

11291

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-11291 North and South

LOCALITY

State South Carolina

General locality Stono River

Locality Ravenel

1952-60

CHIEF OF PARTY

J.E. Waugh, Chief of Field Party
W.F. Deane, Balto. District Officer

LIBRARY & ARCHIVES

DATE May 1963

USCOMM-DC 5087

11291

DESCRIPTIVE REPORT - DATA RECORD

T-11291

Project No. (II): Ph-81

Quadrangle Name (IV):

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

Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: W. F. Deane

Instructions dated (II) (III): Field, dated 19 October 1953

Copy filed in Division of
Photogrammetry (IV)

Field Amendment I, dated 2 December 1954

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

Mr. H. R. Cravat's letter to Chief, Photogrammetry Division, 19 January 1955
Office - 11 August 1955.

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): Nov. 1, 1955

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): 11/15/61

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

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

Reference Station (III): CHAPLIN 1933

Lat.: 32° 45' 40.146" (1236.7 m) Long.: 80° 08' 01.096" (28.5m)

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State: S. C.

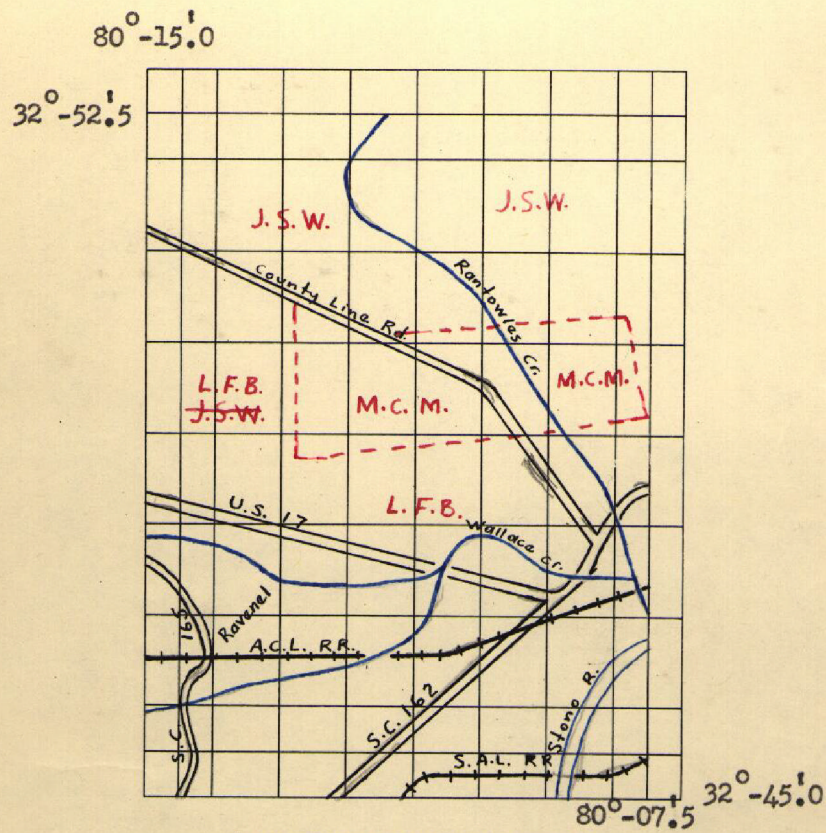
Zone: SOUTH

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
(Show name within area)

(II) (III)

DATA RECORD

L. F. Beugnet
W. M. Reynolds
Field Inspection by (II): J. S. Winter

M. C. Moody

Planetable contouring by (II): L. F. Beugnet
J. S. Winter

M. C. Moody

Completion Surveys by (II): G.E. VARNADOE

Dec. 1953 to June 1954
Dec. 1953 & Jan. 1954
Date: Dec. 1954; Jan., Mar.
& Apr. 1955
Dec. 1954; Jan. &
Apr. 1955
Date: Feb. to June 1954
Dec. 1954; Jan., Mar.
& Apr. 1955
Dec. 1954; Jan. &
Apr. 1955
Date: MAY 16, 1960

Mean High Water Location (III) (State date and method of location): 4 January 1954, Field inspection.

1959 photographs used in 1960 field edit.

Projection and Grids ruled by (IV): A. Riley Date: 7/28/55

Projection and Grids checked by (IV): A. Riley Date: 7/28/55

Control plotted by (III): E. L. Williams Date: 8/20/56

Control checked by (III): Al. Queen Date: 8/22/56

Radial Plot or Stereoscopic
~~Control extension~~ by (III): E. L. Williams Date: 12/10/56

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

Manuscript delineated by (III): J. Y. Councill Date: 8/23/57

Photogrammetric Office Review by (III): R. Glaser Date: 9/19/57

Elevations on Manuscript
checked by (II) (III): R. Glaser Date: 9/19/57

Camera (kind or source) (III): Nine-lens (USC&GS)

Number	Date	Time	Scale	Stage of Tide
35521 thru 35523	3/15/52	1112	1:10,000	
35547 thru 35550	3/15/52	1135-6	"	
35557 thru 35560	3/15/52	1153-4	"	
35651 thru 35656	3/16/52	0929-32	"	
35695 thru 35700	3/16/52	1056-9	"	4.1
35733 thru 35735	3/16/52	1148-9	"	4.6
43129 thru 43133	12/11/53	1053-6	"	

1959 "S" photographs used for field edit are listed in the Field Edit Report, and is attached to this report.
a part

Tide (III)
From Predicted Tables

Reference Station: Charleston, S. C.
Subordinate Station: Church Flats R. R. Bridge
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	5.1	6.0
	5.7	6.7

Washington Office Review by (IV): S.G. Blankenbaker

Date: Aug. 1961

Final Drafting by (IV): Compilation Drafted-Baltimore office

Date: Aug. 1957

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 60
Shoreline (More than 200 meters to opposite shore) (III): 2
Shoreline (Less than 200 meters to opposite shore) (III): 22
Control Leveling - Miles (II): 94
Number of Triangulation Stations searched for (II): 47
Number of BMs searched for (II): 26
Number of Recoverable Photo Stations established (III): None
Number of Temporary Photo Hydro Stations established (III): "

Recovered: 41** Identified: 27*
Recovered: 14 Identified: 11

Remarks:

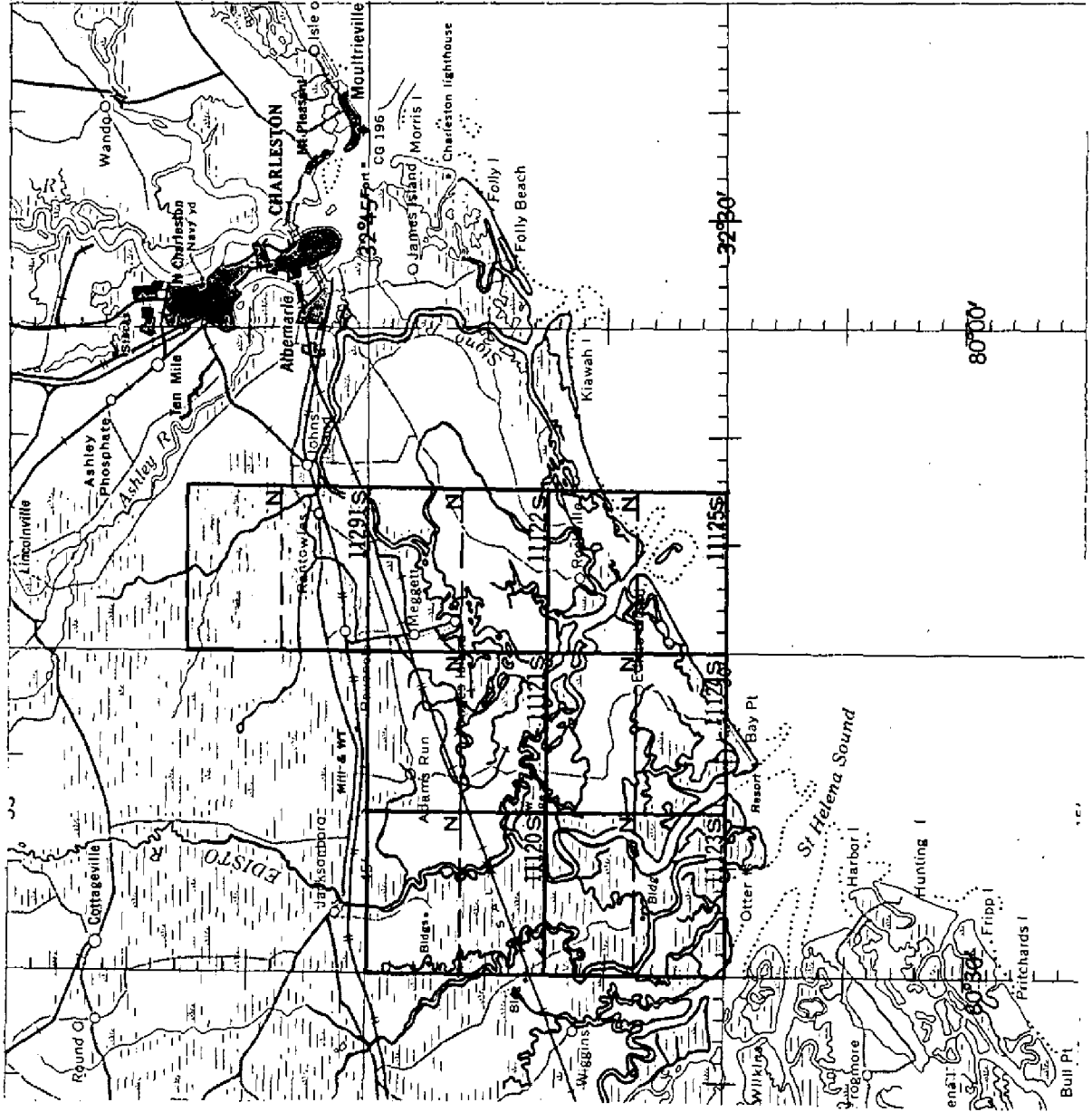
*In addition, 35 traverse plus points of the U. S. Geological Survey established in 1954 were identified.

** North half - 7 recovered stations fall within sheet limits
South half - 6 " " " " " "
4 BM's fall within sheet limits (South half)

TOPOGRAPHIC MAPPING PROJECT PH-11

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 S	29	7
11121 N	27	15
11121 S	30	5
11122 N	25	26
11123 N	28	19
11123 S	28	16
11124 S	26	24
11124 S	29	36
11125 N	26	18
11125 S	22	25
	5	3
TOTALS	363	237



SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

T-11291

T-11291 is one of 7 similar maps in Project PH-81. This project, comprised of topographic maps, covers the South Carolina coastline southwest of Charleston from the mouth of the North Edisto River southwesterly to Ashe Island on the north shore of St. Helena Sound. The project area extends inland, 15 miles in the central and western sections and 20 miles in the eastern section, covering the Intra-coastal Waterway from the confluence of the Stone River and Rantowles Creek (8 miles west of Charleston) southwest to St. Helena Sound.

Field work in advance of compilation included the following operations:

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

Vertical accuracy tests were run during field inspection.

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

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

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

The maps will be published as standard 1:24,00 scale topographic quadrangles by the Geological Survey.

- 2 -

Items registered under T-11291 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Cronar" and a lithographic print in colors of the published Geological Survey quadrangle.

8 7

FIELD INSPECTION REPORT

Project Ph-81

Quadrangle T-11291

2. AREAL FIELD INSPECTION

The area encompassed by this map lies on the South Carolina coastal plain west of Charleston, north of the Stono River, and on each side of Rantowles Creek.

The Atlantic Coast Line and Seaboard Air Line Railroads cross the area. Passenger and freight service are furnished by the former; only freight service by the latter.

U. S. Highway 17 crosses the area. In addition, a good system of improved state and county roads serves the area.

The Intracoastal Waterway crosses the southwest corner of the area as it follows the course of the Stono River.

Ravenel, the only settlement of any consequence, is a small town located in the southwestern section of the area on the Atlantic Coast Line Railroad and S. C. Highway 165.

The area is composed of swamp, tidal and fresh water marsh, and arable land. The major portion of the arable land is wooded with the remainder devoted almost exclusively to truck farming.

At one time, rice was widely cultivated. All of the land on which rice was grown has now either been abandoned or is growing other crops. The old abandoned rice fields are generally easily recognized from the patterns of the dikes surrounding them. Some of these fields are now flooded by tide water from Rantowles or Wallace Creeks; some are open areas in the surrounding swamp; and some have been abandoned so long that they are now heavily overgrown and are recognizable only by the ruins of the surrounding dikes. It is recommended that these fields be mapped as swamp, marsh or a body of water in accordance with the field inspection notes.

There are many low dikes which were kept in repair as long as rice was cultivated but are now broken and eroded. These dikes have been indicated by field inspection notes.

There are several abandoned phosphate mines in the northeast section of the area. This mining was accomplished by stripping. The resulting spoil, or tailings, was piled in parallel rows, approximately 50 feet apart on the average. Between each row there is usually a pool of water. Elevations of the tops of the rows, the bottom between the rows, and the water surface between the rows were determined at widely scattered locations. These features were not contoured. The contours on the normal terrain were drawn as usual but were dropped at the outer edge of the outer row of spoil. It is recommended that these features be mapped in accordance with Symbol No. 325, brown line drawing, of the Symbols Sheet, Chapter 4A2, U. S. Geological Survey Topographic Instructions.

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 swamp in the area. Scattered cypress trees are found in most all swamps 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 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 other areas which are covered with a dense growth of vines and myrtle with mixed trees, e.g. hickory, oak and some pine.

Land under cultivation is drained by a system of small parallel ditches which drain into larger collection ditches which, in turn, empty into natural drainage, 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 are not of a permanent nature.

Photographic quality was, in general, very good. Photographs 43129 through 43132 were flown 11 December 1953 and, since all leaves were not yet off the trees, they caused some difficulty in stereoscopic examination.

Field inspection notes appear on prints of 1:10,000 scale nine-lens photographs 35520; 35522 and 35523; 35547 through 35550; 35553; 35557 through 35560; 35650 through 35656; 35695 through 35700; 35734 through 35736; and 43129 through 43132.

3. HORIZONTAL CONTROL

No supplemental control was established.

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183-3945

10 9

The following Coast and Geodetic Survey stations were reported lost:

- CURVE, 1924
- DUNE, 1933
- FILL, 1933
- PIPE, 1933
- PISTON, 1924

Station PTS 12, 1917 established by the U. S. Geological Survey was also reported lost.

The following stations, established by the U. S. Geological Survey in 1917, were identified:

- PRIM. TRAV. STA. NO. 46, 1917, MAC
- PRIM. TRAV. STA. NO. 73, 1917, MAC

These stations are assumed to be at least third-order accuracy.

PRIM. TRAV. STA. 46, 1917, MAC is also a station in the traverse run by the U. S. Geological Survey in 1954 and discussed in the following paragraphs. The positions furnished for both 1917 U.S.G.S. traverse stations are on the North American Datum. The 1954 position of PRIM. TRAV. STA. 46, 1917, MAC furnished the field party is on the North American 1927 Datum.

The following are plus stations in a traverse run by the U. S. Geological Survey in 1954 which were identified:

107	158a	179+
115+	159+	186+
118a	161+	187a
122a	163a	194a
125	163+	195+
128+	164+	196+
138a	166+	197+
141+	169+	203+
144+	170+	204+
148+	172+	205+
149+	174a	206+
150+	175+	

This traverse was run by the U. S. Geological Survey subsequent to the date of original horizontal control work accomplished by the

field party. Identification symbols for this control are in orange ink on field photographs.

Stations CT 553, CT 558, CT 764 and CT 771 were established by the South Carolina Geodetic Survey. CT 553 and CT 558 are second-order, CT 764 and CT 771 are third-order traverse stations.

4. VERTICAL CONTROL

The following first-order Coast and Geodetic Survey bench marks were recovered and identified:

D 17, E 17, F 17 and 40 (S.C.H.D.)

U. S. Geological Survey third-order Bench Marks TT 4 TWC, TT 5 TWC, 11 SKS, 12 SKS, 13 SKS and 14 SKS were recovered, and 11 SKS, 12 SKS and 13 SKS were identified in orange ink. All are north of the area.

South Carolina Geodetic Survey third-order Bench Marks CT 553, CT 554, CT 558 and CT 587 were recovered, and CT 553 was identified. All are west of the area. CT 764, CT 765, CT 770 and CT 771 were recovered, and CT 764 and CT 771 were identified. All of these are east of the area.

Ninety-four miles of supplemental fly-levels were run for contour control.

Fly-level points established were designated 91-01 through 91-159.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by plane table methods directly upon the nine-lens field photographs.

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

Vertical accuracy tests were run on three photographs: 35549, 35559 and 35695.

The drainage pattern is not well defined, being typical of all drainage in the flatter sections of the coastal plain. The terrain is generally flat except for the abrupt slopes in the vicinity of

the swamps. The slopes to the tidal marshes are not as steep. The contours seem, in some areas, to have an awkward shape. This is due to the indefinite drainage pattern.

The bottom of the swamps are flat. Their limits usually follow a contour. The change to swamp is very gradual in most areas, and the swamp limits remain somewhat indefinite. Field inspection of the swamp limits was accomplished after a period of three years of sub-normal rainfall. Consequently, the limits might have been compressed in some places although every effort was made to take this condition into account during field inspection.

6. WOODLAND COVER

All woodland cover was classified in accordance with Section 5433, Part II, Topographic Manual.

Some field inspection notes on woodland cover may appear incongruous. This is caused by a growth of young pines attaining "T" classification requirements since date of photography.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline is that of Rantowles and Wallace Creeks, and Stono River. This shoreline is practically all the offshore edge of marsh. There is no mean low water line to be mapped as the horizontal distance between it and the edge of marsh is practically nil.

There are no bluffs.

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

8. OFFSHORE FEATURES

There are none.

9. LANDMARKS AND AIDS

Two charted landmarks were recommended for deletion. No new landmarks were selected and recommended for charting.

All fixed aids to navigation, visible on the photographs, were identified for location by photogrammetric methods. Fixed aids, not identifiable, were located by theodolite cuts from identified points of photographic detail.

There is one aeronautical aid. According to the local District Office of the C.A.A. this is Site No. 18-J-R Airway, Ravenels, S. C. It is Coast and Geodetic Survey Triangulation Station AIR BEACON NO 18, JACKSONVILLE-RICHMOND, 1932.

10. BOUNDARIES, MONUMENTS AND LINES

The corporate limits of Ravenels have been outlined on photographs 35656 and 35696.

The boundary between Charleston and Dorchester Counties has been indicated on photographs 35557, 35653, 35699 and 43131.

For detail information on these boundaries see SPECIAL REPORT, BOUNDARIES, PROJECT PH-81.

11. OTHER CONTROL

None was established.

12. OTHER INTERIOR FEATURES

All roads were classified in accordance with Section 5441, Part II, Topographic Manual.

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

There are no airports or landing fields.

The data for the four bridges in the area is listed below.
The vertical clearance is based on the predicted tides referred to
the nearest reference station listed in the tide tables.

Seaboard Air Line Railroad Bridge Over Stono River

Swing Draw Bridge

Horizontal Clearance: West Draw - 69.5 feet
East Draw - 67.3 feet

Vertical Clearance, closed - 5.9 feet above MHW

(Measured 10.2 feet at 1325 EST, 4 January 1954.)

Atlantic Coast Line Railroad Bridge Over Rantowles Creek

Vertical Lift Bridge

Horizontal Clearance - 41 feet.

Vertical Clearance, closed - 3.9 feet above MHW
open - 28 feet above MHW

(Measured closed 5.3 feet at 1000 EST, 9 May 1955.)

U. S. Highway 17 Bridge Over Rantowles Creek

Fixed Bridge

Horizontal Clearance - 37.5 feet

Vertical Clearance - 9.3 feet above MHW

(Measured 11.0 feet at 0930 EST, 9 May 1955.)

U. S. Highway 17 Bridge Over Wallace Creek

Fixed Bridge

Horizontal Clearance - 38.5 feet

Vertical Clearance - 9.3 feet above MHW

(Measured 11.0 feet at 0930 EST, 9 May 1955.)

There are nine overhead cables for which clearances were determined. The information is listed below. The vertical clearance is based on the predicted tides as referred to the nearest reference station listed in the tide tables.

Over Rantowles Creek:

- (1) Transmission line above Atlantic Coast Line Railroad bridge:

18.7 feet above MHW (Measured 20.0 feet at 0925 EST on 19 May 1955; Temp. 76°F.)

- (2) Communications line above (1):

18.1 feet above MHW (Measured 18.8 feet at 0905 EST on 19 May 1955; Temp. 76°F.)

- (3) Communications line just below highway bridge:

8.6 feet above MHW (Measured 9.3 feet at 0900 EST on 19 May 1955; Temp. 76°F.)

- (4) Transmission line just above highway bridge:

39.8 feet above MHW (Measured 41.7 feet at 0950 EST on 19 May 1955; Temp. 76°F.)

- (5) Transmission line just below Bradley Bridge:

37.3 feet above MHW (Measured 43.1 feet at 1215 EST on 19 May 1955; Temp. 80°F.)

Over Wallace Creek:

- (1) Transmission line above mouth of creek:

20.2 feet above MHW (Measured 22.7 feet at 1015 EST on 19 May 1955; Temp. 76°F.)

- (2) Communications line above (1):

17.3 feet above MHW (Measured 19.8 feet at 1020 EST on 19 May 1955; Temp. 76°F.)

(3) Communications line just below highway bridge:

8.4 feet above MHW (Measured 10.9 feet at
1020 EST on 19 May 1955; Temp. 76°F.)

(4) Transmission line just above highway bridge:

25.7 feet above MHW (Measured 21.4 feet
at 1040 EST on 19 May 1955; Temp. 76°F.)

13. GEOGRAPHIC NAMES

See SPECIAL REPORT, GEOGRAPHIC NAMES, PROJECT PH-81.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

SPECIAL REPORT, BOUNDARIES, PROJECT PH-81 forwarded to the
Director in Pkg. No. 55-10 on 28 April 1955.

SPECIAL REPORT, GEOGRAPHIC NAMES, PROJECT PH-81 to be forwarded
later.

Data for Quadrangle T-11122 forwarded to the Director in Pkg.
Nos. 55-11 and 55-12 on 3 May 1955.

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

Forms 567 for Aids to Navigation, Aeronautical Aids and Land-
marks will be forwarded later.

Original copies, Forms 526 and 685, were forwarded to the Dir-
ector in Pkg. No. 54-56 on 12 November 1954 and Pkg. No. 55-13 on
25 May 1955.

25 MAY 1955
Submitted by:

Isaiah V. Fitzgerald
Isaiah V. Fitzgerald
Photogrammetric Engineer

25 MAY 1955
Approved & Forwarded:

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

#6 17

PHOTOGRAMMETRIC PLOT REPORT
Project PH-81
Surveys Nos. T-11120 through T-11122 & T-11291

21. AREA COVERED

This radial plot is for the topographic surveys listed above. These surveys include the area between the upper parts of the Ashepoo and South Edisto Rivers and Bohicket Creek in South Carolina.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and South Carolina State Grid, South Zone in red, at a scale of 1:10,000 were furnished by the Washington office.

All control points and substitute points were plotted on the map manuscripts using the beam compass and meter bar method.

A sketch showing layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

Photographs:

Nine-lens photographs taken in 1952, 1953 and 1955, at a 1:10,000 scale were used in this radial plot. Ninety-one (91) photographs were used, numbered as follows:

35521 through 35523
35530 through 35535
35538 through 35544
35547 through 35550
35558 through 35560
35650 through 35662
35678 through 35682
35686 through 35700
35734 through 35746
35856 through 35860
40803 through 40812
43129 through 43133
49250 through 49256
49302 through 49305

Templets:

Vinylite templets, which were prepared using a master templet to adjust for errors due to chamber displacement, were made from all photographs.

Closure and Adjustment to Control:

Vinylite sheets with 5,000 foot grids were used as base sheets. All identified control was transferred from the map manuscript by matching common grid lines.

17 18

This radial plot is an extension of the radial plot for surveys T-11123 through T-11125.

Along the east limits of survey T-11122 S, and survey T-11309 (Project 126) positions of pass points were established in this office. The data was forwarded to the Portland Photogrammetric Office which accepted the positions established in this radial plot without change.

This radial plot was assembled in two sections.

The first section covered the area of T-11122 and T-11291 with sufficient extension to reach surrounding horizontal control points. This section of the plot was started with photographs 49302 through 49304, followed by the flights to the north.

The second section covered the areas of surveys T-11120 and T-11121. This section was started with photographs 49254 through 49256 followed by the flights to the northwest.

Some difficulty was encountered in adjusting to control particularly to some of the traverse stations established by the State and the U. S. Geological Survey. However, this difficulty should not be attributed to datum differences or errors in position because in almost all cases the traverse stations were identified directly on the photographs in areas lacking in good image points.

While extending the plot from positions established in the previous radial plot in Survey T-11124, some minor changes in positions were made for pass points in the south part of T-11120. (See notes on Sub. Pt. BRIDGE - Paragraph 23).

Transfer of Points:

The position of all pass points, photogrammetric points and photograph centers were pricked directly on the map manuscripts by superimposing the manuscript on the completed plot and matching grid lines common to the base sheet and manuscript.

23. ADEQUACY OF CONTROL

The density and distribution of control was adequate.

The following control could not be held in the radial plot.

Station 159+(U.S.G.S.), 1954 - The radial plot position is about 28 meters west of the geographic position. This discrepancy is caused by incorrect identification on the office photographs.

Station 122a(U.S.G.S.), 1954 - The radial plot position is 14 meters south south east of the geographic position. Trees make identification of the point difficult.

Substitute station MID, 1934 - The geographic position could not be computed because the azimuth to and position for the station used as the azimuth mark to locate Sub. Sta. MID, 1934 is unknown.

Substitute station WARREN, 1932 - The radial plot position is 0.42 meters southwest of the geographic position. Sub. Sta. WARREN is considerably outside the project limits; and other stations just to the north, south and east were held in the plot.

Substitute Point BULA, 1932 and traverse station 107 (USGS), 1954 although held in the plot, were very poor image points on the photographs.

Sub. Pt. BRIDGE, 1934 - The field identified point (a small shed) would not hold with several other nearby control points. Office examination revealed a second small shed about 1 mm. to the west which was pricked and used in the radial plot. There was no mention of two sheds in field notes or in sketch. It is assumed that the field party identified the wrong shed which may have been removed between the time of photography and field identification. The new point held better with surrounding control and a more rigid plot was obtained.

24. SUPPLEMENTAL DATA

Not applicable.

25. PHOTOGRAPHY

The photograph coverage and definition of the photographs were adequate.

No tilt determination nor rectification was made for any photograph.

Respectfully submitted
24 June 1957

E. L. Williams
E. L. Williams
Carto. (Photo.)

PROJECT 6081
SURVEYS - T-1120 through
T-1122 and T-11291

▲ CONTROL STATION IDENTIFIED
⑦ CONTROL STATION IDENTIFIED BUT NOT HELD IN PLCT 555
▲ CONTROL STATION UNIDENTIFIED



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

MAP T-11291-N PROJECT NO. Ph-81 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS 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)	
BULA, 1932 N	G-1886 p. 12	N.A. 1927	32	51	43.000		1324.6	(523.7)	
			80	07	34.225		889.8	(670.2)	
Sub. Ft. BULA, 1932 N			32	51			1180.0	(668.3)	
			80	07			1387.2	(172.8)	
PRIM. TRAVERSE STA. No. 73, MAC, USGS, 1917	Ravenels Quad. p. 696	North American	32	50	10.1	311.1 (1537.2)	307.2	(1541.1)	
			80	14	29.9	777.6 (782.8)	784.8	(775.6)	
Sub. Pt. PRIM TRAVERSE STA. NO. 73, MAC, USGS, 1917		N.A. 1927	32	50			318.4	(1529.9)	
			80	14			817.7	(742.7)	
TT 8 TWC, USGS, 1954	Ravenels Quad. p. 6	"	32	50	01.46		45.0	(1803.3)	
			80	13	48.32		1256.7	(303.8)	
TT 9 TWC, USGS, 1954	Ravenels Quad. p. 5	"	32	49	42.58		1311.7	(536.6)	
			80	12	20.86		542.6	(1018.0)	
TT 10 TWC, USGS, 1954	"	"	32	49	20.17		621.3	(1227.0)	
			80	10	40.25		1046.9	(513.7)	
TT 11 TWC, USGS, 1954	Ravenels Quad. p. 4	"	32	49	04.80		147.9	(1700.4)	
			80	08	57.48		1495.2	(65.6)	
TT 12 TWC, USGS, 1954	Ravenels Quad. p. 3	"	32	49	52.57		1619.4	(228.9)	
			80	07	37.32		970.7	(589.9)	
-107 USGS, 1954	"	"	32	51	14.79		455.6	(1392.7)	
			80	07	39.63		1030.5	(529.7)	
-115 USGS, 1954	"	"	32	50	15.73		484.6	(1363.7)	
			80	07	33.44		869.7	(690.7)	
-118a USGS, 1954	"	"	32	49	52.34		1612.3	(236.0)	
			80	07	37.16		966.5	(594.0)	

1 FT. = 3048006 METER

COMPUTED BY: J. Steinberg

DATE 6/20/56

CHECKED BY: E. L. Williams

DATE 8/6/56

COMM-DC-5784

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

MAP T. 11291-N PROJECT NO. Ph-81 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-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
				FORWARD	(BACK)		FORWARD	(BACK)	
125 USGS, 1954 N	Ravenels Quad. p. 4	N.A. 1927	362,219 2, 265,722	2,219	(2,781)		676.4	(847.6)	
128+ USGS, 1954 N	"	"	360,337 2,264,297	337 4,297	(4,663) (703)		220.1	(1303.9)	
138a USGS, 1954 N	"	"	359,265 2,261,051	4,265	(735)		102.7	(1421.3)	
141+ USGS, 1954 N	"	"	359,328 2,258,489	1,051 3,489	(3,949) (1,511)		1309.7	(214.3)	
144+ USGS, 1954 N	"	"	360,504 2,253,791	504 3,791	(4,496) (1,209)		1300.0	(224.0)	
148+USGS, 1954 N	Ravenels Quad. p. 5	"	360,944 2,251,988	944 1,988	(4,056) (3,012)		320.3	(1203.7)	
149+ USGS, 1954 N	"	"	361,318 2,250,482	1,318 482	(3,682) (4,518)		1319.2	(204.8)	
150+ USGS, 1954 N	"	"	361,815 2,248,496	1,815 3,496	(3,185) (1,504)		1063.4	(460.6)	
158a USGS, 1954 N	"	"	364,154 2,239,121	4,154 4,121	(846) (879)		153.6	(1370.4)	
159+ USGS, 1954 N	"	"	364,678 2,237,005	4,678 2,005	(322) (2,995)		1155.5	(368.5)	
161+ USGS, 1954 N	Ravenels Quad. p. 6	"	364,960 2,235,822	4,960 822	(40) (4,178)		287.7	(1236.3)	
163a USGS, 1954 N	"	"	365,552 2,233,396	552 3,396	(4,448) (1,604)		605.9	(918.1)	
							401.7	(1122.3)	
							146.9	(1377.1)	
							553.2	(970.8)	
							1065.6	(458.4)	
							1266.1	(257.9)	
							1256.1	(267.9)	
							1425.9	(98.1)	
							611.1	(912.9)	
							1511.8	(12.2)	
							250.5	(1273.5)	
							168.2	(1355.8)	
							1035.1	(488.9)	

1 FT. = 3048005 METER

COMPUTED BY: J. Steinberg

DATE 6/20/56

CHECKED BY: E. L. Williams

DATE 8/7/56

COMM-DC-57B-4

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

MAP T-11291-N PROJECT NO. Ph-81 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
				FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
163+ USGS, 1954 (Sub. Pt. PTS. 73, 1917)	Ravenels Quad. p. 6 N	N.A. 1927	365,694 2,232,813	694 2,813	(4,306) (2,187)		211.5 857.4	(1312.5) (666.6)		
164 USGS, 1954	" "	"	366,136 2,230,978	1,136 978	(3,864) (4,022)		346.3 298.1	(1177.7) (1225.9)		
166+ USGS, 1954	Cottage- ville Quad. p. 6 N	"	366,712 2,228,603	1,712 3,603	(3,288) (1,397)		521.8 1098.2	(1002.2) (125.8)		
169+ USGS, 1954	" "	"	367,600 2,224,951	2,600 4,951	(2,400) (49)		792.5 1509.1	(731.5) (14.9)		
170+ USGS, 1954	" "	"	367,831 2,223,966	2,831 3,966	(2,169) (1,034)		862.9 1208.8	(661.1) (315.2)		
172+ USGS, 1954	" "	"	368,498 2,221,571	3,498 1,571	(1,502) (3,429)		1066.2 478.8	(457.8) (1045.2)		
174a USGS, 1954	" "	"	369,227 2,219,696	4,227 4,696	(773) (304)		1288.4 1431.3	(235.6) (92.7)		
175+ USGS, 1954	" "	"	370,766 2,219,099	766 4,099	(4,234) (901)		233.5 1249.4	(1290.5) (274.6)		
179+ USGS, 1954	" "	"	375,173 2,219,509	173 4,509	(4,827) (491)		52.7 1374.3	(1471.3) (149.7)		
186+ USGS, 1954	" "	"	381,074 2,224,480	1,074 4,480	(3,926) (520)		327.4 1365.5	(1196.6) (158.5)		
187a USGS, 1954	" "	"	381,974 2,224,934	1,974 4,934	(3,026) (66)		601.7 1503.9	(922.3) (20.1)	2	3
194a USGS, 1954	" "	"	388,126 2,226,696	3,126 1,696	(1,874) (3,304)		952.8 516.9	(571.2) (1007.1)		

1 FT. = 3048008 METER

COMPUTED BY: J. Steinberg

DATE 6/19/56

CHECKED BY: E. L. Williams

DATE 8/6/56

COMM-DC-5784

East of

MAP T. 11291-N 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 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)	
JAKE, 1934	G-2137 p. 177	N.A. 1927	32 53 35.264				1086.3	(762.0)	
Sub. Pt. JAKE, 1934		"	80 06 05.488				142.6	(1416.8)	
			32 53 35.475				1092.8	(755.5)	
			80 06 5.774				150.1	(1409.3)	
RUN, 1934	G-2137 p. 177	"	32 52 57.709				1777.7	(70.6)	
			80 05 25.835				671.6	(888.1)	
Sub. Pt. RUN, 1934		"	32 52				1773.5	(74.8)	
			80 05				640.8	(918.9)	
MEANS, 1934	G-1775 p. 106	"	32 54 04.596				141.6	(1706.7)	
			80 07 01.950				50.7	(1508.6)	
Sub. Pt. MEANS, 1934		"	32 54				181.4	(1666.9)	
			80 07				125.6	(1433.7)	
CT 771, S.C. Geod. S., 1934	S. Caro- lina, Part 2, p. II	"	384,746.65	4,746.65	(253.35)		1446.8	(77.2)	
			2,270,927.26	927.26	(4072.74)		282.6	(1241.4)	
Sub. Pt. CT 771, S.C. Geod. S., 1934		"	385,087.44	87.44	(4912.56)		26.7	(1497.3)	
			2,270,201.13	201.13	(4798.87)		61.3	(1462.7)	
CHARM, 1933	G-2137 p. 97	"	32 52 25.473				784.7	(1063.6)	
			80 04 46.281				1203.2	(356.6)	
Sub. Pt. CHARM, 1933		"	32 52				792.5	(1055.8)	
			80 04				1292.8	(267.0)	
CT-764, S.C. Geod. S., 1934	S. Caro- lina, Part 2, p. 13	"	373,173.33	3,173.33	(1826.67)		967.2	(556.8)	2
			2,284,745.29	4,745.29	(254.71)		1446.4	(77.6)	4
Sub. Pt. CT-764, S.C. Geod. S., 1934		"	373,723.83	3,723.83	(1276.17)		1135.0	(389.0)	
			2,284,038.29	4,038.29	(961.71)		1230.9	(293.1)	

1 FT. = 3048006 METER

COMPUTED BY: J. Steinberg

DATE

6/26/56

CHECKED BY:

E. L. Williams

DATE

8/7/56

COMM-DC-5764

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORDNorth of
MAP T. 11291 N

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)
WINDHAM, 1934 *	G-1775 p. 109	N.A. 1927	32	53	16.027			493.7	(1354.6)		
			80	15	52.923			1375.6	(183.9)		
Sub. Pt. WINDHAM, 1934 *		"	32	53				565.5	(1282.8)		
			80	15				1353.9	(205.6)		
PRINGLE, 1934 *	G-1775 p. 106	"	32	53	52.090			1604.6	(243.7)		
			80	09	37.923			985.6	(573.8)		
Sub. Pt. PRINGLE, 1934 *		"	32	53				1179.4	(668.9)		
			80	10				218.9	(1340.5)		
WARREN, 1932 *	G-1886 p. 11	"	32	49	38.666			1191.1	(657.2)		
			80	16	34.745			903.7	(656.9)		
Sub. Pt. WARREN, 1932 *		"	32	49				1111.6	(736.7)		
			80	16				847.7	(712.9)		
BLAKE, 1934 *	G-1775 p. 106	"	32	56	01.800			55.4	(1792.9)		
			80	13	17.673			459.1	(1099.6)		
Sub. Pt. BLAKE, 1934 *		"	32	56				98.2	(1750.1)		
			80	13				432.0	(1126.7)		
FIRE, 1934 *	G-1775 p. 109	"	32	56	01.780			54.8	(1793.5)		
			80	10	39.530			1026.9	(531.8)		
WARING, 1934 *	G-1775 p. 106	"	32	55	01.439			44.3	(1804.0)		
			80	10	38.706			1005.7	(553.3)		
Sub. Pt. WARING, 1934 *		"	32	55				56.8	(1791.5)		2
			80	10				1067.7	(491.3)		5
122a, USGS, 1954	Ravenels Quad. p. 4	"	32	49	29.43			906.6	(941.7)		
			80	07	35.72			929.1	(631.5)		

1 FT. = 3048006 METER
COMPUTED BY J. Steinberg

DATE 6/27/56

CHECKED BY E. L. Williams

DATE 8/7/56

West of

MAP T. 11291-N

PH-47

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

SCALE FACTOR

[illegible]

1 FT = 3048006 METER

COMPUTED BY: J. Steinberg

DATE 6/27/56

CHECKED BY: E. L. Williams

DATE 8/7/56

COMM-DC-5784

SCALE FACTOR

COMM-DC-57843

CHECKED BY: E. L. Williams

DATE 8/6/56

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORDEast of
MAP T 11291-S

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)
HART, 1933	G-1922 p. 134	N.A. 1927	32 46 36.465 80 07 28.171			1123.3	(725.0)	
Sub. Pt. HART, 1933		"	32 46 80 07			733.2	(828.3)	
STONO, 1924	G-4397 p. 292	" *	32 45 40.340 80 06 23.757			1109.8	(738.5)	
Sub. Pt. STONO, 1924		"	32 45 80 06			755.7	(805.8)	
SPUR, 1933	G-1922 p. 133	"	32 47 19.728 80 07 04.955			1242.7	(605.6)	
Sub. Pt. SPUR, 1933		" *	32 47 80 07			618.4	(943.4)	
CHUCK, 1933	G-1922 p. 133	" *	32 46 51.490 80 06 16.307			1251.4	(596.9)	
Sub. Pt. CHUCK, 1933		"	32 46 80 06			613.4	(948.4)	
WINDMILL, 1933	G-1922 p. 139	"	32 46 42.232 80 06 16.307			607.7	(1210.6)	
		"	32 46 80 06			128.9	(1432.4)	
		"	32 46 80 06			541.2	(1307.1)	
		"	32 46 80 06			173.7	(1387.6)	
		"	32 46 80 06			1586.1	(262.2)	
		"	32 46 80 06			424.4	(1137.1)	
		"	32 46 80 06			1594.8	(253.5)	
		"	32 46 80 06			451.0	(1110.5)	
		"	32 46 80 06			1301.0	(547.3)	
		"	32 46 80 06			649.7	(911.8)	
		"						27
		"						28

1 FT. = 3048006 METER

COMPUTED BY: J. Steinberg

DATE 6/20/56

CHECKED BY: E. L. Williams

DATE

8/6/56

COMM - DC-57845

MAP T-11291-S..... PROJECT NO..... Ph-81..... SCALE OF MAP..... 1:10,000..... SCALE FACTOR.....

[illegible]

COMPILATION REPORT
Survey T-11291

31. DELINEATION

This manuscript was compiled by graphic methods.

Field inspection was not complete on the many dikes still evident in the abandoned rice fields. These were delineated by stereoscopic office interpretation.

The vertical projector was used for delineation in areas where the photographs were out of scale and more than the usual number of detail points would have been necessary.

32. CONTROL

Identification, density and placement of horizontal control are considered satisfactory.

33. SUPPLEMENTAL DATA

1. For names, an annotated copy of the U.S.G.S. Ravenels, S. C. Quadrangle.

2. For boundary of Ravenel, Exhibit "G" submitted with boundary investigation report.

3. Charleston-Dorchester County Line, Exhibit "A" submitted with boundary report.

34. CONTOURS AND DRAINAGE

The field contouring was entirely adequate but some small adjustments were made to improve topographic expression.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was meager, but office interpretation of the predominately apparent shoreline is believed to be satisfactory.

Several very short sections of low water line were delineated by office interpretation of the photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS & AIDS

Form 567 is being submitted for six (6) aids, two (2) of which are east of the survey limits.

Also reported on Form 567 is one Aeronautical Aid.

38. CONTROL FOR FUTURE SURVEYS

None was established.

39. JUNCTIONS

Joins T-11122 on the south.

No contemporary surveys to the north, east or west.

Refer to the final Review Report for junctions with new U.S.G.S. Quads.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 through 45

Not applicable.

46. COMPARISON WITH EXISTING MAPS

1. U.S.G.S. Ravenels, S. C. quadrangle, scale 1:62,500, Edition of 1920 reprinted 1945.

2. USC&GS T-5157, 1:20,000, (1933) South Carolina Ashley River, DRAYTON.

3. USC&GS T-5158, 1:20,000 (1933) South Carolina Vicinity west of Charleston, RAVENELS.

4. USC&GS T-5165, 1:10,000 (1933) South Carolina Stone River, PLEASANT POINT.

47. COMPARISON WITH NAUTICAL CHARTS

This map manuscript has been compared with Intracoastal Waterway Chart No. 837, scale 1:40,000, Published March 1952, revised to 7/10/57.

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted
23 August 1957

Judson Y. Councill
Judson Y. Councill
Carto. Photo. Aid

Approved and forwarded:

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

FIELD EDIT REPORT
PROJECT PH-81
QUAD. T-11291

51. Methods. All roads were ridden out to check their classification and to visually check the planimetry and contours. Where necessary old road 7's were walked out and in some cases reclassified as trails. Since the hurricane of Sept. 1959, which felled many trees across these old roads, in the heavily wooded areas, many have been abandoned and according to local information, will probably never be used as roads again. These were reclassified as trails.

Standard plane-table methods were used to run vertical accuracy tests. Due to the lapse of time since the level elevations were established it was necessary to carry elevations considerable distances from a T. B. M. that was definitely recoverable. Doubtful points, such as dirt road intersections, were checked along these lines.

Many new and some old features were identified on the photographs of Dec. 1959 and cross referenced on the field edit sheets.

Field edit information is shown on the following: Four field edit sheets numbered 1 thru 4. (The discrepancy prints. One each for the north and south halves of the sheet were also used as field edit sheets. Nos. 1 and 2). One ratio print each of photographs Nos. 59S-8922, 8924, 8926, 8950, 8956 and 8968. One contact print each of Photographs Nos. 59S-8965 and 8966.

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

Buildings to be added which are clearly discernible on the 1959 photographs were circled. Those that are new since photography and those that are not clear on the photographs have been blocked in and circled. All buildings are class 1 unless otherwise labeled.

52. Adequacy of the compilation. Due to the long lapse of time since field inspection many new features have been built. They are to be added from the new photography. When the features that have been labeled and / or circled on the photographs and cross referenced on the field edit sheets have been added the compilation will be adequate and complete.

A Cemetery near triangulation station DAY 1933 Lat. 32 46.1 Long. 80 07.6 that was questioned by the reviewer was investigated. Mr. F. L. Rivers, who owns considerable acreage adjacent, stated that this small cemetery was used by the negro employees of the plantation many years ago and that it contains about twelve graves, but has not been used for about twenty years. Upon visiting the site it was found that the only evidence of a cemetery are two grave markers in the heavily wooded area and no road exists to the site beyond Mr. Rivers home. (About one half mile) It is recommended that it not be mapped. However, its position is indicated on the ratio print of photograph 598-8926 by a pencil dot and circle.

53. Map Accuracy. No horizontal accuracy tests were made.

Contours were tested in three separate areas. A total of 20 points on the contours were tested. See form 187 (Summary and abstract of vertical accuracy test.) attached. *Test data is included in the Project Completion 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 is believed to be qualified.

56. Reference Special Report on Boundaries. In accordance with the recommendation on page 13 of this report the boundary between Charleston and Dorchester counties was investigated. Mr. Julian Weston who was County Engineer for the county of Charleston is now deceased. Mr. Robt. S. Hills his successor stated that no further survey of this line has been made, therefore the status of the line remains unchanged.

Respectfully submitted,

16 May 1960

George E. Varnadoe
George E. Varnadoe
Cartographer Supervisory

PHOTOGRAMMETRIC OFFICE REVIEW

T-11291 (N&S)

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

CONTROL STATIONS

4a. Classification label ☒

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) NONE 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. Reefs, 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. G. G. G. Reviewer Joseph H. H. H. 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. Y. G. G. G. Compiler Frank J. G. G. Supervisor

43. Remarks:

REVIEW REPORT
TOPOGRAPHIC SURVEY T-11291

62. Comparison With Registered Topographic Surveys:

5157	1:20,000	1934
5158	1:20,000	1934
5165	1:10,000	1934
6057	1:10,000	1934

T-11291 supersedes the prior Bureau surveys for nautical charting purposes.

63. Comparison With Maps of Other Agencies:

Ravenels, S. C.	AMS	1:50,000	1948
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The quadrangle was compiled from older sources and is out-dated.

64. Comparison With Contemporary Hydrographic Surveys:

Inapplicable

65. Comparison With Nautical Charts:

792	1:40,000	Revised 7/17/61
837	1:40,000	Revised 3/27/61
1239	1:80,000	Revised 9/5/60

There are no important differences between this survey and the charts.

66. Adequacy of Results and Future Surveys:

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

67. Junctions:

The junction to the north with the 1:24,000 scale USGS quadrangle, Stallsville, S. C., 1957, is in agreement. With the exception of the stream at $32^{\circ}47'35''$ the junction to the east with the 1:24,000 scale USGS quadrangle, Johns Island, 1958, is in agreement. The junction to the west with the 1:50,000 scale Corps of Engineers quadrangle, Cottageville, 1950, is unsatisfactory. The Engineer's quadrangle is based on old small scale surveys.

- 2 -

68. Charleston-Dorchester County Line:

The county line on T-11291 was changed in the junction area during final review to affect a satisfactory junction with USGS quadrangle, Stallsville, 1957. A thorough investigation of the line was made during field inspection (refer to the project Boundary Report.) No county line markers or ~~plats~~ showing bearings or distances were found and in addition the legal description is indefinite. The line is considered accurately mapped on T-11291 where it follows the center line of Parkers Ferry Road. T-11291 and AMS quadrangle, Ravenels, S. C., differ considerably in the location of the county line.

Reviewed by:

S. G. Blankenbaker
S. G. Blankenbaker

Approved by:

Le Lande Chief, Review & Drafting Sec. Louise G. Taylor Chief, Nautical Chart Division
Photogrammetry Division

J. E. Vaughn 5/10/63 Chief, Photogrammetry Division Horace G. Connerly Chief, Operations Division

Atlantic Coast Line

Bear Swamp
Berry Hill
Bradley Bridge
Bulow Mines

Caw Caw Swamp
Charleston County

Dorchester County

Horse Savanna

Intracoastal Waterway

Johns Island

Log Bridge Creek

Mellichamp Branch
Middle Branch

Ocean Highway

Pleasant Point

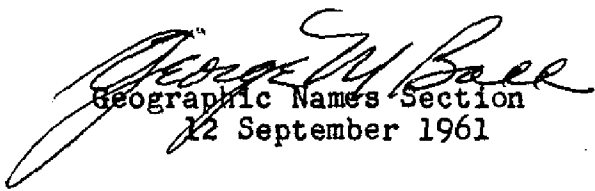
Rantowles
Rantowles Creek
Raven Hill
Ravenel
Red Top

Seaboard Air Line
South Carolina
Stono River

Tea Farm

Wallace Creek

NOTE: Church and School names not included in project names report.


Geographic Names Section
12 September 1961

Tech. Asst. to Chief, Photogrammetry Div. 11 July 1955
Thru: Asst. Chief, Operations Branch
Charles Hanavich

Field records on T-11125 and T-11291, project Ph-81

The photogrammetric field records have been examined and found to be very satisfactory. A study of the vertical accuracy tests run on the subject sheets indicates that the planetable contouring complies with the National Standards of Map Accuracy.

All field records received so far on this project will be assembled and forwarded to the Tampa District Office for compilation.

Charles Hanavich

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-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. Waugh
CDR, USCGS
Officer in Charge

Encl.
cc: Director, USCGS
JEW/f

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U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

ACTG. PART 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 Pb-81. The new bridge and power cable over the Pee Dee River was reported to you on 4/14/55.

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

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

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

J. E. Haugh
ENR, USCGS
Chief of Party

Enclosures
cc: 70
Compilation Office
Coast Pilot
JEN/c

<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'
Antelope River Brickyard Ferry	Transmission	63.2	793	32°-36.7'	80°-28.9'
Antelope River at S.A.L. R.R. Bridge	Communications	84.2	793	32°-38.5'	80°-28.8'

Page of Publi- cation	Miles Above Mouth	Location	Owner	Type of Bridges	Horizontal Clearance		Vertical Clearance	
					Feet		Feet	
16	15	Ashepoo River, S. C.	S. C. Hwy. Dept.	SN	L 60 L 65.0 See 1	R 60 R 64.0	13 15.3	7 9.7
16	20	Ashepoo 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
138	22.5	Elisto River, S. C.	S.A.L. R.R. Co.	SN	62.5 L 60.0 R 60.0		10.7 9.9	5.7 3.6
214	36.1	Bambo River, S. C.	S. C. Hwy. Dept.	SN	REMOVED			
308	2	Mosquito Creek, S. C.	Private	P	23 See 2	11.0	18.3 7.2	13 0.9
386	1.1	Nantowles 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.	P	58 38.5		15 15.0	9.1 9.3

Page of Miles Publi- cation. North	Location	Owner	Type of Bridge	Horizontal Clearance Feet	Vertical Clearance Feet
24 Supplement	Stono River, S. C.	S. A. L. R. R. Co.	SN	L 66.2 R 66.1 L 67.3 R 69.5	11.7 6.3 11.6 5.9
44 Supplement	Antiochus Creek, S. C.	S. C. Ry. Dept.	P	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	Duho River, S. C.	S. C. Ry. Dept.	SN	L 91.3 R 90.5	13.9 7.4
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NONFLOATING AIDS OR HANDMARKS FOR CHARTS

STRIKE OUT ONE

Baltimore, Maryland 19 Sept. 1957

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

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

W. F. Dean

W. F. Deane	Chief of Party.
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[illegible]

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

*** TABULATE SECONDS AND METERS**

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

AERONAUTICAL

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DEVELOPED~~

STRIKE OUT ONE

Charleston, S. C.

9 June

1955

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

The positions given have been checked after listing by

/s/ J. E. Waugh

/s/ J. E. Waugh

Chief of Party.

[illegible]

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

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The positions given have been checked after listing by

George E. Varnadoe

Chief of Party.

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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.

