

11124
N 85

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

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Topographic
Field No. Ph-81	Office No. T-11124
LOCALITY	
State	South Carolina
General locality	South Edisto River
Locality	Edisto Island
19.52-60	
CHIEF OF PARTY	
J.E.Waugh, Photogrammetric Party No. 1	
W.F.Deand, Balto. District Officer	
LIBRARY & ARCHIVES	
DATE	May 18, 1964

USCOMM-DC 5087

11124

DATA RECORD

1

T - 11124

Project No. (II): 6081 (Ph-81) Quadrangle Name (IV):

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

Chief of Party: J. E. Waugh

Photogrammetric Office (III):

Officer-in-Charge:

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

Copy filed in Division of
Photogrammetry (IV)

Field Amendment I, 12/2/54

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

Ltr. from Acting Chief, Operations Br. to Chief, Photo. Div., 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): M.S.L.

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): PT. No. 47 MAC, (USGS), 1932 (MURRAY, 1932)

Lat.: 32° 34' 42.785" (1317.9 m): 80° 17' 51.222" (1336.0 m)

Adjusted

~~0.000000~~

Plane Coordinates (IV):

State: S. C.

Zone: South

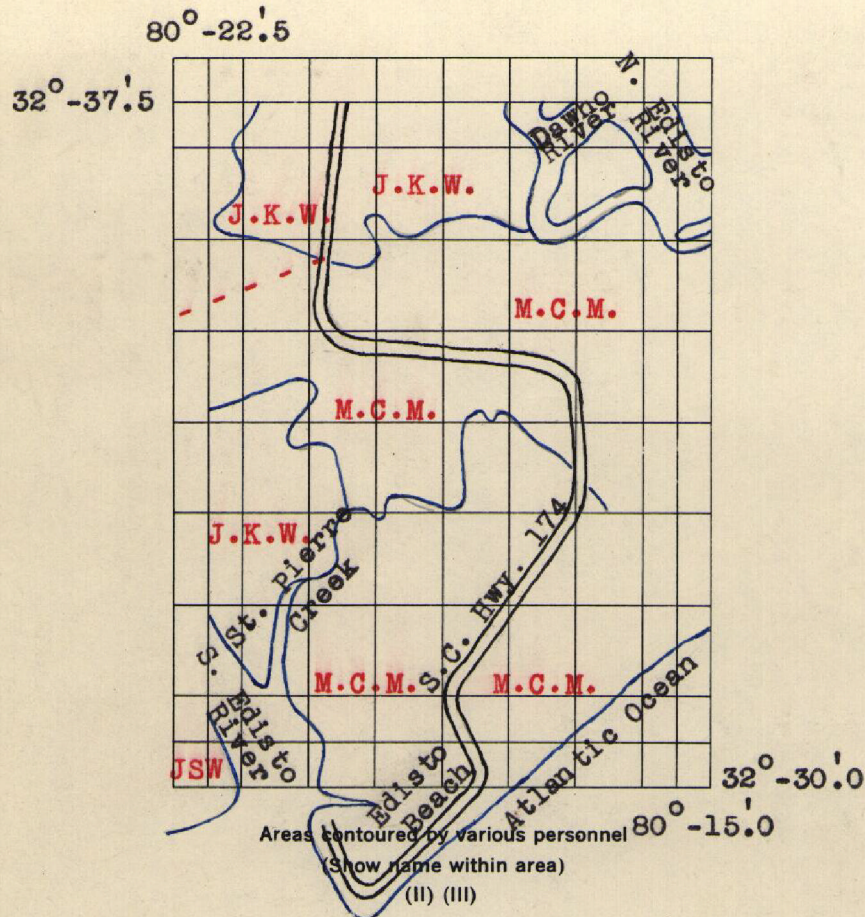
Y=

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.

orig.



DATA RECORD

	B. F. Lampton	Jan.-Feb., 1954
	W. M. Reynolds	Feb., 1954
Field Inspection by (II):	J. K. Wilson	Date: July-Aug., 1955
	M. C. Moody	June-Aug., 1955
	J. S. Winter	Aug., 1955
Planetable contouring by (II):	M. C. Moody	Date: June-Aug., 1955
	J. K. Wilson	July-Aug., 1955
	J. S. Winter	Aug., 1955
Completion Surveys by (II):	G.E. UARNADDE	Date: JULY 1960

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

March 1952 and March 1955, dates of photography, supplemented by field inspection.

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):	D. Williams	Date: 9/2/55
Control checked by (III):	B. Kurs	Date: 9/12/55
Radial Plot on Stereoscope		Date: 12/15/55
Control extension by by B. F. Lampton		
	Planimetry	Date:
Stereoscopic Instrument compilation (III):	Contours	Date:
Manuscript delineated by (III):	Ruth M. Whitson Jack Honick	Date: 7/18/58
Photogrammetric Office Review by (III):	R. Glaser	Date: 7/28/58
Elevations on Manuscript checked by (II) (III):	R. Glaser	Date: 7/28/58

Camera (kind or source) (III):

Number		Date	Time	Scale	Stage of Tide
49256 thru	49259	3/23/55	1346 - 48	1:10,000	-0.7' below MLW
49269 "	49271	"	1356 - 57	"	-0.6 " "
49308 "	49311	"	1427 - 29	"	-0.5 " "
35862 "	35867	3/16/52	1404 - 07	"	2.9' above MLW
35877 and	35878	"	1419	"	2.3' " "
35990 thru	35994	3/17/52	0954 - 56	"	4.2' " "
40802 thru	40804	5/13/53	-	"	-

FIELD EDIT PHOTOGRAPHS (REFER TO FIE. REPORT)

Tide (III)

Reference Station: SAVANNAH RIVER ENTRANCE
 Subordinate Station: Peters Pt.
 Subordinate Station: Dawho River Entrance

Ratio of Ranges	Mean Range	Spring Range
	6.9	8.1
	6.2	7.3
	6.1	7.2

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): 54 sq. mi.

Shoreline (More than 200 meters to opposite shore) (III): 32 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 90 mi.

Control Leveling - Miles (II): 46

Number of Triangulation Stations searched for (II): 61 Recovered: 13 Identified: 12

Number of BMs searched for (II): 46* Recovered: 14 Identified: 3

Number of Recoverable Photo Stations established (III): 10

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

Remarks:

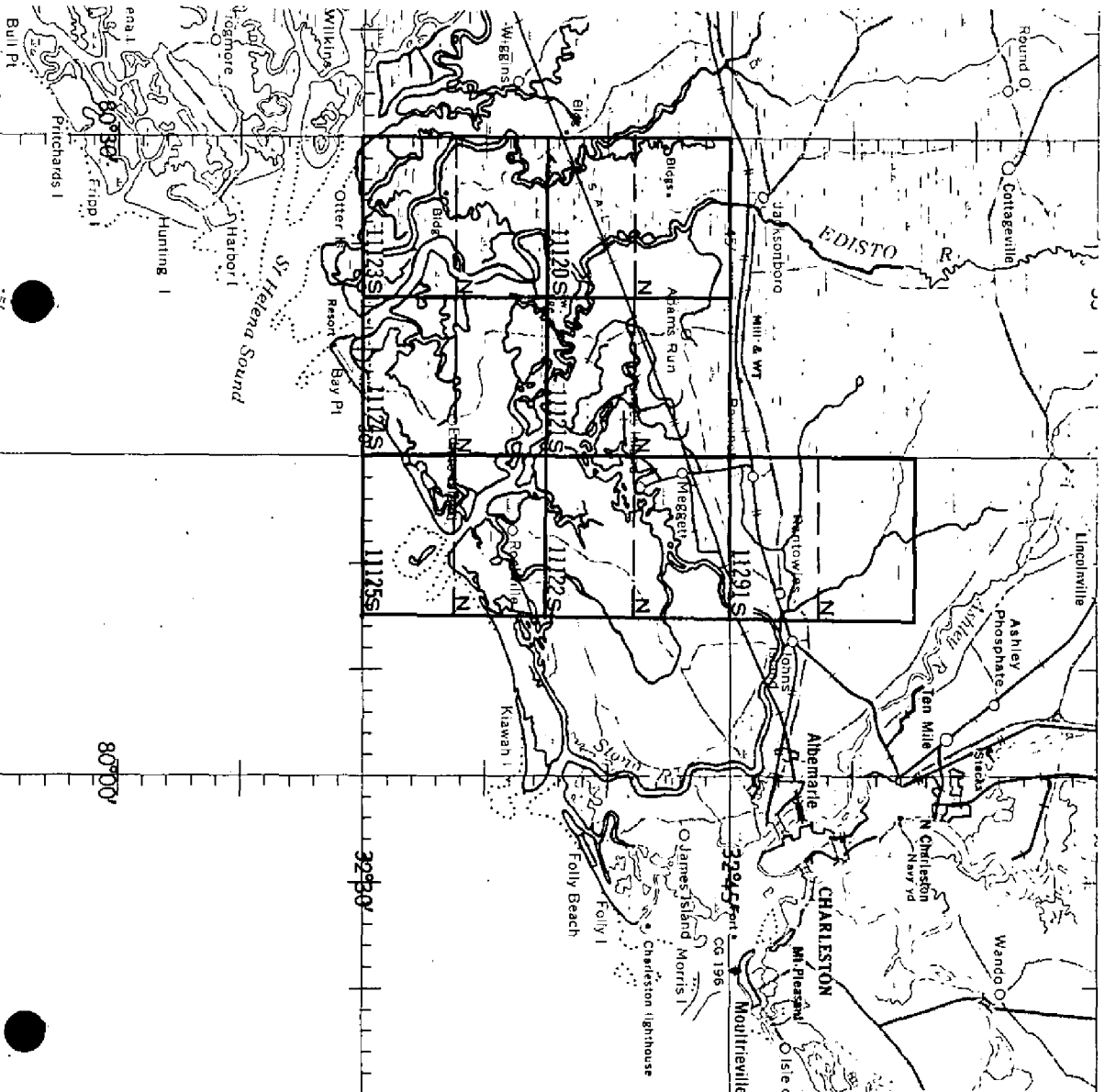
*Includes 35 S.C.G.S. traverse stations which are also 3rd order bench marks. Of these, 4 were recovered but none identified as bench marks.

	N/2	S/2
Land area	30 sq. mi.	24 sq. mi.
Shoreline Over 200	18 miles	14 miles
Shoreline Under 200	51 miles	39 miles

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	24	24
11128 N	29	36
11129 N	26	18
11130 N	27	25
11131 N	22	9
TOTALS	363	237



6

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T-11129

T-11129 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 St. Johns River and Mantee 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 1:25,000 scale topographic quadrangles by the Geological Survey.

(7)

- 2 -

Items registered under T-11124 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Grosvenor" and a lithographic print in colors of the published Geological Survey quadrangle.

FIELD INSPECTION REPORT
Project 6081 (Ph-81)
Quadrangle T-11124

2. AREAL FIELD INSPECTION

The area covered by this map is composed of Little Edisto, Bailey and Scanawah Islands, the major part of Edisto Island, and parts of Jehossee and Pine Islands, all being generally between the North and South Edisto Rivers, and between the Atlantic Ocean and the Dawho River.

The previously-mentioned rivers are all tidal streams as are several creeks in the area, such as St. Pierre, Russell and Steamboat Creeks.

All of these streams are bordered by tidal marsh. There are several areas of swamp with small areas of marsh on the perimeter and in the swamp.

A good, hard-surfaced state highway with an adequate network of county roads serve the area.

The Intracoastal Waterway follows the course of the Dawho River from the North Edisto River across the northeast corner of the area.

There are no railroads.

Edisto Beach State Park is in the southern part of the area along the Atlantic Ocean.

Practically all arable land is devoted to truck farming. Pulpwood is the chief forest product as the more valuable timber has long since been cut.

Land under cultivation is drained by a system of relatively close-spaced, small ditches draining into larger collection ditches, which in turn empty into the natural streams or swamp and/or marsh. The major ditches have been indicated by field inspection notes and are to be compiled. The small ditches have been ignored as they are extremely numerous and of a temporary nature as can be seen by comparing an area in the southwest corner of map T-11122 () as photographed in March 1952 with photographs of the same area taken in May 1953. The small ditches in this particular area have been changed to run normal to their course in March 1952.

Photographic quality was generally very good. Photographs

40801 through 40804, taken 31 May 1953, caused some difficulty from foliage. These same photographs were taken at or very near low water so that a thorough inspection of the mud flats was possible.

There are four photographic tones found in the tidal marsh. The darkest tone is the grass-covered tidal marsh. A medium light gray tone is the mud flats which bare near low water. A very light gray tone found near the edge of the marsh in many areas is caused from erosion of sand from nearby fast land; this tone varies slightly in intensity. A second light gray, almost white, tone is found along the banks of the tidal streams, particularly along the South Edisto River and St. Pierre Creek. This tone results from mud which is slightly higher than the marsh further inshore and bares very soon after high water. The compiler and reviewer should not confuse these areas with sand.

Field inspection is believed to be complete except for the following:

A new fixed highway bridge over Russell Creek on South Carolina Highway 174 was under construction. The present structure is to be removed upon completion of the new one. At the time of field inspection, construction had progressed far enough to permit location of the bridge structure; however, the approaches are not complete. The location of these approaches and measurement of the horizontal and vertical clearances have been left for completion by the field editor.

Field inspection notes appear on 1:10,000 scale, nine-lens photographs 35745, 35862 thru 35867, 35875 thru 35879, 35990 thru 35995, 40801 thru 40805, and 49268 thru 49272.

3. HORIZONTAL CONTROL

No supplemental control was required.

South Carolina Geodetic Survey second-order traverse stations CT 463, CT 475, CT 477 and CT 481 were recovered and identified.

Station PTS 47 MAC 1917 USGS was originally established by the U. S. Geological Survey and subsequently tied into Coast and Geodetic Survey triangulation in 1932. It is listed in "Index to Triangulation Data for South Carolina" as PTS 47 MAC USGS or MURRAY USGS.

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

Coast and Geodetic Survey triangulation stations:

BANK, 1933
 DAWHO RIVER BEACON NO 1, 1933
 " " " " 2, "
 " " LIGHT " 2, "
 " " BEACON " 3, "
 " " " " 4, "
 " " LIGHT " 5, "
 " " BEACON " 6, "
 " " LIGHT " 7, "
 " " BEACON " 8, "
 " " " " 12, "

DISTO, 1933
 ED, 1921
 RABBITS POINT, SHED, EAST GABLE, 1933
 RUS, 1933
 STREAM, 1933
 WATTS (USE), 1933
 WHALEY (USE), 1933
 WHO, 1933

South Carolina Geodetic Survey traverse stations
 established 1934-1937:

CT 458 thru CT 462, CT 464 thru CT 469, CT 471,
 CT 473, CT 474, CT 476, CT 478 thru CT 480,
 CT 482 thru CT 487, CT 500, CT 501, CT 503,
 CT 504 and CT 502 RESET

4. VERTICAL CONTROL

Two bench marks, PTS NO 47 MAC 1917 USGS and 12 1917 USGS were established by the U. S. Geological Survey. The accuracy of these marks is unknown by the field party.

South Carolina Geodetic Survey traverse stations CT 463, CT 475, CT 477, CT 481, CT 488 and CT 505 are third-order bench marks as well as traverse stations.

Coast and Geodetic Survey triangulation station EDISTO ISLAND WEST BASE is also a South Carolina Geodetic Survey third-order bench mark.

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

BIG BAY CREEK, EDISTO ISLAND, SOUTH EDISTO RIVER, ((Falls on
TIDAL BENCH MARK 1 (1934) T-10304

PETERS POINT, EDISTO ISLAND, ST. PIERRE CREEK,
SOUTH EDISTO RIVER, TIDAL BENCH MARKS 1 (1920),
3 (1920), 4 (1920) and 5 (1921)

Approximately 46 miles of fly levels were run for control of plane table contouring. Closures of all lines run were 0.45 foot or less. The one line with a closure of 0.45 foot was adjusted.

Level points were designated 24-01A, and 24-01B through 24-89.

A line of fly levels between bench marks CT-481 and EDISTO ISLAND WEST BASE disclosed a discrepancy of approximately 2 feet in published elevations. The fly levels were made a closed loop on CT-481 with a closure of 0.15 foot. See attached letter to the Director for further information.

5. CONTOURS AND DRAINAGE

Elevation ranges from mean sea level up to 36 feet above mean sea level on a beach ridge in the vicinity of Bay Point.

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

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

Drainage of the area is all tidal except for indicated ditches which drain marsh, swamp and cultivated land.

6. WOODLAND COVER

Woodland cover has been classified in accordance with the Topographic Manual, Part II, Section 5433A, by field inspection notes on the photographs.

The proximity of the area to pulpwood markets has resulted in better pulp forest management. Consequently, several areas which appear open on the photographs were covered by a heavy stand of young pine at the time of field inspection, causing some of the field inspection notes to appear incongruous.

7. SHORELINE AND ALONGSHORE FEATURES

The Atlantic Ocean shoreline is along a barrier beach which is backed by marsh. The mean high water line was indicated at intervals by symbol in accordance with the Topographic Manual, Part II, Figure 5.22. This type of shoreline continues along the east side of the entrance to the South Edisto River as far as the entrance to Big Bay Creek.

All other shoreline is the offshore edge of marsh except for isolated, relatively short stretches along the creeks and one along the west side of the entrance to the South Edisto River.

The approximate low water line has been indicated by symbol in accordance with the Topographic Manual, Part II, Figure 5.22, along the Atlantic Ocean and the mud flats in the North Edisto and Dawho Rivers, and some of the other minor tidal streams.

Photographs taken in March 1955 were used for inspection of the Atlantic Ocean shoreline and the tidal streams for which these photographs furnished coverage.

There are low bluffs along the minor tidal streams, notably St. Pierre and Store Creeks. These bluffs are of relatively little significance. The location and height of these are indicated by the contours and elevations on the photographs.

All shoreline structures are adequately covered by field inspection notes. They are chiefly piers and groins.

8. OFFSHORE FEATURES

Two trees in Bailey Creek now charted on Chart 793 at Lat. $32^{\circ}-33.3$, Long. $80^{\circ}-20.6$, and Lat. $32^{\circ}-33.6$, Long. $80^{\circ}-21.6$, no longer exist. They have evidently been removed by erosion. No visible evidence of a log in Shingle Creek, now charted on Chart 793 at Lat. $32^{\circ}-33.7$, Long $80^{\circ}-21.0$, was found.

9. LANDMARKS AND AIDS

One new landmark was identified for location and recommended for charting.

Other than the road system and streams, there are no interior landmarks of any importance.

Fixed aids to navigation were located either by direct identification on the photographs or by a measured distance from an identified point of photographic detail with a direction from a second identified point.

10. BOUNDARIES, MONUMENTS AND LINES

The boundary between Charleston and Colleton Counties, as it affects this map, is indicated on photographs 35867 and 35990.

The boundary of Edisto Beach State Park in its entirety is within the limits of this map and has been indicated on photograph 35875.

For descriptions and detail information see "Special Report, Boundaries, Project Ph-81".

11. OTHER CONTROL

Ten recoverable photo-topo stations, as listed below, were established:

BAIT, 1954	FEAR, 1954
BOAT, 1954	PIPE, 1954
FISH, 1954	SEAT, 1954
FOUL, 1954	SHED, 1954
JUMP, 1954	WELL, 1954

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Part II, Section 5441, except that roads in classes 5 and 6 were grouped together as class 5 roads.

Field inspection of buildings was done 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 1/19/55.) Class 2 buildings were further indicated by placing the numeral "2" alongside the circle; class 1 buildings were not indicated other than by the circle. Obscured buildings and buildings constructed since date of photography were inked solid to shape and size in red ink 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.

13. GEOGRAPHIC NAMES

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

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

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

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

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

The original copies of Forms 526 and 685 were forwarded to the Director in Pkg. No. 54-56, 12 November 1954; Pkg. No. 55-20, 23 June 1955; and a few additional ones to be forwarded later.

Forms 567 for Aids to Navigation and Landmarks for Charts were forwarded to the Director in Pkg. No. 55-17, 10 June 1955.

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

Data for Map T-11125 () were forwarded to the Director in Pkg. Nos. 55-18 and 55-19, 23 June 1955.

Photographs 35746, 35867, 35990, 35991, 40802 and 49278 were retained for work within limits of Map T-11123 () and will be forwarded with data for that map.

26 AUG 1955

Submitted by:

Isaiah V. Fitzgerald
Isaiah V. Fitzgerald
Photogrammetric Engineer

26 AUG 1955

Approved & Forwarded:

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

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

MAP T 11124 PROJECT NO. Ph-81 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE ° ' "	DISTANCE FROM GRID OR PROJECTION LINE 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)	
WATT, 1933	G-1679 p. 88	N.A. 1927	32 37 11.083 80 22 00.199			341.4	(1506.8)	
Sub. Pt. WATT, 1933		"	32 37 80 22			322.6	(1515.6)	
RUSSEL, 1933	G-1679 p. 186	"	32 36 36.483 80 18 41.724			10.2	(1554.0)	
Sub. Pt. RUSSEL, 1933		"	32 36 80 18			1123.8	(724.4)	
CT 463 SCGS, 1934	Charleston Co. p. 7	"	272,786.42 2,201,780.90	2786.42 (2213.58) 1780.90 (3219.10)		1089.7	(474.7)	
Sub. Pt. CT 463 SCGS, 1934		"	272,948.32 2,201,687.32	2948.32 (2051.68) 1687.32 (3312.68)		1175.0	(673.2)	
BANK, 1933 (DESTROYED)	G-1679 p. 86	"	32 35 40.729 80 15 14.308			1133.5	(430.9)	
Sub. Pt. BANK, 1933		"	32 35 80 15			849.3	(674.7)	
PT No. 47 MAC, 1932 (USGS)(MURRAY, 1932)	G-1669 p. 57	"	32 34 42.785 80 17 51.222			542.8	(981.2)	
Sub. Pt. PT No. 47 MAC, (USGS) 1932 (MURRAY, 1932)		"	32 34 80 17			898.6	(625.4)	
CT 475, SCGS, 1934	Charleston Co. p. 8	"	265,758.15 2,221,360.49	758.15 (4241.85) 1360.49 (3639.51)		514.3	(1009.7)	
Sub. Pt. SCGS CT 475 SCGS, 1934		"	265,305.93 2,221,810.54	305.93 (4694.07) 1810.54 (3189.46)		1254.6	(593.6)	
						373.1	(1191.6)	
						1249.7	(598.5)	
						373.7	(1191.0)	
						1317.9	(530.3)	
						1336.0	(229.0)	
						1311.2	(537.0)	
						1324.7	(240.3)	
						231.1	(1292.9)	
						444.7	(1109.3)	
						93.2	(1430.8)	
						551.9	(972.1)	

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

MAP T-11124

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)	
CT 477 SCGS, 1934	Charles- ton Co. p. 8	N.A. 1927	262,923.52 2,221,669.40	2923.52	(2076.48)		891.1	(632.9)	
Sub. Pt. CT 477 SCGS, 1934		"	262,902.69 2,221,819.97	1669.40	(3330.60)		508.8	(1015.2)	
CT 505 SCGS, 1934	Charles- ton Co. p. 9	"	259,125.96 2,230,252.05	2902.69	(2097.31)		884.7	(639.3)	
CT 481 SCGS, 1934	Charles- ton Co. p. 8	"	257,452.77 2,217,642.00	1819.97	(3180.03)		554.7	(969.3)	
Sub. Pt. CT 481, SCGS, 1934		"	257,310.45 2,217,628.09	4125.96	(874.04)		1257.6	(266.4)	
CT 488, SCGS, 1934	Charles- ton Co. p. 8	"	246,061.97 2,209,083.47	252.05	(4747.95)		76.8	(1447.2)	
PIERRE, 1933	G-1679 p. 89	"	32 30 55.808 80 21 28.831	2452.77	(2547.23)		747.6	(776.4)	
Sub. Pt. PIERRE, 1933		"	32 30 80 21	2642.00	(2358.00)		805.3	(718.7)	
EDISTO IS. WEST BASE, 1849	G-1669 p. 57	"	32 30 28.302 80 19 34.832	2310.45	(2689.55)		704.2	(819.8)	
Sub. Pt. EDISTO IS. W. BASE, 1849		"	32 30 80 19	2628.09	(2371.91)		801.0	(723.0)	
SOUTH 2, 1933	G-1679 p. 89	"	32 30 10.437 80 21 46.425	1061.97	(3938.03)		323.7	(1200.3)	
MURRAY AZ. MK. (1932) 1954	Charles- ton Co. p. 17	"	32 34 80 17	1083.47	(916.53)		1244.6	(279.4)	

1 FT. = 3048005 METER

COMPUTED BY B. Kurs

DATE 8/29/54

CHECKED BY J. Steinberg

DATE 9/20/55

- 16 - 17

COMPILATION REPORT

T-11124

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

31. DELINEATION

Graphic methods were used to delineate this survey.

32. CONTROL

The density and placement of horizontal control are adequate.

33. SUPPLEMENTAL DATA

A field annotated copy of USGS quadrangle EDISTO ISLAND, Edition of 1919, scale 1:62,500 was used for geographic names.

A blueprint of EDISTO ISLAND STATE PARK was obtained by the field inspection party for delineation of its boundaries.

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

The low water lines were based on field inspection supplemented by office interpretation of the low water photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Forms 567 are being submitted for one landmark and eight aids to navigation.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 have been submitted in October 1955, for use in hydrographic surveys, for six recoverable topographic stations: BAIT, BOAT, FISH, FOUL, JUMP and PEAR, all dated 1954.

One Form 524 is also being submitted for Azimuth Mark for MURRAY, 1932.

39. JUNCTIONS

Junctions have been made and are in agreement with surveys T-11123 to the west, T-11121 to the north, T-11125 to the east and T-10304 (Project Ph-154) to the south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 - 45

Not applicable.

46. COMPARISON WITH EXISTING MAPS

This survey has been compared with:

- (1) USGS quadrangle EDISTO ISLAND, S. C. scale 1:62,500, edition of 1919.
- (2) T-5155, EDISTO ISLAND, scale 1:20,000, from photographs dated 1933.
- (3) T-5156, ASHEPOO RIVER-BIG BAY CREEK, scale 1:20,000, from photographs dated 1933.
- (4) T-5167, DAWHO RIVER, scale 1:10,000, from photographs dated 1933.
- (5) T-5168, SOUTH EDISTO RIVER-JENOSSEE ISLAND, scale 1:10,000, from photographs dated 1933.

47. COMPARISON WITH NAUTICAL CHARTS

This survey has been compared with Chart 793, scale 1:40,000, edition of 14 September 1937, corrected to 6/16/56, and Chart 838, scale 1:40,000, published 24 March 1952, and corrected to 7/10/57.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
28 July 1958

Approved and forwarded

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

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

FIELD EDIT REPORT
PROJECT PH-81
QUADS. T-11124 & T-10304

51. Methods. All roads were ridden out to check their classification and to visually inspect the planimetry and contours. Some road 7's that have become impassable through disuse have been reclassified as trails where used as such. Others that are used for the harvesting of crops only, and terminate in open fields, have been 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.

A new bridge crossing Bailey Creek and a road 7 (private) leading to Bailey Island were located, on photograph 59S-9027, by plane-table. The bridge is a wooden fixed bridge with a horizontal clearance of 18.5 feet and a vertical clearance of 6.0 feet at 1430 on 13 July 1960. The road is being constructed to remove timber from the island.

A new bridge crossing Russel Creek appears on the 1959 photographs. The horizontal clearance is 37.5 feet with a vertical clearance of 8.8 feet at 1110 E S T on 27 June 1960.

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

A new street and street extensions at Edisto Beach caused radical changes in the contours by cuts through the sand ridges. The new streets were located by chained distances from unchanged topographic detail and the contours were corrected by standard plane-table methods.

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 were blocked in and circled except at Edisto Beach (T-10304) where many new buildings have been built. Since the area along the beach is congested, time consuming ground measurements would have been necessary to determine exactly which buildings had been mapped in many cases. To avoid this, all buildings to be mapped have been circled or blocked in on the new photography. Because of congestion, buildings that were blocked in were not circled. All buildings are class 1 unless otherwise labeled.

The shoreline along the outer coast has undergone considerable change since the field inspection, due principally to the hurricane of September 1959. This shoreline was inspected by boat running close inshore and by truck where the road parallels the beach. Measurements from topographic points were made at frequent intervals to locate the M. H. W. L.

For changes in the five foot contour along this beach see letter to Chief, Photogrammetry Division dated 11 June 1960 and reply No. 762/AKH dated 21 June 1960.

The Intracoastal Waterway and other inland water areas where questions arose, were inspected by boat at or near M. L. W. Offshore features such as rocks (shell mounds) were labeled and notes made showing what the feature bares as of the time and date the feature was inspected. The M. L. W. L. was also identified in many areas.

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

Field edit information is shown on the following: Five field edit sheets for T-11124 and two field edit sheets for T-10304, One ratio print each of photographs Nos. 59S-8983, 8985, 8987, 9015, 9017, 9019, 9021, 9023, 9025, 9027 and 9029. One contact print of 59S-9030.

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, and as explained above, changes have occurred in the M. H. W. L. along the offshore beaches. When the additions and corrections have been applied the compilation will be adequate and complete.

53. Map accuracy. No horizontal accuracy test was made. However while making corrections to the contours along a new street at Edisto Beach in T-10304 it was found that the street had been compiled in error. A sketch appears on Field Edit Sheet No 2 for this quad. showing the location of this street by chained distances.

Contours were tested in four separate areas in T-11124 and in one area in T-10304. A total of 57 points were tested, 98% of which are in error less than one half contour interval. See form 187 (Summary and abstract of vetrical accuracy test) attached. Several, small, isolated contours were added in T-11124 and one contour was completed.

54. Recommendations. None offered.

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

Respectfully submitted,
15 July 1960

George E. Varnadoe
George E. Varnadoe
Supervisory Cartographer.

50.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11124

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

CONTROL STATIONS

5a. 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. M. Whitson Supervisor

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.

R. M. Whitson
Compiler

Frank J. Laury
Supervisor

43. Remarks:

Review Report
Topographic Map T-11124 (N&S)
June 1963

61. General Statement

The positions of Aids to navigation located by this survey were verified in 1960. According to Nautical Chart Division records, no changes in Aids to Navigation have occurred since the time of field edit (1960).

Junction differences in map features exist between this survey and a contemporary Geological Survey quadrangle. Refer to item 67 of this report.

62. Comparison with Registered Topographic Surveys

5155 - 1:20,000 - 1933
5156 - 1:20,000 - 1933
5167 - 1:10,000 - 1933
6082a - 1:10,000 - 1934
6085 - 1:10,000 - 1934

T-11124 supersedes the prior surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Edisto Island, S. C. AMS scale 1:50,000 1938

T-11124 will replace this map in the common area.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable

65. Comparison with Nautical Charts

792 - 1:40,000 - revised 7/17/61
793 - 1:40,000 - revised 12/4/61

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

66. Adequacy of Results and Future Surveys

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

67. Junctions

T-11124 is joined on all sides by Bureau topographic maps: contemporary maps (Project PH-81) to the east, north and west; and, contemporary map T-10304 (Project PH-154) to the south.

The junctions mentioned above are in agreement. In addition to the junction with Bureau map T-10304, the subject map (T-11124) joins a USGS quadrangle (Edisto Beach, S. C. - scale 1:24,000 - published in 1956) to the south. There are some ⁱⁿ differences between these maps (T-11124 and the GS map) ^{the} location and selection of features at the junction. For the most part existing differences are those that may be expected due to a difference in scale. There are, however, several unresolved differences involving (1) contours and (2) the Charleston - Colleton County Line.

The county line is ^{shown} ~~shown~~ on T-11124 as ^{described} ~~described~~ (follows the center of the South Edisto River). Therefore, it was not moved during final ~~review~~ to effect a junction with the GS quad.

Existing junction differences in contours between the maps are as follows: (1) At Longitude $80^{\circ} 22' 30''$ - two ^(ten foot) contour lines, outlining an area higher than 10 feet, are shown on the GS Quad. This area is depicted with 5 foot contour lines and 7 foot spot elevations on T-11124 and T-10304. Portions of the lines (and one spot elevation) have been transferred from T-10304 to T-11124 (outside the neat line) for possible use by the Geological Survey; and (2) at Longitude $80^{\circ} 19.1'$ - the 10 foot contour (outlining an area higher than 10 feet) shown on T-11124 and T-10304 is not shown on the GS map. The portion of the subject contour shown on T-10304 and a 14 foot spot elevation (determined by field methods) were transferred to T-11124 (beyond the neat line) during final review; (3) at Longitude $80^{\circ} 18.3'$ - Two ^(ten foot) contours shown on T-11124 and T-10304 (enclosing two small areas higher than 10 feet) are not shown on the GS map. Both complete (closed) contours are shown on T-11124. The portions falling on T-10304 were transferred to T-11124 (outside the neat line) during final review.

Reviewed by:

S. G. Blankenbaker
S. G. Blankenbaker

Approved by:

Charles L. Luman
Chief, Cartographic Branch
Photogrammetry Division

Chief, Nautical Chart Division

J. E. Waugh 10/30/63
Chief, Photogrammetry Div.

Chief, Operations Division

48. Geographic Names List

Bailey Creek
Bailey Island
Big Bay Creek

Dawho River

Edingsville Beach
Edisto Beach
Edisto Beach State Park
Edisto Island
Edisto Island (settlement)

Fishing Creek
Freedman

Intracoastal Waterway

Jehossee Island
Jeremy Inlet

Little Edisto
Little Edisto Island
Long Creek

Milton Creek
Mud Creek


North Creek
North Edisto River

Peters Point
Pine Island

Rabbits Point
Russel Creek
St. Pierre Creek
Sand Creek
Scanawah Island
Scott Creek
Shingle Creek
South Edisto River
Steamboat Creek
Steamboat Landing
Store Creek

The Neck

Watts Cut
Westbank Creek
Whooping Island Creek


Geographic Names Section

STRIKE OUT ONE

25 July 1958

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

I recommend that the following objects which have ~~(Hagge/1999)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(Hagge/1999)~~ the charts indicated.

The positions given have been checked after listing by

William F. Deane

Chief of Party.

24

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.

* TABLE SECONDS AND METERS

Com 28356

NONELCATING/AMDS/OR/ LANDMARKS FOR CHARTS

Baltimore, Maryland

14 October 1955

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

The positions given have been checked after listing by

~~E. H. Kirsch~~

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* positions of charted landmarks should be considered for the charts of the area and not by positions reported on this form. The data should be considered for the charts of the area and not by positions reported on this form.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Baltimore, Maryland
1 March 1961

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

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

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**

(COPY) 29

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

PHOTO. 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 Ph-81. The new bridge and power cable over the Bawho 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. Wagh
CNR, USCGS
Chief of Party

Enclosures

cc: 70

Compilation Office

Coast Pilot

JEW/f

<u>Location</u>	<u>Kind</u>	<u>Height In Feet Above MHW</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
Ashepoc River Brickyard Ferry	Transmission	63.2	793	32°-36'.7	80°-28'.9
Ashepoc River at S.A.L. R.R. Bridge	Communications	84.2	793	32°-38'.5	80°-28'.8

(COPY)

31

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY
PHOTO. PARTY NO. 1
BOX 3016, 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 Edisto River-Ashpepo 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. Wagh
CDR, USCGC
Officer in Charge

Encl.
cc: Director
JEW/f

Page of Publi- cation	Miles Above Month	Location	Owner	Type of Bridge	Horizontal Clearance Feet		Vertical Clearance Feet	
					L	R	MIN	MAX
16	15	Ashpoco River, S. C.	S. C. Hwy. Dept.	SW	L 60 L 65.0 See 1	R 60 R 64.0	13 15.3	7 9.7
16	20	Ashpoco River, S. C.	S.A.L. R.R. Co.	SW	L 60 L 71.0	R 60 R 67.7	9.4	4.7 5.2
138	22.5	Edisto River, S. C.	S.A.L. R.R. Co.	SW	L 60.0	R 62.5 R 60.0	10.7 9.9	5.7 3.6
214	36.1	Banhe River, S. C.	S. C. Hwy. Dept.	SW	REMOVED			
308	2	Mosquito Creek, S. C.	Private	F	23 11.0 See 2	18.3 7.2	13 0.9	
386	1.1	Rantowles Creek, S. C.	A.C.L. R.R. Co.	VL	32 41.0	10.4 9.6 open	2.8 3.9 28	
484	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	Owner	Type of Bridge	Horizontal Clearance Feet	Vertical Clearance Feet	
						NW	NE
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	11.7 11.6	6.3 5.9
44 Supplement	2	Rantowles Creek, S. C.	S. C. Hwy. Dept.	F	58 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 differences.

Note 2: Apparently the railway 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 Barho River, S. C. S. C. Hwy. Dept. SW L 91.3 R 90.5 13.9 7.4

