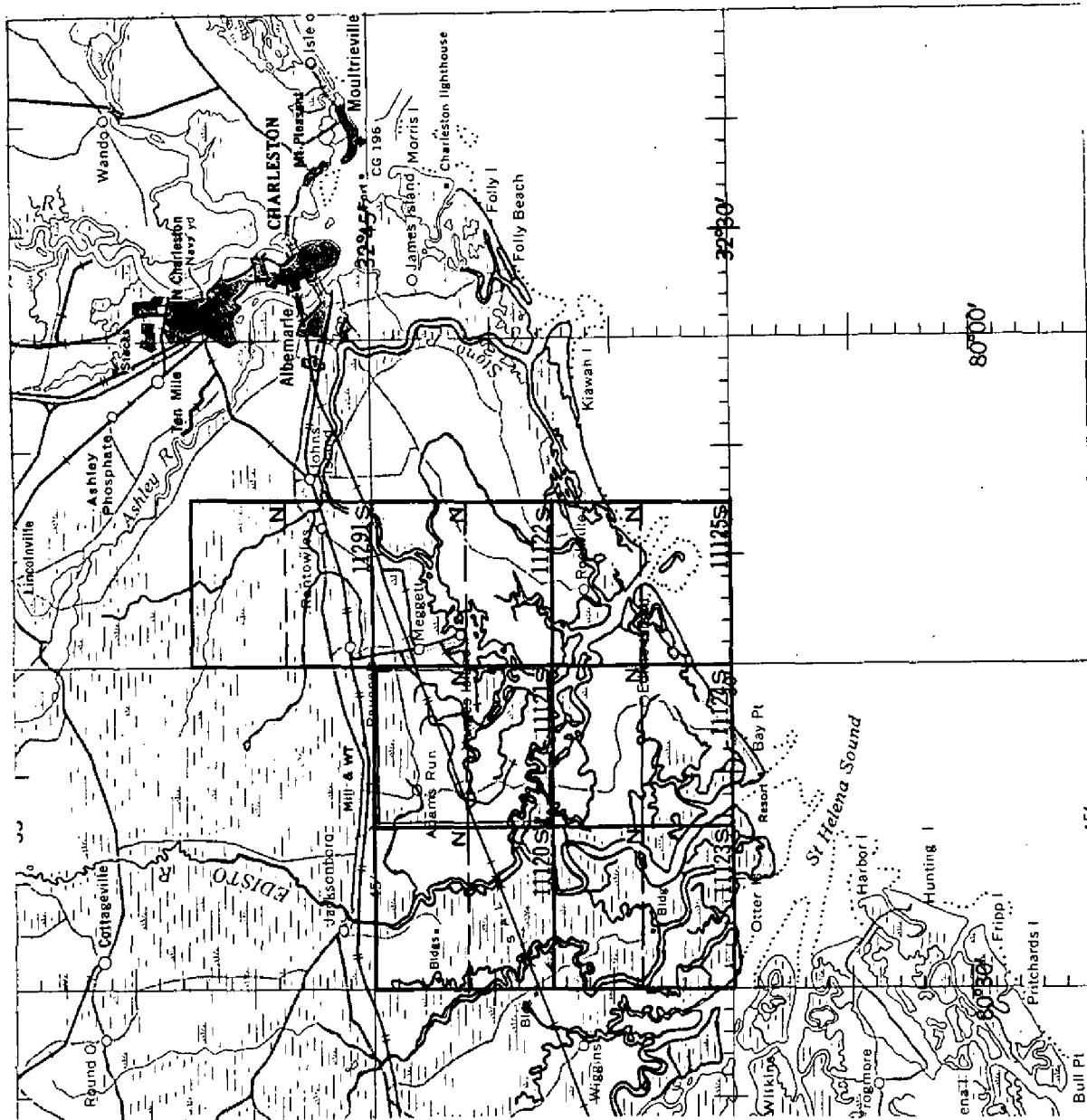
Identified: **16**
 Identified: **2**

Remarks:

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	3
11120 N	30	9
11121 N	29	7
11122 N	27	15
11123 N	30	5
11124 N	25	26
11125 N	28	19
11126 N	26	16
11127 N	29	24
11128 N	27	36
11129 N	26	18
11130 N	27	25
11131 N	27	23
11132 N	5	9
TOTALS	363	237



SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T-11121

T-11121 is one of 7 similar maps in Project PM-82. 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 Stens 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-11121 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Gessner" and a lithographic print in colors of the published Geological Survey quadrangle.

J.S.B.

FIELD INSPECTION REPORT
Project Ph-81
Quadrangle T-11121

2. AREAL FIELD INSPECTION

Generally, the area lies north of the Dawho River, and between North and South Edisto Rivers.

The Dawho and Wadmalaw Rivers join in the southeast to form North Edisto River.

The Intracoastal Waterway follows the Wadmalaw and Dawho Rivers and North Creek across the southern section.

State Highway 174 crosses the area, furnishing good road connections between U. S. Highway 17 to the north and the ocean beaches to the south. State Highway 162 connects Adams Run, a small village in the northwest section, with U. S. Highway 17 and Charleston through other small villages to the east. State Highway 164 is very short, connecting Highway 162 from a point east of Adams Run directly with State Highway 174 just south of Adams Run.

A branch line of Seaboard Air Line Railroad between Charleston, S. C. and Savannah, Georgia crosses the area and furnishes freight service only.

Truck farming is very extensive in the southern section and is the chief source of income.

Photographic quality was, in general, very good. One flight line, in which are photographs 40805 and 40806, was flown 31 May 1953. These photographs presented difficulties in the wooded areas. A small area in the vicinity of Bluff Point was contoured on photographs 35861 and 35862, which were made in March 1952, in order that full benefit of the stereoscope could be obtained. Photographs of 31 May 1953 were made very nearly at time of low water which made possible a thorough inspection of the many mud flats.

There are generally three distinct photographic tones found in the tidal marsh. The darkest of these is the grass-covered, tidal

marsh. The lightest is caused by erosion of sand from the fast land fanning out over the adjacent marsh, varying slightly from white to a very light to medium gray, the latter due to dampening by the tide. The third, or medium tone, is mud, devoid of vegetation and bare at low water. There are some few areas of grass in water which is a slightly lighter variation of the darkest tone.

Swamp limits were completely delineated by a dashed red ink line. Photographic tones in swamp and inland marsh are varied, and differ somewhat from section to section. There is no cypress swamps in this area. Scattered cypress trees are found in all the swamp but the predominating swamp trees are gum and bay. The gum trees are almost always festooned with Spanish moss which causes them to photograph a mottled light gray tone, similar to, but not as feathery as cypress. Bay photographed a darker tone than did the gum. In addition to these swamp areas of bay and gum there are areas which are covered with a dense growth of vines and myrtle with mixed trees, e.g. hickory, oak, and some pine.

The extensive swamp across the northern section drains to the west into Edisto River and to the northeast into Wallace River; both rivers are out of the area. The southern part of this swamp is known locally as Big Bay. It becomes inland marsh in its eastern section with a part of this having been drained at one time and placed under rice cultivation. However, due to lack of a sufficient water supply, rice cultivation has been abandoned and the land has reverted near to its original state due to lack of upkeep of the drainage system. It was classed as inland marsh due to its reversion and the original undrained nature of similar areas to the east and west. It is presently used as grazing land as are the remaining undrained areas.

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 the adjoining map on the east 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 small isolated areas of inland marsh within the limits of the larger swamps. These areas are devoid of trees and covered by low brush, usually myrtle, and grass. The limits of these areas are shown by the same symbol as used for swamp limits but were labeled "Marsh".

356
60 missing

Field inspection notes appear on 1:10,000 scale prints of photographs 35543; 35544 and 35545; 35657 through 35661; 35689 through 35695; 35739 through 35744; 40804 through 40806; 35861 and 35862.

3. HORIZONTAL CONTROL

No supplemental control was required.

South Carolina Geodetic Survey traverse stations CT 417, CT 418, CT 420, CT 425, CT 426, CT 427 and CT 433 were recovered. All are of second-order accuracy and all were identified except CT 418 and CT 426.

U. S. Engineer stations 1655¹50 and 1668¹00 were recovered and the latter one was identified. The accuracy of these stations is unknown by the field party.

Coast and Geodetic Survey triangulation station BAKE, 1934 was not identified because of lack of positively identifiable detail points and the close proximity of other identified control.

Coast and Geodetic Survey triangulation station CHAR, 1934 was reported lost. Reference Mark 1 was recovered and identified.

The following stations, established by the agencies as indicated, were reported lost:

U. S. Geological Survey in 1917:

PTS 37

U. S. Coast and Geodetic Survey:

AIRBEACON NO 17, 1932
CHAR, 1934
CROSS, 1924
DAWHO, 1933
DAWHO LIGHT, 1933
DAWHO RIVER BEACON 14, 1933
DAWHO RIVER BEACON 16, 1933
DAWHO RIVER LIGHT 9, 1933
LITTLE, 1933
QUIGLEY, 1933
QUIGLEY TANK, 1933
QUIGLEY WINDMILL, 1933
TOPOGRAPHIC RIVER SHED, WEST GABLE, 1933

South Carolina Geodetic Survey in 1934:

CT 419
 CT 421 through CT 424
 CT 428 through CT 432
 CT 434
 CT 450 through CT 457
 CT 551
 CT 552
 CT 575

4. VERTICAL CONTROL

The following tidal bench marks were recovered:

DAWHO RIVER BRIDGE, LITTLE EDISTO ISLAND,
 TIDAL BENCH MARK 4

LITTLE BAY
~~LITTLE BAY~~ KINGS ISLAND, TIDAL BENCH MARK 1

LITTLE BAY
~~LITTLE BAY~~ KINGS ISLAND, TIDAL BENCH MARK 2

✓ WHITE POINT, TIDAL BENCH MARK 1

The South Carolina Geodetic Survey traverse stations listed as recovered in Item 3 of this report are also third-order bench marks.

Eighty seven miles of supplemental fly levels were run for control of plane table contouring. Level point designations 21-01 through 21-276, plus 21-45A were used.

5. CONTOURS AND DRAINAGE

Elevation ranges from sea level up to 49 feet above mean sea level. No fifty-foot contour was found.

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

All checked elevations were shown in violet ink; all unchecked elevations in black ink. Occasional hand level elevations obtained in conjunction with a plane table traverse were shown in black ink and underlined.

The islands in the marsh between Toogoodoo Creek and Wadmalaw River were contoured from hand level elevations based on water surface corrected for stage of tide from predicted tides of the "Tide Tables, East Coast, North and South America, 1955". These elevations were determined on a calm day.

Elevations were determined of all the larger islands and a representative selection of the more accessible smaller islands. These islands were visited and visually inspected for possible isolated elevations ten feet or over. None were found.

Two vertical accuracy tests were run; one on photograph 35741, and the other on photograph 35692. The summary and abstract of these tests is included in ~~this report~~. *the Project Completion Report*

Drainage of the area is into the tidal creeks and rivers.

Streams in swamps were indicated by the perennial stream symbol in violet ink. No streams were found in many of the swamps and, therefore, there are no streams in swamps if not shown on the photographs. Some of the swamps have man-dug ditches for drainage. These ditches generally were dug for draining a section of a swamp, seldom connecting with natural drainage or with tidal marsh.

There are very few stream beds which could be considered intermittent drainage. Features which apparently should be intermittent drainage usually contain no stream bed. Consequently, very few intermittent streams were shown.

Many of the smaller perennial streams flow into a swamp, ending at the swamp edge with no stream bed connecting with the main stream, if any, in the swamp.

6. WOODLAND COVER

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

Woods consist of pine (usually solid stands), oak, gum, bay, myrtle and various other hardwoods.

The proximity of the area to pulpwood markets has developed a more or less general system of selective cutting of pine. Consequently, several areas which appear open on the photographs are now covered by a heavy stand of young pine, causing the field inspection notes to appear incongruous.

7. SHORELINE AND ALONGSHORE FEATURES

The major portion of the mean high water line is the offshore edge of marsh. There are some sections of fast shoreline along low bluffs of the several larger creeks and rivers.

coincident?

The low water line is synonymous with the mean high water line except along some mud flats. The approximate low water line was indicated along the offshore edge of these flats.

The foreshore is mud.

The location and height of a few low bluffs are shown on the contoured photographs.

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

8. OFFSHORE FEATURES

There are two trees on the east bank of Swinton Creek near its junction with Toogoodoo Creek which are now in the water due to undercutting of the creek bank. They were noted on the photographs.

Several rocks charted on Charts 792, 793 and 838 as being awash were not found during field inspection.

Piles now charted at Lat. $32^{\circ}-38'7$, Long. $80^{\circ}-16'2$; Lat. $32^{\circ}-38'1$, Long. $80^{\circ}-20'7$; and Lat. $32^{\circ}-38'6$, Long. $80^{\circ}-19'2$ were not found.

A pier in ruins at White Point Landing and a single pile approximately 1,000 feet to the north were found during field inspection and noted on the photographs.

Other offshore features consisting of small marsh islets are adequately covered by field inspection notes.

9. LANDMARKS AND AIDS

Two landmarks for nautical charts were recommended for charting.

Other than the road system, railroads and larger swamps and inland marsh, there are no interior landmarks of importance.

Fixed aids to navigation were located by one of the following methods:

- (1) direct identification on the photographs,
- (2) three-point sextant fixes with check angle, or
- (3) a measured distance from an identifiable photographic detail point with a direction from a second identified point or from a horizontal control station.

The field editor should check for replacement of Wadmalaw River Daybeacon 108 and determine its position if it has been replaced. This aid was not on station 10 January 1954, date of location of adjacent aids, or 11 April 1955 when a check was made immediately prior to forwarding data for the map.

North Creek Daybeacon 136 was on station and its position determined 28 January 1954. Subsequent to that date this aid was removed, by accident or intent, and was not charted on Chart 792 with a correction date of 4 December 1954. It was not on station 11 April 1955.

10. BOUNDARIES, MONUMENTS AND LINES

The western section of the corporate limits of the town of Hollywood and the extreme western section of the corporate limits of Meggett are within the limits of this map. The corporate limits for Hollywood are outlined on photograph 35694 and the corporate limits for Meggett are delineated on photograph 35738. (See SPECIAL REPORT, BOUNDARIES, Project Ph-81 for detailed recommendations.)

There are no other boundaries within the limits of this map.

11. OTHER CONTROL

There was none established.

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Part II, Section 5441. Both class 5 and class 6 roads were indicated by the field inspector. All these roads should have been classified as road 5 under U. S. Geological Survey instructions for topographic mapping.

Field inspection of buildings was done in accordance with Section 5446 of the Topographic Manual, Part II, except that the images of all buildings to be mapped were circled on the photographs in red ink (See letter from Mr. H. R. Cravat 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.

There are no airports or landing fields in the area.

A new highway bridge over the Dawho River was located 11 April 1955 by plane table methods on photograph 35743. The centerline of this bridge was indicated by a solid red ink line, broken for the swing span at the ends of the two approaches. Bridge fenders were also inked in red and labeled.

The vertical clearance of this bridge and an overhead power cable at the same location were referred to Dawho River Bridge, Little Edisto Island, Tidal Bench Mark 4, 1934 and reduced to mean high water from published data for this bench mark.

The bridge is a single span, swing draw with openings on each side of the center pier. The approaches are supported by concrete bents.

Bridge clearances are:

Horizontal clearance, north side, 90.5 feet
Horizontal clearance, south side, 91.3 feet
Vertical clearance, closed, 7.4 feet above MHW

The overhead power cable was constructed in August 1954. It was located by plane table methods. The cable between supporting poles was shown by a broken red ink line on photograph 35743. Positions of the supporting poles were shown by a prick mark at each end of the broken ink line. Piles used to guy these poles were shown by prick marks and labeled.

Vertical clearance of this overhead power cable is 109.5 feet, at temperature of 70°F.

These are the only bridge and overhead cable over navigable waters in this quadrangle.

See copy of a letter to the Director 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, to be forwarded at a later date.

Special Report, Geographic Names, Project Ph-81, to be forwarded at a later date.

The original copies of Forms 526 and 685 were forwarded to the Director in Package 54-56, 12 November 1954.

The following photographs contain data for this and adjoining maps. They will be forwarded with data for the adjoining maps:

35543	35739
35661	35744
35689	40804 through 40806
35694	

Forms 567 for Aids to Navigation and Landmarks are being prepared and will be forwarded for the entire project at a later date.

'27 APR 1955

Submitted by:

Isaiah Y. Fitzgerald
Isaiah Y. Fitzgerald
Photogrammetric Engineer

Approved & Forwarded:

J. E. Waugh 127 APR 1955
J. E. Waugh
CDR, USC&GS
Chief of Party

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

MAP T. 11121		PROJECT NO. Ph-81		SCALE OF MAP 1:10,000		SCALE FACTOR				
STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		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)		
RUN, 1934	G-1775 p. 110	N.A. 1927	32	44	27.645			851.6	(996.7)	
			80	20	57.879			1506.9	(55.2)	
CT 427, SCGS 1934	Charles- ton Co. p. 50	"	323,727.43			3727.43	(1272.57)	1136.1	(387.9)	
			2,209,073.79			4073.79	(926.21)	1241.7	(282.3)	
Sub. Pt. CT 427 SCGS, 1934	"	"	323,662.73			3662.73	(1337.27)	1116.4	(407.6)	
			2,209,005.60			4005.60	(994.40)	1220.9	(303.1)	
CT 425, SCGS, 1934	"	"	323,130.34			3130.34	(1869.66)	954.1	(569.9)	
			2,200,767.41			767.41	(4232.59)	233.9	(1290.1)	
Sub. Pt. CT 425, SCGS, 1934	"	"	323,147.85			3147.85	(1852.15)	959.5	(564.5)	
			2,200,741.83			741.83	(4258.17)	226.1	(1297.9)	
CT 426 SCGS, 1934	"	"	322,158.05			2158.05	(2841.95)	657.8	(866.2)	
			2,204,932.99			4932.99	(67.01)	1503.6	(20.4)	
CT 433 SCGS, 1934	Charles- ton Co. p. 6	"	316,606.14			1606.14	(3393.86)	489.6	(1034.4)	
			2,197,116.38			2116.38	(2883.62)	645.1	(878.9)	
Sub. Pt. CT 433 SCGS, 1934	"	"	316,615.99			1615.99	(3384.01)	492.6	(1031.4)	
			2,197,138.27			2138.27	(2861.73)	651.7	(872.3)	
PRENTISS, 1934	G-2136 p. 176	"	32	41	17.076			526.0	(1322.2)	1
			80	17	50.006			1302.7	(260.3)	16
Sub. Pt. PRENTISS, 1934	"	"	32	41				556.0	(1292.2)	
			80	17				1394.5	(268.5)	
ROPE, 1934	G-2136 p. 176	"	32	40	50.143			1544.6	(303.6)	
			80	18	11.029			287.3	(1275.8)	
Sub. Pt. ROPE, 1934	"	"	32	40				1534.5	(313.7)	
			80	18				391.3	(1171.8)	

1 FT. = .3048006 METER

COMPUTED BY: B. Kurs

CHECKED BY: J. Steinberg

DATE: 8/23/55

DATE: 8/24/55

COMM. DC-57843

1 FT. = .3048006 METER

COMPUTED BY: B. Kurs

DATE 8/23/55

CHECKED BY: J. Steinberg

DATE 8/24/55

COMMA-DC-57843

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

MAP T. 11121

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)	
BAKE, 1934 ✓	G-2136 p. 176	NA 1927	32	40	04.054		124.9	(1723.4)	
			80	17	41.321		1076.7	(486.7)	
FRAM, 1934 ✓	G-2136 p. 176	"	32	39	54.961		1693.0	(155.2)	
			80	16	14.256		371.5	(1191.9)	
Sub. Pt. FRAM, 1934		"	32	39			1611.3	(236.9)	
			80	16			262.9	(1300.5)	
TOGO, 1933 ✓	G-1922 p. 129	"	32	39	07.972		245.6	(1602.7)	
			80	17	00.643		16.8	(1517.0)	
Sub. Pt. TOGO, 1933		"	32	39			295.0	(1553.3)	
			80	16			1539.5	(24.3)	
BLUFF, 1933 ✓	G-1922 p. 129	"	32	38	36.432		1122.3	(726.0)	
			80	15	20.309		529.3	(1034.5)	
Sub. Pt. BLUFF, 1933		"	32	38			1107.1	(741.2)	
			80	15			491.5	(1072.3)	
STEVENS TANK, 1933 ✓	G-1679 p. 90	"	32	38	12.881		396.8	(1451.5)	
			80	17	46.414		1209.8	(354.1)	
WHITE POINT, 1933 ✓	G-1679 p. 86	"	32	38	14.381		443.0	(1405.2)	
			80	16	36.948		963.1	(600.8)	
Sub. Pt. WHITE POINT, 1933		"	32	38			438.9	(1409.3)	
			80	16			965.4	(598.5)	
CHAR RM 1, 1934 ✓		"	32	40			1147.0	(701.3)	
			80	17			477.4	(1085.8)	

1 FT. = 3048006 METER

COMPUTED BY: B. Kurs

DATE 8/23/55

CHECKED BY: J. Steinberg

DATE 8/25/55

COMM-DC-57843

MAP T-11121

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
GALLOWAY, 1934	G-1775 p. 110	N.A. 1927	32 47	45.674				1407.0	(441.3)	OFF
			80 19	50.372				1310.6	(250.5)	PROJECT
RM 1 GALLOWAY, 1934		"	32 47					1426.6	(421.7)	
			80 19					1293.9	(267.2)	
CT 420, SCGS, 1934	Charles- ton Co. p. 5	"	335, 719.75		719.75	(4280.25)		219.4	(1304.6)	
			2, 199, 815.93		4815.93	(184.07)		1467.9	(56.1)	
Sub. Pt. CT 420 SCGS, 1934		"	335, 795.41		795.41	(4204.59)		242.4	(1281.6)	
			2, 199, 135.12		4135.22	(864.88)		1260.4	(263.6)	
CT 418 SCGS, 1935	Charles- ton Co. p. 5	"	336, 248.12		1248.12	(3751.88)		380.4	(1143.6)	
			2, 193, 423.31		3423.31	(1576.69)		1043.4	(480.6)	
1655 + 50, USE	USE Stas. p. 14	"	32 38	08.101		TOPO STA.		249.5	(1598.7)	
			80 19	49.485				1289.9	(274.1)	
1668 + 00, USE	"	"	32 38	13.414		TOPO STA.		413.2	(1435.0)	
			80 20	02.685				70.0	(1494.0)	
Sub. Pt. 1668 + 00, USE		"	32 38					305.5	(1542.7)	
			80 20					168.0	(1396.0)	
Sub. Pt. CHAR RM 1, 1934		"	32 40					1141.9	(706.4)	
			80 17					479.5	(1083.7)	
Sub. Pt. RM1 GALLOWAY, 1934		"	32 47					1404.7	(443.6)	
			80 19					1266.0	(395.1)	

COMPILATION REPORT
T-11121

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

31. DELINEATION

This manuscript was compiled by graphic methods.

The vertical projector was used to delineate the contours in a few areas where the photographs were out of scale.

32. CONTROL

Identification, density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

Final Name Sheet - U.S.G.S. Edisto Island, S. C. Quadrangle was used for geographic names.

34. CONTOURS AND DRAINAGE

Contours: No comment.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate.

The low-water line was delineated both from data furnished by the field party and office interpretation of the photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Forms 567 have been prepared for two (2) landmarks and eight (8) aids to navigation. Several aids to navigation have been destroyed since field inspection and do not appear on this survey. Those which have been rebuilt will be located during field edit.

38. CONTROL FOR FUTURE SURVEYS

No new control established.

39. JUNCTIONS

Junctions were made and are in agreement with T-11122 to the east, T-11120 to the west and T-11124 to the south. No contemporary survey to the north.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45.

46. COMPARISON WITH EXISTING MAPS

1. USGS Edisto Island S. C. quadrangle, scale 1:62,500, edition of 1919, reprinted 1943.
2. USC&GS T-5159, scale 1:20,000 (from 1933 photographs).
3. USC&GS T-5166, scale 1:10,000 (from 1933 photographs).
4. USC&GS T-5167, scale 1:10,000 (from 1933 photographs).
5. USC&GS T-5168, scale 1:10,000 (from 1933 photographs).

47. COMPARISON WITH NAUTICAL CHARTS.

1. Chart 792, scale 1:40,000, published June 1941, corrected to 6/27/55.
2. Chart 793, scale 1:40,000, published September 1937, corrected to 5/7/55.

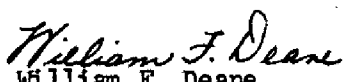
Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
13 May 1958


Jack Honick
Carto. Photo. Aid

Approved and Forwarded


William F. Deane
CDR C&GS
Baltimore District Officer

FIELD EDIT REPORT
PROJECT PH-81
QUAD. T-11121

51. Methods. All roads were ridden out to check their classification and to visually inspect the planimetry and contours. Some road 7's that appear on the map are now impassable by truck, due to felled trees and/ or through disuse. Those that connect to other roads or lead to buildings, navigable water etc. were walked out and inquiries made as to the probability of their being used as roads again. Some were reclassified as trails and some deleted depending on their terminus and / or usefulness.

Many features that are new since the field inspection appear on the 1959 photography. These have been classified and cross referenced on the field edit sheets.

New buildings and others that were not mapped have been circled on the 1959 photographs, where they are discernible,. Those that have been built since the date of photography, or are obscured by trees have been blocked in and circled. In some areas where there is a congestion of buildings some of the old ones as well as the new ones were not mapped. In these cases, to avoid time consuming ground measurements, to determine which had been omitted, some buildings that appear on the map were circled. All buildings are class 1 unless otherwise labeled.

Standard plane-table methods were used to check the accuracy of the contours.

The Intracoastal Waterway, and other water areas where questions arose , were inspected by boat at or near M. L. W. A tide curve was constructed and used where the features (shell mounds etc.) carry a note showing what the feature bares at M. L. W. In other cases or areas, which were inspected on a different date, the time and date is shown.

Aids to navigation that are known to have been moved or rebuilt since the field inspection were located by direct identification (lights) and sextant fixes (daybeacons). All of these aids are now charted. Form 567 will be submitted upon completion of the project.

Field edit information is shown on the following: Four field edit sheets Nos. 1, 2, 3 and 4. The discrepancy prints were also used as field edit sheets. They are Nos. 1 and 2. One ratio print each of Photographs Nos. 598-8989, 8991, 8993, 9009, 9011, 9013, 9015, 9031, 9033, 9035 and 9037, One nine lens photograph No. 35741.

Violet ink was used for all additions and corrections and green ink was used for all deletions on all photographs and sheets.

52. Adequacy of the compilation. Due to the long lapse of time since the field inspection many new features have been built. They are to be added from the photographs and other field edit data. When these features have been added or corrected the compilation will be adequate and complete.

53. Map Accuracy. No horizontal accuracy test was made. Contours were tested in several areas in both the north and south halves of the quadrangle. A total of 38 points were tested. All were less than one half contour interval in error. 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
27 June 1960

George E. Varnadoe
George E. Varnadoe
Cartographer Supervisory.

6-17-58

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11121

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

CONTROL STATIONS

2a. 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 Joseph Steinberg
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

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

J. Henick 4/2 H.R. Rudolph 5/2
Complier

Frank J. J. J.
Supervisor

43. Remarks:

REVIEW REPORT
TOPOGRAPHIC SURVEY 11121

62. Comparison with Registered Topographic Surveys

T-11121 supersedes the prior Bureau surveys for nautical charting purposes. T-5159 1:20,000 1933 T-5166 1:20,000 1933
T-5167 1:10,000 1933

63. Comparison with Maps of Other Agencies

Edisto Island, S.C. AMS 1:50,000 1943
(Copy of USGS Quad - 1919 - 1:62,500)
T-11121 will replace this quadrangle - To be published by the USGS.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable.

65. Comparison with Nautical Charts

793	1:40,000	revised	12/4/61
792	1:40,000	revised	7/17/61
1239	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. Turner
Chief, Cartographic Br.

J. E. Waught 7/29/63
Chief, Photogrammetry Div.

James S. Taylor
Chief, Nautical Chart Division

Horace S. Conerly
Chief, Operations Division

48. Geographic Names List

Adams Run (town)
Adams Run (stream)

Baptist Hill
Barrelville
Bears Bluff
Big Bay
Bluff Point

Dawho River

Fishing Creek

Gibson

Hollywood

Jehossee Island

Laurel Hill
Little Britton Island
Lower Toogoodoo Creek

Meggett

New Road
North Creek
North Edisto River

Park Island

Riley Bay

Swinton Creek
Slann Island

Tom Point Creek
Toogoodoo Creek

Wadmalaw Point
Wadmalaw River
White Point
White Point Landing
Whooping Island
Whooping Island Creek


Geographic Names Section
3 October 1961

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
PHOTOGRAMMETRIC PARTY NO. 1
BOX 3016, ST. ANDREW'S BRANCH
CHARLESTON, SOUTH CAROLINA

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

14 April 1955

EXPRESS ADDRESS:

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

Subject: Bridge and overhead cable clearances

Data for a new highway bridge and an overhead power cable over the
Sachs River are given below:

Bridges Swing draw

Horizontal clearance, north side, 90.5 feet
Horizontal clearance, south side, 91.3 feet
Vertical clearance, closed, 7.4 feet above MHW
Lat. $32^{\circ}-38.2'$
Long. $80^{\circ}-20.5'$
Charts: 792 and 838

Overhead power cable:

Vertical clearance, 109.5 feet above MHW
Lat. $32^{\circ}-38.2'$
Long. $80^{\circ}-20.5'$
Charts: 792 and 838

The above bridge is expected to be open to vehicular traffic
25 April 1955. Soon after that date the present structure, as described
on page 234, lines 11-13, Coast Pilot, Atlantic Coast, Section D, will
be removed.

A vertical clearance of 3.1 feet at MHW for a bridge over Whooping
Island Creek at approximate position $32^{\circ}-37.6'$ Lat., $80^{\circ}-20.7'$ Long., is
given on Chart 792. This clearance should be removed as the structure
now in place is a small concrete culvert, both ends of which are covered
approximately 1.5 feet at MHW. This clearance is not given on Chart 838.

I. Y. Fitzgerald
Photogrammetric Engineer

for Chief of Party

IYF/c

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~to be deleted~~

Baltimore, Maryland

17 June 1958

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

The positions given have been checked after listing by **R. Glaser** on ~~2044228~~ *1/1/70* the charts indicated.

William F. Deane *Chief of Party.*

STATE			SOUTH CAROLINA			POSITION					METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE*		LONGITUDE*		DATUM									
			D. M. METERS 00.31 256	" 07.53 232 42.66 1314 49.15 1514 49.31 1519 06.43 198 00.16 05 41.16 1268	" 01.02 37 26.71 696 15.84 113 31.30 816 00.35 09 45.46 1185 46.80 1220 15.19 396	" 80 15 80 15 80 18 80 18 80 19 80 20 80 20 80 21										
DAYBN 105	Wadmalaw River Daybeacon 105		32 39		80 15		N.A.	1927	Radial Plot	1954	X				792, 793, 837, 838	
LT 106	Wadmalaw River Light 106		32 39		80 15		"	"	"	"	X				792, 793, 837, 838	
DAYBN 120	Dawho River Daybeacon 120		32 37		80 18		"	"	"	"	X				792, 793, 838	
LT 121	Dawho River Light 121		32 37		80 18		"	"	"	"	X				792, 793, 838	
LT 125	Dawho River Light 125		32 37		80 19		"	"	"	"	X				793, 838	
DAYBN 132	North Creek Daybeacon 132		32 38		80 20		"	"	"	"	X				793, 838	
DAYBN 133	North Creek Daybeacon 133		32 38		80 20		"	"	"	"	X				793, 838	
LT 135	North Creek Light-135		32 37		80 21		"	"	"	"	X				793, 838	

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

NON-FLOATING/AIDS/OR LANDMARKS FOR CHARTS

Baltimore, Maryland 17 June, 1958

I recommend that the following objects which have *(Subsided / High)* been inspected from seaward to determine their value as landmarks be charted on *(Advised / Probable)* the charts indicated.

The positions given have been checked after listing by R. Glaser

William F. Deane *Chief of Party.*

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS

TO BE CHARTED
TO BE REVISED
~~TO BE DELETED~~

Baltimore, Maryland

1 March 1961

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

The positions given have been checked after listing by

William E. Randall *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. Revisions shall show both the old and new positions. 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

