

11123

N 85

Diag. Cht. Nos. 1239-2, 1240-2 & Inset.

11123

Form 504 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-11123 N 85</u>
LOCALITY	
State <u>South Carolina</u>	
General locality <u>South Edisto River</u>	
Locality <u>Fenwick Island</u>	
<u>1952-60</u>	
CHIEF OF PARTY	
<u>J.E. Waugh, Photogrammetric Party No. 1</u> <u>W.F. Deane, Balto. Dist. Officer</u>	
LIBRARY & ARCHIVES	
DATE <u>September 1964</u>	

DATA RECORD

T - 11123 N. + S.

Project No. (II): 6081 Quadrangle Name (IV):

Field Office (II): Charleston, S. C. Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Maryland Officer-in-Charge: William F. Deane

Instructions dated (II) (III): 10/19/53 Copy filed in Division of
Amend. I, 12/2/54 Photogrammetry (IV)

Ltr. to CDR J. E. Waugh, dated 11/22/54, 731-mk1
Ltr. from Act'g. Ch., Operations Br. to Ch.; Photo. Div., dated 1/19/55
11 August 1955

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):

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):

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): DODGE, 1933

Lat.: 32° 33' 35.169" (1083.3 m) Long.: 80° 25' 14.422" (376.2 m) Adjusted
~~1083.3 m~~

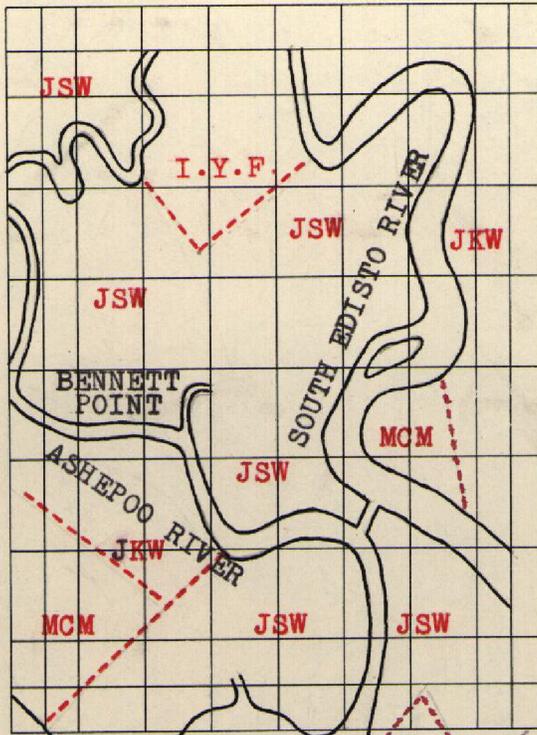
Plane Coordinates (IV): State: S. C. Zone: South

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.

80°-30'0
32°-37'5



32°-30'0

Areas contoured by various persons
 (Show name within area)
 (II) (III)
 ST. HELENA SOUND

80°-22'5

DATA RECORD

Field Inspection by (II):	W. M. Reynolds I. Y. Fitzgerald J. K. Wilson J. S. Winter M. C. Moody	Date: Jan.-Feb. 1954 July 1955 July 1955 July-Aug. 1955 Aug. 1955
Planetable contouring by (II):	I. Y. Fitzgerald J. K. Wilson M. C. Moody J. S. Winter	Date: July 1955 July 1955 Aug. 1955 July-Aug. 1955
Completion Surveys by (II):	G. E. UARNADUE	Date: AUG 1960

Mean High Water Location (III) (State date and method of location): Photographs dated 1952, 1953 and 1955, supplemented by field inspection, 1955.

Projection and Grids ruled by (IV):	A. Riley	Date: 7/23/55
Projection and Grids checked by (IV):	A. Riley	Date: 7/23/55
Control plotted by (III):	J. C. Cregan	Date: 9/9/55

Control checked by (III):	B. Kurs	Date: 9/13/55
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Radial Plot or Stereoscopic Controbextension by (III):	B. F. Lampton	Date: 12/15/55
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	Planimetry	Date:
Stereoscopic Instrument compilation (III):	Contours	Date:

Manuscript delineated by (III):	B. Wilson J. Council	Date: 7/8/58
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Photogrammetric Office Review by (III):	R. Glaser	Date: 7/17/58
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Elevations on Manuscript checked by (II) (III):	R. Glaser	Date: 7/17/58
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Camera (kind or source) (III):

Number	Date	Time	Scale	Stage of Tide
35680 and 35681	3/16/52	1040	1:10,000	5.2 ft above MLW
35684 thru 35686	"	1050	"	5.4 " " "
35745 thru 35750	"	1155 - 1158	"	5.5 " " "
35790 thru 35792	"	1300	"	4.5 " " "
35793 and 35794	"	1302	"	4.9 " " "
35867 thru 35870	"	1407 - 1409	"	2.8 " " "
40797 thru 40802	5/31/53	Clock Stopped	"	- - -
49260 thru 49264	3/23/55	1349 - 1352	"	-0.8 " below "
49312 and 49313	"	1430	"	-0.5 " " "
49399	"	1532	"	1.2 " above "
49477 and 49478	3/24/55	0932	"	6.5 " " "
9097 thru 9052	12/10/59	1254	"	1.0 " " "
9059 + 9060	"	1305	"	2.0 " " "
9061 thru 9063	12/10/59	1306	"	1.1 " " "
9082 " 9086	"	1320	"	1.5 " " "
9087	"	1322	"	2.5 " " "

From Predicted Tables

Ratio of Ranges	Mean Range	Spring Range
	6.9	8.1
0.9	6.2	7.3
0.9	6.3	7.4

Reference Station: Savannah River Entrance

Subordinate Station: Seabrook

Subordinate Station: Watts Cut Entrance

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

Date: JUNE 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 mi
 Shoreline (More than 200 meters to opposite shore) (III): 57 mi
 Shoreline (Less than 200 meters to opposite shore) (III): 88 mi
 Control Leveling - Miles (II): 14
 Number of Triangulation Stations searched for (II): 33 Recovered: 18 Identified: 22*
 Number of BMs searched for (II): 13 Recovered: 10 Identified: 5
 Number of Recoverable Photo Stations established (III): 4**
 Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* Includes 3 picture points on Green Pond-Wiggins traverse.

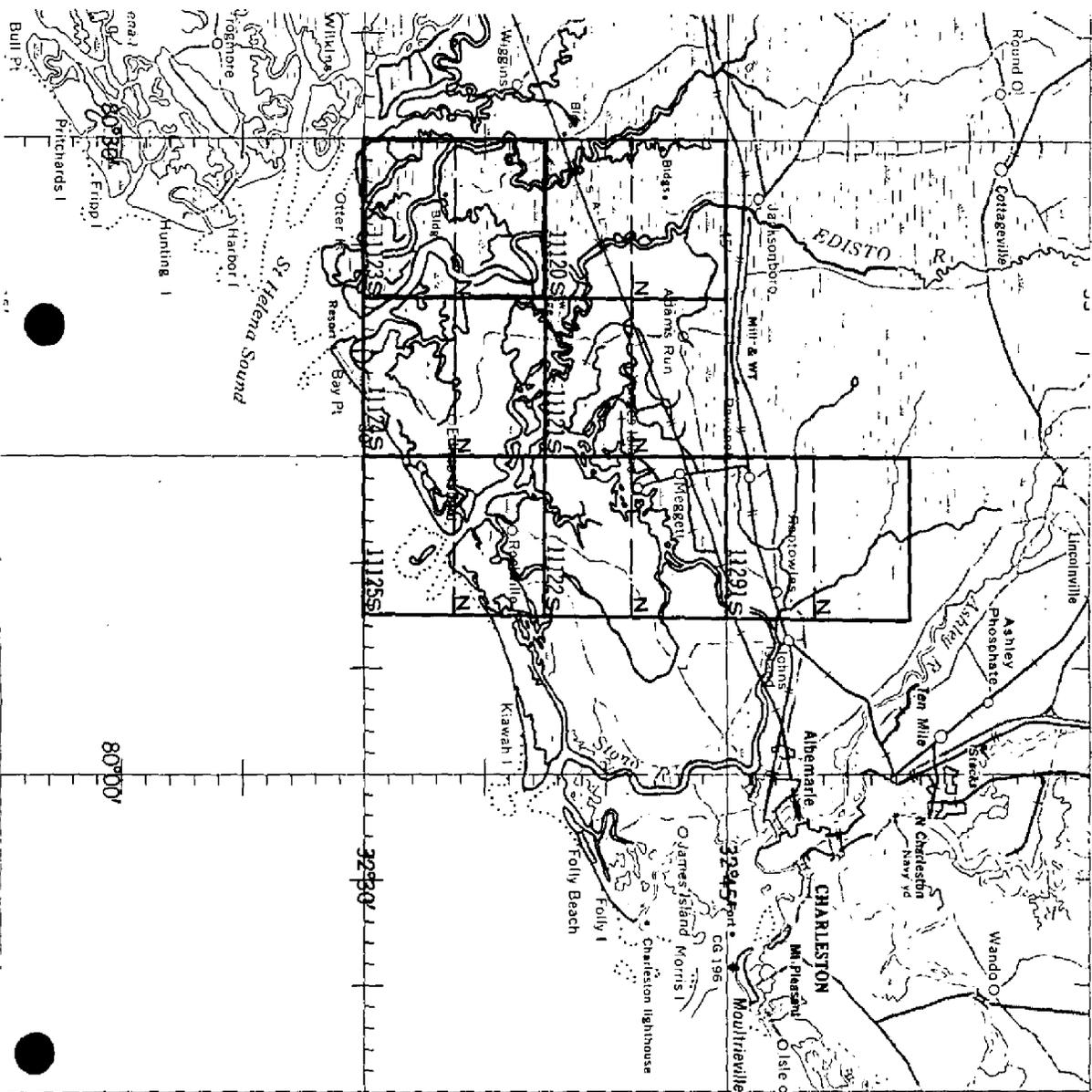
Land area N/2: 29 mi - S/2: 26 mi
 Shoreline (over 200m) N/2: 23 mi - S/2: 34 mi
 Shoreline (under 200 m) N/2: 39 mi - S/2: 49 mi

** Others listed in item 11 (Other Control) are in Ph-154

TOPOGRAPHIC MAPPING PROJECT PH. 31
S.C., Vicinity of Edisto River

OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Sq. St. Miles	Lin. Miles Shoreline
11291 N	31	3
11291 S	30	9
11120 N	29	7
11120 S	27	7
11121 N	30	15
11121 S	30	5
11122 N	25	19
11122 S	28	16
11123 N	26	14
11123 S	29	24
11124 N	26	36
11124 S	29	18
11125 N	27	25
11125 S	22	9
TOTALS	363	237



80°00'

32°30'

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T. 1123

T1123 is one of 7 similar maps in Project FH-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 centring 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 1969. 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-1123 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.

8

FIELD INSPECTION REPORT

Project 881
Quadrangle T-11123

2. AREAL FIELD INSPECTION

The area comprising this map lies along the northern shore of St. Helena Sound and generally between the Ashepoo and South Edisto Rivers, except for the southwest portion of the area which is west of the Ashepoo River.

The major part of the area is either swamp or marsh with the fast land being low islands surrounded by marsh and water, or by marsh alone.

The Intracoastal Waterway crosses the area in a generally north-east to southwest direction along the natural streams and through dredged cuts connecting these streams.

All cleared land is devoted to truck farming or is used as graze for cattle. The former is more predominate and is the chief source of income of the area.

A paved highway, maintained by the South Carolina Highway Department, connects the area with U. S. Highway 17. This highway was formerly designated as S. C. 323, but has no officially assigned designation now. (See Field Inspection Report for Map T-11120 (—)).

Land under cultivation is drained by a series of small, parallel ditches, which in turn drain into larger ditches carrying ground water run-off 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 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 four photographic tones in the tidal marsh. The first is the dark gray tone of the normal grass-covered marsh. The second is the medium gray tone of mud, devoid of vegetation, baring shortly before low water and comprising the mud flats. The third is a light gray tone, also mud and devoid of vegetation, but which is found only along the banks of the tidal streams and which bares soon after high water. The fourth varies from a very light

gray to white and is caused by sand eroding from the adjacent fast land and spreading out over the marsh. The variation in tone results from dampening by the tide.

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

Marsh has been reclaimed in two general areas, namely the Bear Island Game Management Area, and on the eastern side of the northern part of Fenwick Island.

The first area is covered by photographs 35686, 35687 and 35748; the second area by photograph 40800.

Reclamation in each area is done by construction of dikes, ditches and floodgates. These areas can be drained or flooded at will. (See Field Inspection Report, Map T-11120 (—)).

At the time of field inspection these areas were either under cultivation or were kept drained to allow natural leaching of the salt in the soil.

A final decision had not been made whether either area would be cultivated, partly cultivated, or used as waterfowl refuge as described in Field Inspection Report, Map T-11120 (—).

The field editor should investigate each area for extension of the reclaimed areas and the use to which the areas have been put.

Attention is invited to the layout for this project. Contouring has been accomplished on ASHE, HUTCHINSON, OTTER and PINE ISLANDS, south of the quadrangle limits to St. Helena Sound. The shoreline and planimetry for this area has been included in Maps T-10302 (—) and T-10303 (—), Project #154.

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

- 35683, 35685 thru 35687, 35745 thru 35752, 35790 thru 35794, 35867 thru 35870, 35988 thru 35990, 40796 thru 40802, 49262, 49263, 49268, 49312 and 49313.

3. HORIZONTAL CONTROL

Supplemental horizontal control west of the northwest corner of the area was established by a third-order traverse, as discussed in the Field Inspection Report for Map T-11120 (—).

The following Coast and Geodetic Survey traverse and triangulation stations were reported lost:

- | | |
|--------------------|------------------|
| ABE, 1934 | ONE, 1934 |
| BUG, 1934 | RAG, 1933 |
| BUZZ, 1934 | RED BEACON, 1933 |
| CUT, 1933 | SCAN, 1933 |
| FENWICK, 1933 | SOUND, 1933 |
| FLASH, 1933 | TUG, 1934 |
| GREEN BEACON, 1933 | ZEB, 1924 |
| HUTCHINSON 2, 1933 | |

FENWICK REFERENCE MARK 2 and HUTCHINSON 2 REFERENCE MARK 2 were identified since only the one reference mark at each station was recovered.

HANGMAN 2 REFERENCE MARK 1 was identified as the station was not recovered in 1954. The station was recovered after a second search made in 1955.

Station 249430.43 (600 ft. Lt.), 1941, established by the U. S. Engineers, was recovered and identified. Neither the method of establishment nor the order of accuracy is known by the field party.

4. VERTICAL CONTROL

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

BRICKYARD FERRY, ASHEPOO RIVER, TIDAL BENCH MARK 1

HUTCHINSON ISLAND (HANAHAN WHARF), ASHEPOO RIVER, TIDAL BENCH MARKS 1 and 3

PINE LANDING, EDISTO ISLAND, SOUTH EDISTO RIVER, TIDAL BENCH MARKS 1, 2 and 3

SEABROOK, FENWICK ISLAND, ASHEPOO RIVER, TIDAL BENCH MARKS 1, 2 and 3. (Tidal Bench Mark 4 was established by this party.)

U. S. Geological Survey Bench Mark 9, 1918 was recovered. Information furnished the field party does not give the order of accuracy of this bench mark.

Twenty-one miles of Wye leveling were run as supplemental con-

trol for contouring.

Level Points established were designated 23-01 through 23-29.

5. CONTOURS AND DRAINAGE

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

Elevation ranges up to 33 feet above mean sea level.

All checked elevations are shown in violet ink, and unchecked elevations are shown in black ink.

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.

Woodland cover classification placed in some areas which are apparently open appear incongruous. These areas are now covered by pines from natural seeding or by reforestation. The latter is the case in two areas on the northern section of Fenwick Island.

7. SHORELINE AND ALONGSHORE FEATURES

Field inspection notes of the mean high-water line of the Atlantic Ocean, St. Helena Sound, and part of the lower section of the Ashepoo and South Edisto Rivers were applied to nine-lens photographs made in March 1955.

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

The approximate low-water line was indicated by symbol in accordance with Fig. 5.22, Topographic Manual, Part II, along the Ashepoo and South Edisto Rivers, the Atlantic Ocean, and St. Helena Sound, except for the sections between the mouths of Rock Creek and the Ashepoo River where the mean low-water line was indicated by symbol.

A large area in St. Helena Sound between the Ashepoo and South Edisto Rivers bares at low water. The 1955 photography was made at

a minus tide, at which time much more of the area was bare than at mean low-water. The approximate low-water line was indicated in the areas which bared the most when the area was inspected. Field inspection notes on the low-water line in this area appear on photographs 49312 and 49313.

There are no bluffs or cliffs of landmark value in the area.

An old dock, now charted at Lat. $32^{\circ}-36'.0$, Long. $80^{\circ}-27'.0$ on Chart 793, has completely deteriorated. This area of Mosquito Creek is now above a large dike.

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

8. OFFSHORE FEATURES

The foreshore of the Ashepoo and South Edisto Rivers and the tidal creeks is mud except where it is sand, or sand and mud, along truncated beach ridges. The foreshore of St. Helena Sound is sand except for a few small areas along the offshore edge of marsh.

The mean low-water line along St. Helena Sound between Rock Creek and Ashepoo River, as discussed in the preceding section, follows the abruptly dropping edge of the tidal flat. The approximate low-water line was indicated elsewhere due to the more gently sloping foreshore and the difficulty of positively identifying the mean low-water line.

The limits of shoals and shallow areas along the St. Helena Sound shore just west of the mouth of South Edisto River were indicated on photograph 49268.

No visible evidence of a stake, now charted at Lat. $32^{\circ}-33'.7$, Long. $80^{\circ}-29'.9$ on Chart 793, was found during field inspection.

9. LANDMARKS AND AIDS

There are no landmarks in the area.

All Fixed Aids to Navigation were located by photogrammetric methods - either direct identification, or by sextant fixes, using points of identifiable detail.

A point on Ashepoo-Coosaw Cutoff Daybeacon Range 177 was identified by the substitute station method.

There is one Aeronautical Aid. According to the Charleston, S. C. Office of the C.A.A., the aid is designated Site No. 16 J-R Airway, Bennett Point, S. C. It is Coast and Geodetic Survey triangulation station Air Beacon #16, 1932.

10. BOUNDARIES, MONUMENTS AND LINES

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

The Charleston-Colleton County boundary follows the South Edisto River and also affects this map.

For legal descriptions and detail information for mapping these boundaries, see "Special Report, Boundaries, Project 6081".

PH

11. OTHER CONTROL

Recoverable photo-topo stations listed below were established:

- ACHE
- BANK
- ISLE
- LITE
- ROAD
- SUNK
- TRAY
- SEABROOK TIDAL BENCH MARK 2

WICK (Seabrook)

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Section 5441, except that Class 5 and Class 6 roads were all 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 the date of photography were inked solid in red ink to size and shape, 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.

Bridge clearances are:

1. Highway bridge over Ashepoo River

Swing Draw

Horizontal Clearance, North Draw - 65.0 feet
South Draw - 64.0 feet

Vertical Clearance, closed 9.7 feet

2. Highway bridge over Mosquito Creek

Fixed Bridge

Horizontal Clearance 11.0 feet

Vertical Clearance 0.9 foot

An overhead power cable crossing over the Ashepoo River immediately downstream from the highway bridge has a vertical clearance of 63 feet.

The vertical clearance of the highway bridge and the overhead cable crossing over Ashepoo River were referred to BRICKYARD FERRY, ASHEPOO RIVER, TIDAL BENCH MARK 1.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project ~~681~~^{PH}".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Boundaries, Project ~~681~~^{PH}", forwarded to the Director in Pkg. No. 55-10, 28 April 1955.

"Special Report, Geographic Names, Project ~~681~~^{PH}", forwarded to the Director in Pkg. No. 55-16, 10 June 1955.

Coast Pilot Notes forwarded to the Director on 27 May 1954.

Original copies of Forms 526 and 685 were forwarded to the Director in Pkg. No. 54-56, 12 November 1954. Additional original copies are to be forwarded at a later date.

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

Forms 567 forwarded to the Director in Pkg. No. 55-17, 10 June 1955.

Data for Map T-11120 forwarded to the Baltimore District Officer in Pkg. Nos. 55-23 and 55-24, 11 August 1955.

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

Data for Map T-11124 forwarded to the Baltimore District Officer in Pkg. No. 55-26, 25 August 1955, and Pkg. No. 55-33, 1 September 1955.

Data for Map T-11123 forwarded to the Baltimore District Officer in Pkg. Nos. 55-29 and 55-30, 26 August 1955. Part of this data was returned to the field party. This returned data was again forwarded with remaining data for this map in Pkg. No. 55-38, 12 October 1955.

Submitted by: 12 OCT 1955

Isaiah Y. Fitzgerald
Isaiah Y. Fitzgerald
Photogrammetric Engineer

Approved & Forwarded: 12 OCT 1955

J. E. Waugh

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

MAP T-11123

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 FORWARD (BACK)	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)
BITTLE, 1933	G-1679 p. 87	N.A. 1927	32	36	22.264		685.8	(1162.4)		
			80	22	37.222		970.5	(593.9)		
Sub. Pt. BITTLE, 1933		"	32	36			654.3	(1193.9)		
			80	22			1004.1	(560.3)		
SAMP, 1933	G-1679 p. 87	"	32	36	19.771		609.0	(1239.2)		
			80	25	29.840		778.0	(786.4)		
Sub. Pt. SAMP, 1933		"	32	36			656.7	(1191.5)		
			80	25			912.2	(652.2)		
SAGE, 1933	G-1679 p. 87	"	32	35	48.731		1501.1	(347.1)		
			80	23	23.437		611.2	(953.5)		
SAGE, 1922 RM 2		"	32	35			1490.1	(358.1)		
			80	23			597.2	(967.5)		
SCAN, 1933	G-1679 p. 87	"	32	33	58.940		1815.6	(32.6)		
			80	23	15.727		410.3	(1154.9)		
Sub. Pt. SCAN, 1933		"	32	33			1786.3	(61.9)		
			80	23			416.8	(1148.4)		
DODGE, 1933	G-1679 p. 87	"	32	33	35.169		1083.3	(764.9)		
			80	25	14.422		376.2	(1189.0)		
Sub. Pt. DODGE, 1933		"	32	33			1054.8	(793.4)		
			80	25			418.3	(1146.9)		
AIR BEACON NO. 16, 1932	G-1892 p. 36	"	32	33	25.701		791.7	(1056.5)		
			80	28	25.518		665.7	(899.6)		
SCAN 2, 1955	Field Comp	"	32	33	59.334		1827.7	(20.5)		
			80	23	14.731		384.3	(1180.9)		

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

DATE: 8/31/55,

CHECKED BY: J. Steinberg

DATE: 9/12/55

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

MAP T-11123 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)	
FENWICK, 1933	G-1669 p. 58	N.A. 1927	32	32 05.234	DESTROYED			161.2	(1687.0)	
RM 2 FENWICK, 1933		"	80	84 49.334				1287.4	(278.3)	
Sub. Pt. RM 2 FENWICK, 1933		"	32	32				174.8	(1673.4)	
		"	80	24				1304.1	(261.6)	
II USE, 1933	G-1669 p. 63	"	32	32				139.1	(1709.1)	
Sub. Pt. II USE, 1933		"	80	24				1311.3	(254.4)	
		"	32	31	56.445			1738.7	(109.5)	
		"	80	25	01.365			35.6	(1530.1)	
JEFF, 1933	G-1669 p. 63	"	32	31				1736.5	(111.7)	
		"	80	24				1551.4	(14.3)	
		"	32	30	08.852			272.7	(1575.5)	
		"	80	24	32.095			837.8	(728.4)	
JEFF, 1933 RM 1		"	32	30				265.4	(1582.8)	
		"	80	24				831.6	(734.6)	
2494 + 30.43 USE, 1941	USE Pos. p. 12	"	32	31	21.364			658.1	(1190.1)	
Sub. Pt. 2494 + 30.43 USE, 1941		"	80	28	55.137			1439.0	(126.9)	
		"	32	31				679.0	(1169.2)	
		"	80	28				1506.5	(59.4)	

- 19 /
- 18 -

COMPILATION REPORT

T-1123

The photogrammetric plot report is a part of Descriptive Report, T-11125.

31. DELINEATION

Graphic methods were used to delineate this survey. Field inspection was adequate.

32. CONTROL

The density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

A blueprint of BEAR ISLAND GAME MANAGEMENT AREA was obtained by the field party for delineation of its boundaries. The USGS, EDISTO ISLAND quadrangle, edition of 1919, scale 1:62,500 was used as geographic names standard.

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate. Approximate low water lines were mostly by office interpretation on photographs taken at low tide based on some field inspection in the southern area of the survey.

36. OFFSHORE DETAILS

No comment.

37. LANEMARKS AND AIDS

Forms 567 have been submitted for one landmark and 17 aids to navigation.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 for four recoverable topographic stations were submitted in October 1955. They are SUNK, 1954; ROAD, 1954; BANK, 1954; and WICK, 1954. Since these forms were furnished for use of the hydrographic party in 1955, they are not included in item 49.

39. JUNCTIONS

Junctions have been made and are in agreement with T-11120 to the north, T-11124 to the east, with T-10302 and T-10303 (Project Ph-154) to the south, and with T-10337 (Ph-154) to the west of the south-half. There is no contemporary survey to the west of the north-half.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 - 45

Not applicable.

46. COMPARISON WITH EXISTING MAPS

This survey has been compared with:

- T-5156, Ashapoo River - Big Bay Creek, scale 1:20,000, made from 1933 photographs.
- T-5168, South Edisto River - Jehossie Island, scale 1:10,000, made from 1933 photographs.
- T-5169, St. Helena Sound - Scanawah Island, scale 1:10,000, made from 1933 photographs.
- T-5186, Hutchinson Island - New Chehaw River, scale 1:10,000, made from 1933 photographs.
- USGS, EDISTO ISLAND quadrangle, scale 1:62,500, edition of 1919.

47. COMPARISON WITH NAUTICAL CHARTS

This survey was compared with Chart 793, scale 1:40,000, edition of 14 September 1937, corrected to 16 June 1956, and Chart 838, scale 1:40,000 published 24 March 1952, corrected to 10 July 1957.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
14 July 1958

Frank J. Tarcza

Frank J. Tarcza
Super. Carto. (Photo.)

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

-21-

FIELD EDIT REPORT
PROJECT PH-81
QUADS. T-11123 & T-10303

51. Methods. All roads were ridden out to check their classification and to visually inspect the planimetry and contours, except on that part of Fenwick Island south of Fenwick Cut, where the roads were walked out. Some road 7's that have been abandoned and have become impassable through disuse were deleted. Roads that have been constructed since the field inspection have been classified on the 1959 photographs and cross referenced on the field edit sheets.

Additional acreage has been added to the Bear Island Game Management Area south of Crooked Creek. The section of the new boundary line appearing on photograph 59S-9084 was taken from an aerial photograph (approx. 1:4800 scale) which is on file at the Game Management Headquarters on Bear Island. A small scale map, as furnished to hunters, showing this area is a part of the data for T-11123 and is labeled Field Edit Sheet No. 5.

Features that are new since the field inspection, principally dikes and ditches, 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 photography or are obscured by trees have been blocked in and circled. All buildings are class 1 unless otherwise classified.

The Intracoastal Waterway and other inland waters, where questions arose, were inspected by boat and changes noted on the photographs, in many areas. Note old boat wreckage on shoal approximately one mile Northwest of Fenwick Cut, on photograph 59S-9061.

Aids to navigation that are known to have been moved or rebuilt since the field inspection were located by direct identification on the photographs where clearly discernible and by sextant fixes for others. Azimuths of the ranges were determined by occupying the front range and measuring the angle from a triangulation station to the rear range with a sextant held directly over the front range.

22

All aids are charted except (Daybeacon 5 at Lat. 32 32.0 Long. 80 23.6 (approx.)) and a Marker (large single pile) at Lat. 32 31.5 Long 80 22.5 (approx.). *

Forms 567 are being submitted for all aids located since 1 June 1960 when forms 567 for aids prior to this date were submitted with Quad. T-11122. These forms are being submitted to the Photogrammetric Office only and are to be forwarded to their proper designations when accurate positions are determined.

The M H W L along the Sound side of Otter Island in T-10303 was inspected and located by walking the shoreline. Inspection by boat was impractical because of the vast area offshore which was bare or very shallow when the area was inspected.

Field edit information is shown on the following: Five field edit sheets for T-11123 and one field edit sheet for T-10303. One ratio print each of photographs Nos. 59S-9048, 9050, 9052, 9054, 9059, 9061, 9063, 9082, 9084 and 9086.

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 changes have occurred and new features built. The M H W L along the sound side of Otter Island should be corrected from the inspection of 5 Aug. 1960, on photograph 59S-9054 and the 5 foot contour should be corrected as discussed in letter to Chief, Photogrammetry Division dated 11 June 1960 and reply No. 762/AKH dated 21 June 1960. When these and other corrections and additions are applied from the field edit data the compilation will be adequate and complete.

53. Map Accuracy. No horizontal accuracy tests were made. Contours were tested in two separate areas in T-11123. A total of 33 points on the contours were tested all of which were in error less than one half contour interval. See form 187 (Summary and abstract of vertical accuracy test) attached. Contours along the Sound side of Otter Island in T-10303 were visually inspected while walking the area. Except for the 5 foot contour, which has shifted with the M H W L in places, the contours are good as to shape and size.

* This is classified as a privately owned "marker"
Not Daybn 5
See review report

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 was believed to be qualified.

Respectfully submitted,
18 August 1960

George E. Varnadoe
George E. Varnadoe
Supervisory Cartographer.

24

Review Report
Topographic Map T-11123 (N & S)
June 1963

61. General Statement

The positions of the aids to navigation located by this survey and shown on the two manuscripts have been verified through a check of the 1963 "Light List" and records in the ~~Chart~~ ^{Nautical} Division.

Field inspection of this project was accomplished in August 1960. Some changes in aids to navigation, that occurred between the times of the field checks, were not accounted for during field edit. ~~South~~ Edisto River Range Rear Light 150 was moved during ~~field~~ review, on range to 275 yards from Front Light 150 in accordance with a letter of June 4, 1956 from the Commander of the 5th Coast Guard District. The object designated "South Edisto River Daybeacon 5" (Form 567) was labeled "Marker" during final review. The Coast Guard has no record of a "Daybeacon" in this area.

Air Beacon No. 16 was removed in March 27, 1960 according to records in the Nautical Chart Division.

62. Comparison with Registered Topographic Surveys

5156	1:20,000	1933
5168	1:10,000	1933
5169	1:10,000	1933
5186	1:10,000	1933

These prior surveys are superseded by T-11123, in the ~~Common~~ Areas, for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Edisto Island, S. C. - AMS quadrangle - scale 1:50,000 (1946)
(based on older sources)

T-11123 will replace this map.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable

65. Comparison With Nautical Charts

793 1:40,000 revised 12/4/61

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

66. Adequacy of Results and Future Surveys

This map meets Bureau requirements and complies with National Standards of Accuracy.

67. Junctions

Junction with the 1:24,000 scale Geological Survey St. Helena Sound of 1956 is in agreement. Junctions were made with Bureau surveys during compilation.

Reviewed by:

S. G. Blankenbaker
S. G. Blankenbaker

Approved by:

Charles L. ...
Chief, Cartographic Branch
rel. rel.

Chief, Nautical Chart Division

M. E. ...
Chief, Photogrammetry Division
Acting

48. Geographic Names List

Alligator Creek
Ashe Island
Ashepoo-Coosaw Cutoff
Ashepoo River

Bailey Creek
Bank Creek
Bear Island
Beet Island
Bennetts Point
Bluff Islands
Boulders Island
Bull Cut

Crooked Creek

Edisto Island

Fenwick Cut
Fenwick Island
Fish Creek

Hole in the Wall
Hutchinson Island

Jefford Creek

Long Ashepoo Creek

Mosquito Creek
Musselboro Creek
Musselboro Island

North Creek

Raccoon Island
Rock Creek

St. Helena Sound
Sampson Island
Sampson Island Creek
Sawyers Island
Scanawah Island
Seabrook
Settlement Islands
South Edisto River

Two Sister Creek

Watts Cut
White House Woods

George M. Beer
Geographic Names Section

(COPY) 27

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC PARTY NO. 1
BOX 3016, ST. ANDREWS 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 Pa-81. The new bridge and power cable over the Dawho 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 Ashepoo 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 Ashepoo 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, USC&GS
Chief of Party

Enclosures

cc: 70

Compilation Office
Coast Pilot

JEW/f

<u>Location</u>	<u>Kind</u>	<u>Height In Feet Above MHH</u>	<u>Chart Affect- ed</u>	<u>Latitude</u>	<u>Longitude</u>
Rantowles Creek	Transmission	18.7		32°-47.6	80°-08.1
Rantowles Creek	Communications	18.1		32°-47.7	80°-08.2
Rantowles Creek Near Highway Bridge U. S. 17	Communications	8.6		32°-47.7	80°-08.2
Rantowles Creek Near Highway Bridge U. S. 17	Transmission	39.8		32°-47.7	80°-08.2
Rantowles 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
Ashpoco River Brickyard Ferry	Transmission	63.2	793	32°-36.7	80°-28.9
Ashpoco River at S.A.L. R.R. Bridge	Communications	84.2	793	32°-38.5	80°-28.8

(COPY)

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC PARTY NO. 1
BOX 3014, ST. AUGUSTINE BRANCH
CHARLESTON, SOUTH CAROLINA

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

25 May 1955

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

Re: Bridge Clearances

Dear Sirs:

During the course of field work in the Misto River-Ashpoco 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. Wugh
CER, USCGS
Officer in Charge

Encl.
cc: Director
JEM/f

Page of Publi- cation.	Miles Above Mouth	Location	Owner	Type of Dam	Horizontal Clearance Feet	Vertical Clearance Feet
16	15	Ashpoco River, S. C.	S. C. Hwy. Dept.	SN	L 60 L 65.0 See 1	R 60 R 64.0 15.3 7 9.7
16	20	Ashpoco River, S. C.	S.A.L. R.R. Co.	SN	L 60 L 71.0	R 60 R 67.7 9.4 4.7 5.2
136	22.5	Melito River, S. C.	S.A.L. R.R. Co.	SN	L 60.0 62.5	R 60.0 10.7 9.9 5.7 3.6
214	26.1	Bambo River, S. C.	S. C. Hwy. Dept.	SN		REMOVED
308	2	Mouspits Creek, S. C.	Private	F	23 11.0 See 2	18.3 7.2 13 0.9
386	1.1	Bantolas Creek, S. C.	A.S.L. R.R. Co.	W	32 41.0	10.4 9.6 open 28 2.8 3.9
444	1	Wallace Creek, S. C.	S. C. Hwy. Dept.	F	58 38.5	15 15.0 9.1 9.3

Page of Publi- cation	Miles Above Mouth	Location	Name	Type of Bridge	Horizontal Clearance Feet	Vertical Clearance Feet
24 Supplement		Stono River, S. C.	S.A.L. R.R. Co.	SW	L 66.2 R 66.1 L 67.3 R 69.5	12.7 6.3 11.6 5.9
44 Supplement	2	Mustosias Creek, S. C.	S. C. Eng. Dept.	F	26 37.5	15.1 15.0 9.3

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

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

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

36.1	Dumbo River, S. C.	S. C. Eng. Dept.	SW	L 92.3 R 90.5	13.9 7.4
------	--------------------	------------------	----	---------------	----------

17 July 1958
32

50.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11123

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

CONTROL STATIONS

6a. 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. Banks, shoals, etc.
- 15. Bridges
- 16. Aids to navigation
- 17. Landmarks
- 18. Other alongshore physical features
- 19. Other along-shore cultural features

PHYSICAL FEATURES

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

CULTURAL FEATURES

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

BOUNDARIES

- 31. Boundary lines
- 32. Public land lines

MISCELLANEOUS

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

40. R. Glaser Reviewer 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.

Harry R. Rudolph Compiler Frank J. Larega Supervisor

43. Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

October 19 55

Baltimore, Maryland

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 A. Glaser

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*		LONGITUDE*		DATUM						
				° ' "	D. M. METERS	° ' "	D. P. METERS							
WATTS CUT DAYBEACON 141	SOUTH CAROLINA			32 37	02.21	80 22	34.52	N.A.	January 1954	X		773, 838		
WATTS CUT LIGHT 143		X		32 36	56.10	80 23	06.06	"	"	X		"		
WATTS CUT DAYBEACON 145				32 36	17.28	80 23	1.58	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 147				32 36	46.92	80 23	09.13	"	"	X		"		
"				32 36	15.7	80 23	2.38	"	"	X		"		
"				32 36	27.24	80 23	12.54	"	"	X		"		
"				32 35	8.9	80 23	3.27	"	"	X		"		
"				32 35	36.20	80 23	60.88	"	"	X		"		
"				32 35	11.15	80 23	10.66	"	"	X		"		
"				32 35	16.17	80 23	58.93	"	"	X		"		
SOUTH EDISTO RIVER RANGE LIGHT 150				32 35	4.98	80 23	15.17	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 150				32 35	12.34	80 24	01.23	"	"	X		"		
SOUTH EDISTO RIVER LIGHT 151				32 34	38.0	80 23	39.84	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 152				32 34	52.46	80 23	10.59	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 153				32 34	16.16	80 23	35.85	"	"	X		"		
SOUTH EDISTO RIVER RANGE LIGHT 153				32 33	87.0	80 23	9.55	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 153				32 33	52.79	80 23	21.01	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 154				32 33	16.26	80 23	54.8	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 154				32 33	47.79	80 23	20.55	"	"	X		"		
SOUTH EDISTO RIVER DAYBEACON 154				32 33	14.72	80 23	5.36	"	"	X		"		
SOUTH EDISTO RIVER RANGE LIGHT 156				32 33	47.46	80 23	39.37	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 156				32 33	14.02	80 23	10.27	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 156				32 33	05.78	80 25	17.28	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 156				32 33	1.78	80 25	5.03	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 156				32 33	02.27	80 25	28.25	"	"	X		"		
SOUTH EDISTO RIVER RANGE BEAM LIGHT 156				32 33	7.0	80 25	7.71	"	"	X		"		

A. H. Kirtch Chief of Party.

See Review Report

34

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
TO BE DELETED

STRIKE OUT ONE

October 19 55

I recommend that the following objects which have ~~(date)~~ 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 W. C. Glasser

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE*		LONGITUDE*								DATUM
				°	'	°	'							
				D. M. METERS	D. P. METERS									
				22.14	24	51.47	1927	MOD.	JANUARY 1954				723, 813	
				602	24	57.60	"	PLAT	"				"	
				239	25	1557	"	"	"				"	
				49.93	25	15.64	"	"	"				793, 838	
				15.3	24	162	"	"	"				1240	
				16.20	24	60.62	"	"	"				793, 838	
				499	24	1060	"	"	"				1239, 1240	
				60.91	24	49.55	"	"	"				"	
				1.0	25	1293	"	"	"				"	
				44.30	25	30.05	"	"	"				"	
				1.55	25	6.5	"	"	"				"	
				51.97	25	20.66	"	"	"				793, 838	
				1601	27	1014	"	"	"				1240	
				29.70	27	68.31	"	"	"				"	
				915	27	217	"	"	"				"	
				17.67	27	41.99	"	"	"				"	
				523	27	1096	"	"	"				"	
				67.69	27	55.90	"	"	"				"	
				235	23	1459	"	"	"				"	
				60.30	23	61.30	"	"	"				"	
				11	23	36	"	"	"				"	
				11.20	23	25.64	"	"	"				"	
				345	23	666	"	"	"				"	
				60.60	23	60.64	"	"	"				"	
				111	23	523	"	"	"				"	
				60.64	23	10.25	"	"	"				"	
				26	23	424	"	"	"				"	

H. G. ... 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

NONFLOATING AIDS ~~ON~~ LANDMARKS FOR CHARTS

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

STRIKE OUT TWO

Baltimore, Maryland

1 March

19 61

I recommend that the following objects which have ~~(11/11/60)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(11/11/60)~~ the charts indicated.
The positions given have been checked after listing by R. Glaser

William E. Randall
Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*		LONGITUDE*		DATUM							
				D. M. METERS	"	D. P. METERS	"								
	LIGHT 143	Watts Cut Light 143		32	36	55.80	06.37	N.A.	1927	Pilot	8/3/60	X			793
	BN 149	South Edisto River Daybeacon 149		32	35	36.34	42.41	"	"	"	"	X			"
	LIGHT 151	South Edisto River Light 151		32	34	52.10	40.22	"	"	"	"	X			"
	BN 153	South Edisto River Range Front Daybeacon 153		32	33	52.20	20.89	"	"	"	"	X			"
	BN 153	South Edisto River Range Rear Daybeacon 153		32	33	48.43	20.55	"	"	"	"	X			"
	BN 157	South Edisto River Daybeacon 157		32	33	44.92	53.6	"	"	"	"	X			"
	BN 159	South Edisto River Daybeacon 159		32	33	20.68	36.11	"	"	"	"	X			"
	LIGHT 156	South Edisto River Range Rear Light 156		32	33	63.7	94.2	"	"	"	"	X			"
	LIGHT 156	South Edisto River Range Front Light 156		32	33	09.51	04.52	"	"	"	"	X			"
	LIGHT 167	Ashepoo-Coosaw Cut-off Light 167		32	33	29.3	11.8	"	"	"	8/2/60	X			"
	BN 170	Ashepoo-Coosaw Daybeacon 170		32	33	02.30	28.06	"	"	"	"	X			"
	BN 172	Ashepoo-Coosaw Daybeacon 172		32	33	71	73.2	"	"	"	"	X			"
	LIGHT 173	Ashepoo-Coosaw Light 173		32	33	05.49	19.82	"	"	"	8/3/60	X			"
	LIGHT 177A	Ashepoo-Coosaw Cut-off Light 177A		32	32	16.94	38.82	"	"	"	"	X			"
				32	31	17.47	41.99	"	"	"	"	X			"
				32	31	53.8	10.96	"	"	"	8/4/60	X			"
				32	31	07.69	55.67	"	"	"	"	X			"
				32	31	00.19	01.00	"	"	"	"	X			"
				32	31	6	26	"	"	"	"	X			"
				32	31	25.61	56.29	"	"	"	"	X			"
				32	31	78.9	14.69	"	"	"	"	X			"

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

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