

12809

12809

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey <u>SHORELINE (Photogrammetric)</u>	
Field No. _____	Office No. <u>T-12809</u>
LOCALITY	
State <u>SOUTH CAROLINA</u>	
General locality <u>CHARLESTON, S. C. TO SAVANNAH, GA.</u>	
Locality <u>CAPERS ISLAND</u>	
<u>1964-65</u>	
CHIEF OF PARTY J. K. Wilson, Chief, Photo Party 6420 Allen L. Powell, Director, A. M. C.	
LIBRARY & ARCHIVES	
DATE _____	

FORM C&GS-181a

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT - DATA RECORD

T-12809

PROJECT NO. (II):

21420 Job PH-6407

FIELD OFFICE (III):

Beaufort, South Carolina

CHIEF OF PARTY

J. K. Wilson

PHOTOGRAMMETRIC OFFICE (III):

Atlantic Marine Center

OFFICER-IN-CHARGE

Allen L. Powell

Director, Atlantic Marine Center

INSTRUCTIONS DATED (III) (III):

September 28, 1964	Office
December 22, 1964	Office Amendment #1
April 23, 1964	Field
February 17, 1971	Office (Final Review)

METHOD OF COMPILATION (III):

KELSH

MUSCRIPT SCALE (III):

1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

1:6,000 pantographed 1:10,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):

N.A. 1927

VERTICAL DATUM (III):

MHW

~~MEAN LOW WATER~~ 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):

PIP 1933 ✓

LAT.:

32° 16' 05."503(169.5m) ✓

LONG.:

80° 37' 02."092 (54.8m) ✓

☒ ADJUSTED

☐ UNADJUSTED

PLANE COORDINATES (IV):

158,425.92 ft. ✓

x = 2,118,316.63 ft. ✓

STATE

South Carolina ✓

ZONE

South ✓

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.

DESCRIPTIVE REPORT - DATA RECORD

FIELD INSPECTION BY (III): R. S. Tibbetts E. W. Hartford M. A. Stewart		DATE: Apr. 1964 June 1964 June, 1964
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): Air photo Compilation Date of photography, March 13, 1964		
PROJECTION AND GRIDS RULED BY (IV): A. E. Roundtree		DATE Jan. 14, 1965
PROJECTION AND GRIDS CHECKED BY (IV): P. Hawkins		DATE Jan. 14, 1965
CONTROL PLOTTED BY (III): H. Cordell		DATE Feb. 1965
CONTROL CHECKED BY (III): A. Santillan		DATE Feb. 1965
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): L. Fritz (WO) J. T. Gerlach (WO)		DATE no date
STEREOSCOPIC INSTRUMENT COMPILATION (III):	PLANIMETRY L. Sullivan Reviewed by: R. Pate	DATE May 1965
	CONTOURS Inapplicable	DATE
MANUSCRIPT DELINEATED BY (III): L. Sullivan		DATE May 1965
SCRIBING BY (III): A. Santillan		DATE March 1966
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): R. E. Smith		DATE April 1966
REMARKS:		

DESCRIPTIVE REPORT - DATA RECORD

CAMERA (KIND OR SOURCE) (III):

"W" Camera

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
64 W 4281	March 13, 1964	0931	1:30,000	4.7
4282	"	0931	"	"
4283	"	0932	"	"
4284	"	0932	"	"

TIDE (III)

Predicted

	RATIO OF RANGES	MEAN RANGE	SPRING RANGE
REFERENCE STATION: SAVANNAH RIVER ENTRANCE, GA.		6.2	8.1
SUBORDINATE STATION: FRIPPS INLET, HUNTING ISLAND, S.C.		6.2	7.3
SUBORDINATE STATION:			

Atlantic Marine Center

~~WASHINGTON XXXXXX~~ REVIEW BY (IV):

C. H. Bishop

DATE:

07-21-71

PROOF EDIT BY (IV):

DATE:

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):

6

RECOVERED:

4

IDENTIFIED:

1

NUMBER OF BM(S) SEARCHED FOR (II):

0

RECOVERED:

0

IDENTIFIED

0

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):

none

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):

none

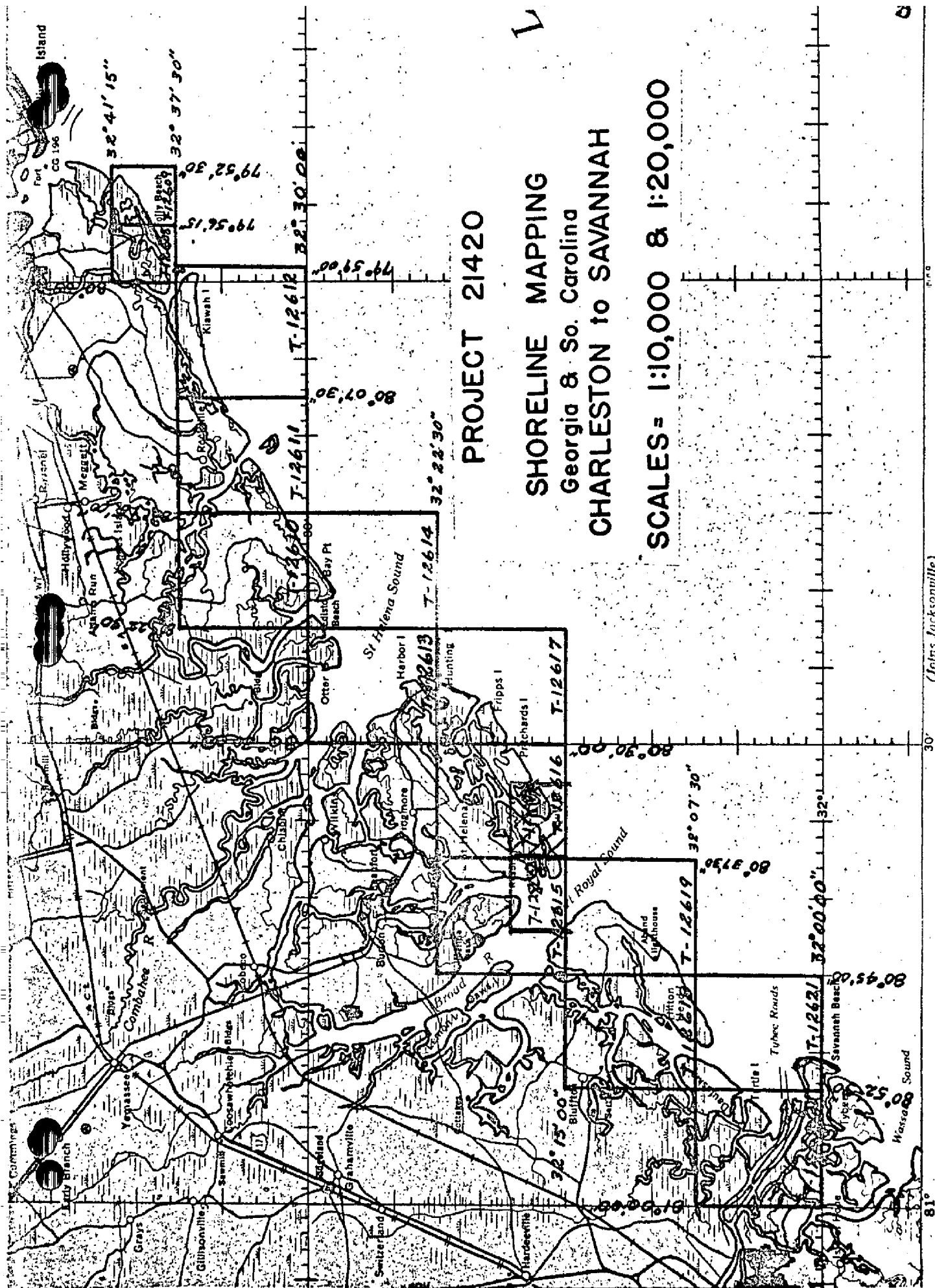
REMARKS:

COMPILATION RECORD

COMPILATION DATE

REMARKS

Compilation complete pending field edit	May 1965	superseded
Field Edit applied	July 1965	
Final Review	July 1971	



SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-12809

This shoreline manuscript, scale 1:10,000, is one of 18 maps that comprise Project PH-6407, Charleston, South Carolina to Savannah, Georgia. The sketch on page 5 of this report shows the location of T-12809 in the project.

This is a stereo-instrument project. All of the photographs for T-12809 were 1:30,000 scale panchromatic, taken with the "W" camera on March 13, 1964. The stereo-bridge was run and adjusted to field identified control at the Rockville Science Center. Compilation was done at the Atlantic Marine Center. Ratio prints at 1:10,000 scale were processed for photo-hydro support, but hydrography was not accomplished as of July 1971.

Field work before compilation consisted of control identification and field inspection. Field edit was done in the summer of 1965.

Final review was done at the Atlantic Marine Center in July 1971.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.

FIELD INSPECTION REPORT
Project 21420 (Part 2)
Maps T-12613 thru T-12621
Georgia and South Carolina

Page 7

This report is submitted for nine Shoreline Maps since there are no great differences in terrain, natural or cultural features which would require special treatment.

2. AREAL FIELD INSPECTION

The area lies between Savannah River and Northeastward to a point just South of Edisto Beach. It includes the outside shoreline and a part of Savannah River, Port Royal Sound and St. Helena Sound. The photograph coverage is not complete for each map, therefore, in accordance with instructions from Washington, field inspection has been completed to the limits of the photographs.

The portion bordering the Atlantic Ocean consists of high sand dunes along the ocean with marsh and swamp behind.

The town of Savannah is located just West of the most Southern maps whereas the town of Beaufort is centrally located. Most of the land is owned by private interests and in many cases, special permission is required to enter the properties.

The photographs were taken in the spring of 1964. The photographic quality was good for the entire area. The tones were found to be similar to other areas along the South Atlantic Coast.

Photographs used for field inspection are listed below by individual maps:

<u>T-12613</u>	<u>T-12614</u>	<u>T-12615</u>	<u>T-12616</u>	<u>T-12617</u>	<u>T-12618</u>
64-W-4269	64-S-1202	64-W-4298 thru 4302	64-W-4279	64-W-4271	64-W-4319
4270	1203	4289 thru 4291	thru	thru	thru
64-S-1206		4307 thru 4311	4283	4273	4320

<u>T-12619</u>	<u>T-12620</u>	<u>T-12621</u>
64-W-4315 thru 64-W-4318	64-W-4324 thru 64-W-4327	64-W-4321 thru 64-W-4323
4286 thru 4288	4329 thru 4334	4335 thru 4337

3. HORIZONTAL CONTROL

Horizontal Control recovery and identification has been completed in accordance with Project Instructions.

The identification of horizontal control was accomplished on enlarged sections of the photographs. This was the first time our party had used the enlarged sections for this purpose. In most cases there was no difficulty and it is believed that the substitute points selected enhanced the accuracy and quality of the points. However, there was difficulty at one station (VENUS 2). The station was pricked direct as there was a small steel stand

over the mark. The substitute point could only be seen good on two of the four photographs. This point has been marked doubtful.

Horizontal control stations reported "lost", "destroyed", or "not recovered" are listed below by map:

T-12613

ASH 1919
BEK (BEACON NO 1), 1934
BUTCHERS ISLAND 1857
CENTRAL 1913
COMBAHEE BANK LIGHT 1955
EGG 4, 1933
EGG BANK PASSAGE DAYBEACON A11, 1955
EGG BANK PASSAGE DAYBEACON A9, 1955
EGG BANK PASSAGE DAYBEACON A7, 1955
EGG BANK PASSAGE DAYBEACON A5, 1955
EGG BANK PASSAGE DAYBEACON A4, 1955
GREEN BEACON 1933
GUS (BEACON NO 2) 1934
HARBOR RIVER DAYBEACON A14, 1955
HUTCHINSON 2, 1933
PALMETTO 1933
PELICAN BANK DAYBEACON A2, 1955
PELICAN BANK DAYBEACON A1, 1955
RED BEACON 1933
SOUND 1933
WHARF 1933

T-12614

ED 1921

T-12615

ARCH 1921
ARCHE CREEK BEACON 1933
BASE 1 (USE) 1931
BEAUFORT RIVER LIGHT 17, 1955
BEAUFORT RIVER LIGHT 13A, 1955
BUG 1933
BROOKLYN 1859
CHOW 1933
FORT FREMONT OBSERVATION TOWER 1931
DOS 1931
FORT FREMONT BEACON 1931
NORTH 1931
PARRIS ISLAND WATER TANK (WHITE WITH BLACK TOP) 1932
PARRIS ISLAND, LOW WHITE STACK 1932
PARRIS ISLAND SILVER WATER TANK 1932
PARRIS ISLAND MARINE CORPS RECRUIT DEPOT AIR STRIP BEACON 1955
PARRIS ISLAND HIGH BRICK STACK 1932
PARRIS ISLAND STACK (HIGHEST OF TWINS) 1932

PARRIS ISLAND MARINE CORPS, RECRUIT DEPOT, AIR CONTROL TOWER 1955
 PARRIS (USE) 1931
 PORT ROYAL SOUND LIGHT NO 1, 1955
 SKULL CREEK DAYBEACON 4, 1955
 SKULL CREEK ENTRANCE LIGHT 3, 1955
 SKULL CREEK DAYBEACON 5, 1955
 SPIT 1933
 TRIANGULAR BEACON 1931

T-12616

BULL 1933
 MID 1931
 TIDE 1933

T-12617

STORY RIVER DAYBEACON A16, 1955
 TEMPORARY 1955

T-12618

BACK 1931
 BULLPOINT FRONT RANGE 1931
 BUCK 2, 1931
 FRON 1931
 MAG 1931
 MARSH 2, 1931
 MARTIN 1933
 NO 9 (USE) 1931
 OCHO 1921
 SIETE 1931
 SOUTH 1931
 ULMER 1933

T-12619

HILTON FRONT 1931
 STONEY PLANTATION, BAPTIST CHURCH 1931
 TON 1931
 TON 2, 1955
 WAL 3, 1955

T-12620

BARNWELL PLACE LIGHT (OGLETHORPE REAR RANGE LIGHT) 1913
 BLOODY 1932
 BUSH (USE) 1932
 ELBA ISLAND FLATS, LIGHT NO 11, 1932
 FIELDS CUT NO 1 (USE) 1932
 LOWER FLATS REAR RANGE LIGHT 1932
 LAZAGETTO CREEK HIGHWAY BRIDGE CENTER OF SWING SPAN 1932
 LONG ISLAND CROSSING FRONT RANGE LIGHT 1933

LONG ISLAND CROSSING REAR RANGE LIGHT 1933
 NEW CHANNEL REAR RANGE LIGHT 1932
 NORTH CORNER OF OLD TOWER 1932
 PERRY (USE) 1934
 PALMETTO 1933
 QUARANTINE TANK FINIAL 1932
 QUARANTINE (USE) 1932
 TOPO 1934
 TYBEE KNOLL CUT FRONT RANGE LIGHT 1932
 UPPER FLATS FRONT RANGE TARGET 1932
 UPPER FLATS REAR RANGE LIGHT 1932
 WALLS CUT BEACON NO 6, 1932
 WALLS CUT BEACON NO 8, 1932
 WILMINGTON 1857
 WILMINGTON ISLAND BLACK VENTILATOR, OGLETHORPE HOTEL 1933
 WRIGHT 1932

T-12621

BRAD 1931
 DO 1916
 FORT SCREVEN WATER TANK 1932
 SAVANNAH BEACH, CASINO SOUTH COPOLA 1913
 SAVANNAH BEACH, CASINO NORTH COPOLA, 1913
 TYBRISA TANK 1932

4. VERTICAL CONTROL

A search was made for all tidal bench marks within the limits of these maps. Form 685A was submitted for each mark. One mark in each group was identified on the photograph, except in a few cases where there was no coverage.

5. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage is almost entirely composed of tidal streams. Normal drainage is generally by direct run-off into marsh, swamp or the tidal streams.

6. WOODLAND COVER

Woodland Cover was classified in accordance with the Topographic Manual.

7. SHORELINE AND ALONGSHORE FEATURES

The high-water line has been indicated on the photographs by symbol in accordance with current instructions. No attempt was made to delineate the low-water line.

The field inspector accomplished this phase by several methods; Measurements from identifiable points of detail, by visual inspection from skiff, and by walking the shoreline.

All other shoreline features are adequately covered by field inspection notes on the photographs. The photography is recent, therefore, there have been no great changes.

8. OFFSHORE FEATURES

Several piling etc. were located either by sextant fix or theodolite cuts during this survey.

The obstruction reported at Lat. 32-01 - Long. 80-50 chart 1240, could not be seen at low-water.

Your attention is invited to the restricted area in Broad River, near Archers Creek. It is believed that the restricted area should be enlarged on the charts since most of this portion of the river is under fire by the marine guns.

9. LANDMARKS AND AIDS

All Nautical Landmarks have been investigated in the field and are reported on form 567.

All fixed Aids to Navigation were investigated and are reported on form 567. Third-order positions were obtained for the following:

TYBEE KNOLL CUT RANGE REAR LIGHT, 1964
 TYBEE RANGE FRONT LIGHT, 1964
 JONES ISLAND RANGE FRONT LIGHT, 1964
 PORT ROYAL ENTRANCE, CHANNEL FRONT RANGE LIGHT, 1964

Four private aids in the Calibogue Sound area are recommended for charting. The aids were located by several methods; Cuts from triangulation stations and photo points, by sextant fixes, or identified directly on the photograph.

10. BOUNDARIES, MONUMENTS AND LINES

There have been no boundary lines shown.

11. OTHER CONTROL

There were no topographic stations established.

12. OTHER INTERIOR FEATURES

All roads were classified in accordance with Photogrammetry Instructions number 56.

Field Inspection of buildings was done in accordance with Photogrammetry Instructions Number 54, revised September 22, 1961.

There were no bridge or cable clearances measured during this survey.

Marsh and Swamp limits have been shown on the photographs where coverage was available.

13. GEOGRAPHIC NAMES

The investigation of Geographic Names will be handled slightly different from that called for in Project Instructions. This change in procedure was recommended by Dr. A. J. Wright, Chief, Geographic Names Branch.

A systematic and complete investigation of Geographic Names was made from Savannah River North and East to Latitude 32-15. The remainder of the project will be investigated for discrepancies and New Names only.

The change in procedure is due to the recent investigation of names in the project during the years 1955, 1956 and 1957.

The Geographic Names Reports will be submitted at a later date.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Transmitting letters for Horizontal Control Identification were mailed to Washington separately for Part 1 and Part 2 of the Project. Part 1 was mailed on 10 July 1964 and Part 2 on 7 July 1964.

Form 567 will be forwarded with this report.

17 July 1964
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Chief, Photo Party 6420

November 1964

Aerotriangulation Report

Project No. 21420

Charleston, South Carolina to Savannah, Georgia

21. Area Covered

The bridging covers the Atlantic Coast Shoreline of an area between Charleston, South Carolina to Savannah, Georgia.

22. Method

Nine strips were bridged on the Zeiss C-5 and C-9 stereo-planigraphs to provide control for compilation of shoreline.

Strip No.	Photos
1	64S 1206 - 1227
2	64W 4269 - 4273
3	64W 4276 - 4284
4	64W 4306 - 4312
5	64W 4296 - 4302
6	64W 4290 - 4294
7	64W 4314 - 4327
8	64W 4332 - 4337
9	64W 4286 - 4290
10	

Strip #2 consisting of photos 64S 1184 - 1203 was not bridged. However, tie points were dropped from Strip #1 to provide control for graphic compilation of the area.

All strips were 1:30,000 scale photography.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. However, the northeast end of Strip #1 was run as a separate bridge due to difficulty in holding the control. Both segments had control station Hernan in common. Tie points between the two bridges were averaged.

Strip #7 was also interrupted due to a water gap and divided into two bridges, #7 and #10.

Strip #3 was ended at control station Queen because Station Foster (use) would not hold. This was probably due to error in azimuth.

The points had been checked on the plates for strip #2 by the W.C., and the maps were compiled with the

-2-

All other points held within accuracy requirements.

All common pass points between the strips were averaged.

24. Supplemental Data

A number of objects identified as landmarks were used as check control stations and held within accuracy requirements.

25. Photography

Photography was adequate as to coverage, overlap and definition.

26. Recommendations

Ratio prints of Strip #2, at a scale of 1:20,000, have been ordered and will be submitted separately.

Submitted by:

ATG
LF

Lawrence Frits
John T. Gerlach

Approved by:

John D. Perrow Jr.
John D. Perrow, Jr.

Aerotriangulation Report
Project No. 21420
Charleston, S.C. to Savannah, Ga.

Amendment to Report of Nov. 1964

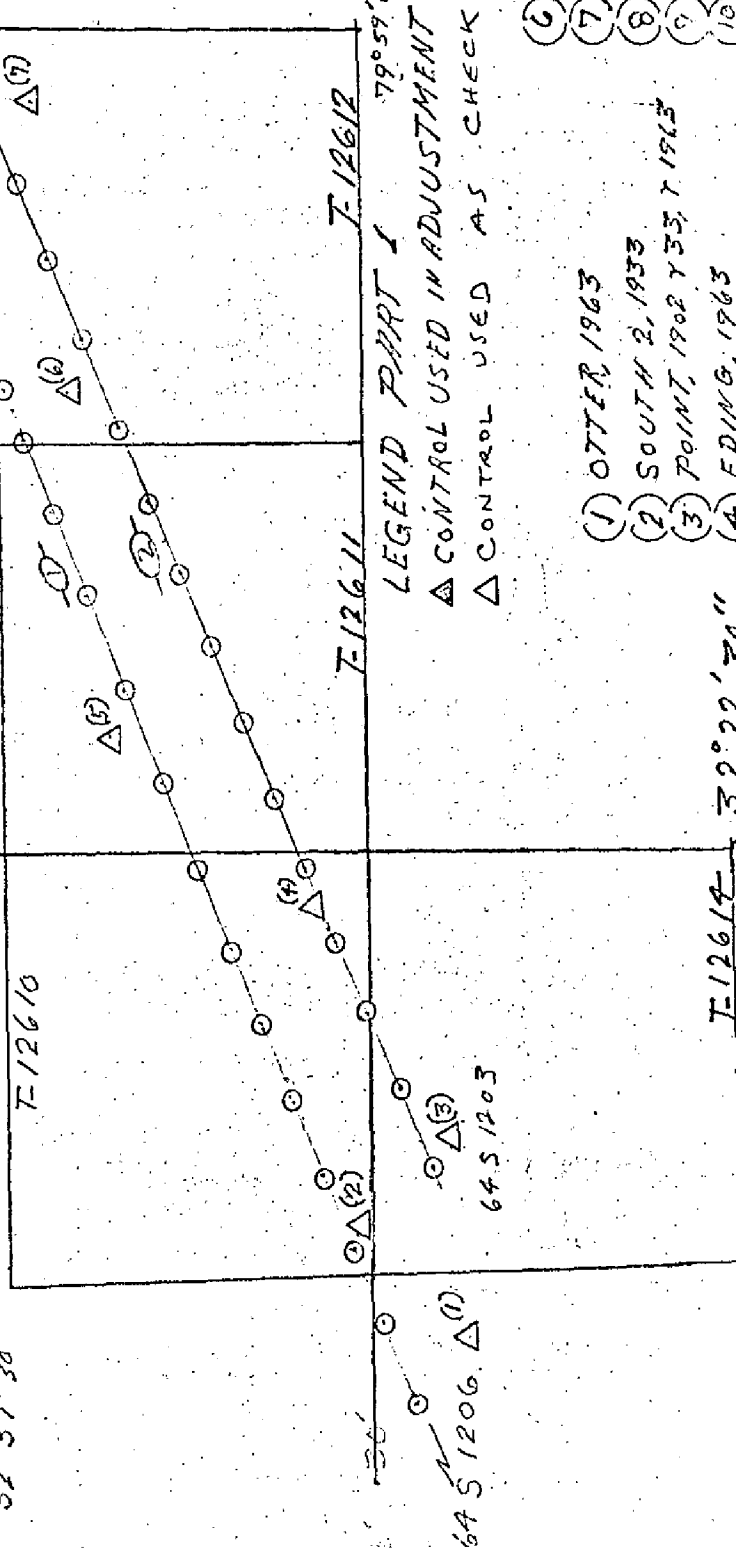
Strip 9-A, consisting of photos 64-W-4329 through 4332, was bridged using three triangulation stations as control. Station Proctor Use, 1932 (SS #1) was of very poor image quality and could not be held in the bridge. A secondary straight line adjustment was applied to the junction area of Strips 8 and 9. This junction is weak but within National Map Accuracy Standards.

Submitted by:

John D. Perrow, Jr.

Aerotriangulation Sketch
 Project 21420
 Shoreline Mapping
 Georgia & S. Carolina
 Charleston to Savannah
 9-2-64

32° 37' 30" 80° 22' 30"



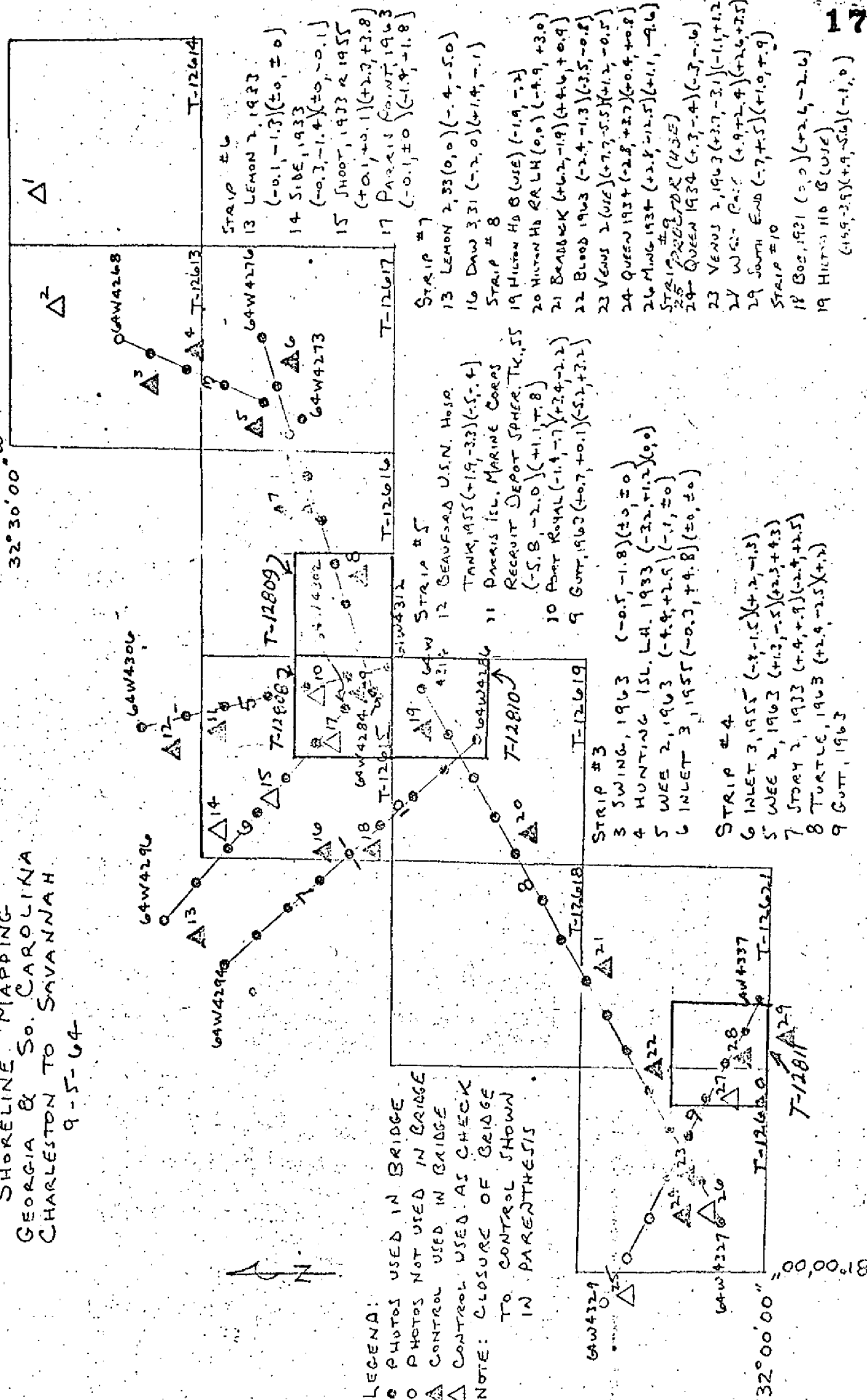
LEGEND PART 1
 Δ CONTROL USED IN ADJUSTMENT
 Δ CONTROL USED AS CHECK

- (1) OTTER, 1963
- (2) SOUTH 2, 1933
- (3) POINT, 1902 Y 33, 1913
- (4) EDING, 1963
- (5) HICKE, 1963

- (6) ROYAL, 1963
- (7) BUST, 1963
- (8) HERMAN, 1933
- (9) SECESSION, 1933
- (10) FINGER, 1963
- (11) BLOCK, 1900 Y 1913

AEROTRIANGULATION SKETCH PROJECT 21420 SHORELINE MAPPING GEORGIA & SO. CAROLINA CHARLESTON TO SAVANNAH 9-5-64

LEGEND:
 ○ PHOTOS USED IN BRIDGE
 ○ PHOTOS NOT USED IN BRIDGE
 △ CONTROL USED IN BRIDGE
 △ CONTROL USED AS CHECK
 NOTE: CLOSURE OF BRIDGE
 TO CONTROL SHOWN
 IN PARENTHESES



[illegible]

COMPILATION REPORT

T-12809

31. DELINEATION

The Kelsh plotter was used. Field inspection was adequate. Photography was satisfactory.

32. CONTROL

See Aerotriangulation Report dated November 1964.

33. SUPPLEMENTAL DATA

None

34. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage was delineated as inspected or from office interpretation of the photography.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate and was delineated accordingly. The approximate low water line was delineated from office interpretation of the photography.

36. OFFSHORE DETAILS

None

37. LANDMARKS AND AIDS

None

38. CONTROL FOR FUTURE SURVEYS

None

39. JUNCTIONS

Junctions have been made with T-12808 to the west and T-12616 (Scale 1:20,000) to the east and north. The Atlantic Ocean is to the south.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with U. S. G.S. Quadrangle ST. PHILLIPS ISLAND, S. C., scale 1:24,000, dated 1956.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart 571, 12th edition, scale 1:40,000, dated Nov. 21, 1963.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Submitted:

R. E. Smith
R. E. Smith
Cartographer

Approved and forwarded:

Allen L. Powell
Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center

GEOGRAPHIC NAMES

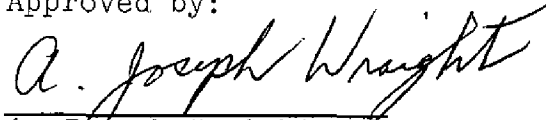
FINAL NAME SHEET

PH-6407 (South Carolina)

T-12809

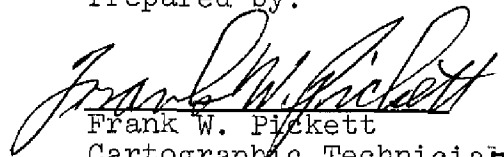
Atlantic Ocean
Bay Point Island
Bull Point
Capers Island
Moon Creek
Morse Island Creek
St. Phillips Island
Trenchards Inlet
Turtle Creek
Station Creek

Approved by:



A. Joseph Wraight
Chief Geographer

Prepared by:



Frank W. Pickett
Cartographic Technician

49. NOTES FOR THE HYDROGRAPHER

None

FORM 182 (9-61)		PHOTOGRAMMETRIC OFFICE REVIEW T-12809		U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
1. PROJECTION AND GRIDS RES		2. TITLE RES		3. MANUSCRIPT NUMBERS RES	4. MANUSCRIPT SIZE RES
CONTROL STATIONS	5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY RES		6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (TOPOGRAPHIC STATIONS) XX		
	7. PHOTO HYDRO STATIONS XX	8. BENCH MARKS XX	9. PLOTTING OF SEXTANT FIXES XX	10. PHOTOGRAMMETRIC PLOT REPORT BRIDGE (WO)	
	11. DETAIL POINTS KELSH				
ALONGSHORE AREAS (Nautical Chart Data)	12. SHORELINE RES	13. LOW-WATER LINE RES	14. ROCKS, SHOALS, ETC. XX	15. BRIDGES XX	
	16. AIDS TO NAVIGATION XX	17. LANDMARKS XX	18. OTHER ALONGSHORE PHYSICAL FEATURES RES		
	19. OTHER ALONGSHORE CULTURAL FEATURES RES				
PHYSICAL FEATURES	20. WATER FEATURES RES		21. NATURAL GROUND COVER RES		
	22. PLANETABLE CONTOURS XX		23. STEREOSCOPIC INSTRUMENT CONTOURS XX		
	24. CONTOURS IN GENERAL XX		25. SPOT ELEVATIONS XX		
	26. OTHER PHYSICAL FEATURES RES				
CULTURAL FEATURES	27. ROADS XX	28. BUILDINGS XX	29. RAILROADS XX		
	30. OTHER CULTURAL FEATURES RES				
BOUNDARIES	31. BOUNDARY LINES XX		32. PUBLIC LAND LINES XX		
MISCEL- LANEOUS	33. GEOGRAPHIC NAMES RES		34. JUNCTIONS RES		
	35. LEGIBILITY OF THE MANUSCRIPT RES	36. DISCREPANCY OVERLAY XX		37. DESCRIPTIVE REPORT RES	
	38. FIELD INSPECTION PHOTOGRAPHS RES		39. FORMS RES		
	SIGNATURE OF REVIEWER RES <i>P.E. Smith</i>		SIGNATURE OF SUPERVISOR, REVIEW SECTION OR UNIT <i>Albert C. Hauck Jr.</i> ACR		
FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT-Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.					
SIGNATURE OF COMPILER RES <i>P.E. Smith</i>		SIGNATURE OF SUPERVISOR <i>Albert C. Hauck Jr.</i> ACR			

Photo-Hydro
Job No. PH-6407 (21420)
Charleston to Savannah

GENERAL

Photo-hydro support to the SHIP PEIRCE was started in February 1965 and ended 1 July 1965. During this period signals for hydrography were located and built for manuscripts T-12608, T-12609, T-12612 and to the mouth of the North Edisto River on T-12611.

The SHIP PEIRCE discontinued operations on 1 July 1965 and inshore hydrography is believed to have been completed on manuscripts T-12608 and T-12609, and partially completed on manuscript T-12612.

Upon close of operations signals were removed, but in all cases a center portion of the signal was left in place to aid recovery for future use.

DATA:

All data, photographs and manuscripts in possession of this party at close of operations have been forwarded to the Norfolk Regional Officer.

Chronaflex positive prints (blue-line substitutes) T-12608, thru T-12614 and manuscripts T-12608, T-12609, T-12611 and T-12612 are in possession of the Commanding Officer, SHIP PEIRCE. Manuscript T-12611 has signals located to the East shore of the mouth of the North Edisto River and will have to be returned to the field party before operations are resumed, or a new manuscript copy issued.

FIELD EDIT:

Field edit of the following manuscripts has been completed and the following discrepancy prints forwarded to the Norfolk Regional Officer; T-12608 thru T-12614, T-12617, T-12809 and T-12810.

Respectfully Submitted
July 16, 1965

John A. Brothers
John A. Brothers
Surveying Technician

REVIEW REPORT T-12809

SHORELINE

July 21, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, pages 27 through 31, with differences noted in Items 62, 63, and 64 is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with T-10318, TRENCHARDS INLET, Scale 1:10,000, dated 1955. Differences between T-10318 and T-12809 are shown in blue on the comparison print.

The shoreline exposed to the Atlantic Ocean has eroded as much as 150 meters in places. The shoreline shape on the south side of Morse Island Creek has changed; the long bar connected to Bay Point Island does not exist on the 1964 photographs.

North of latitude 32°17' there are small differences in shoreline, but generally it compares well.

T-12809 supersedes T-10318 for charting purposes and will be superseded by parts of TP00272 and TP00275, Project PH-7101, when they are completed.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with U.S.G.S. Quadrangle ST. PHILLIPS ISLAND, S.C., scale 1:24,000, dated 1956. Differences between this map and T-12809 are shown in brown on the comparison print.

Differences in the shoreline exposed to the Atlantic Ocean are greater than those with T-10318 and are evident on the comparison print. North of latitude $32^{\circ}17'$, differences are small.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

The latest hydrographic survey available for comparison was a verified copy of the smooth sheet for Survey H-5517, scale 1:10,000, dated March-May 1934. Differences between this survey and T-12809 are shown in purple on the comparison print.

Differences south of latitude $32^{\circ}17'$ are very large and are evident on the comparison print. North of latitude $32^{\circ}17'$, differences are small.

65. COMPARISON WITH NAUTICAL CHARTS:

A visual comparison was made with Chart 571, scale 1:40,000, 16th edition, dated October 31, 1970. Shoreline compared closely with the U.S.G.S. quadrangle. No differences are noted on the comparison print.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This survey complies with Project Instructions, Bureau requirements, and the National Standards for Map Accuracy. No accuracy tests were run in the field.

Reviewed by:

Charles H. Bishop

Charles H. Bishop
Cartographer
July 21, 1971

Approved for forwarding:

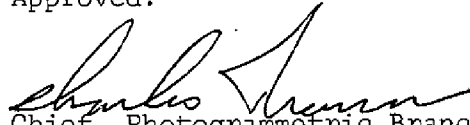
Melvin J. Umbach
Melvin J. Umbach, CDR, NOAA
Chief, Photogrammetry Division, AMC

Approved:



Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center

Approved:



Chief, Photogrammetric Branch



Chief, Photogrammetry Division

16'30"

y=160,000 FT.

16'

BAY POINT ISLAND

y=155,000 FT.

15'30"

32°15'30"

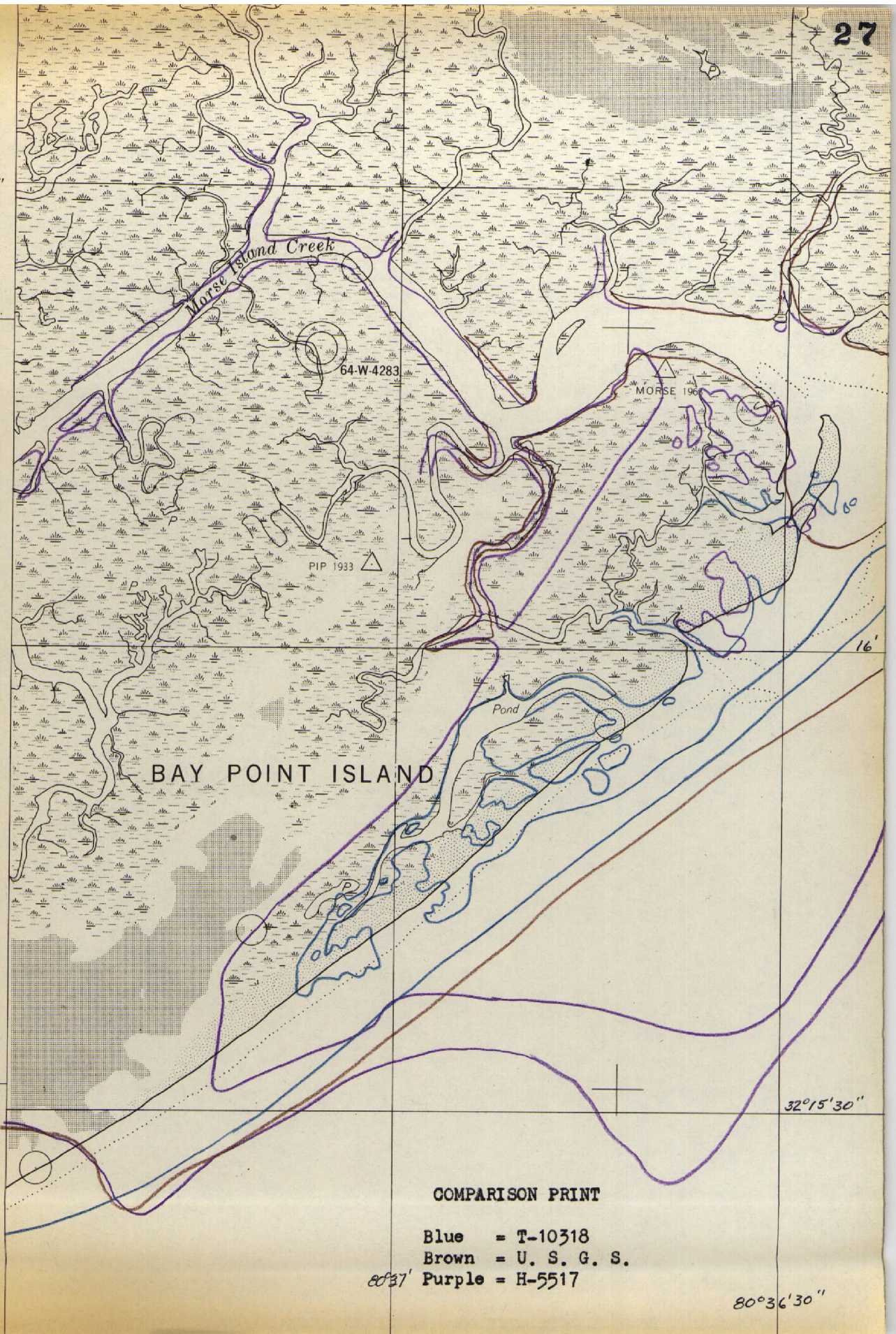
COMPARISON PRINT

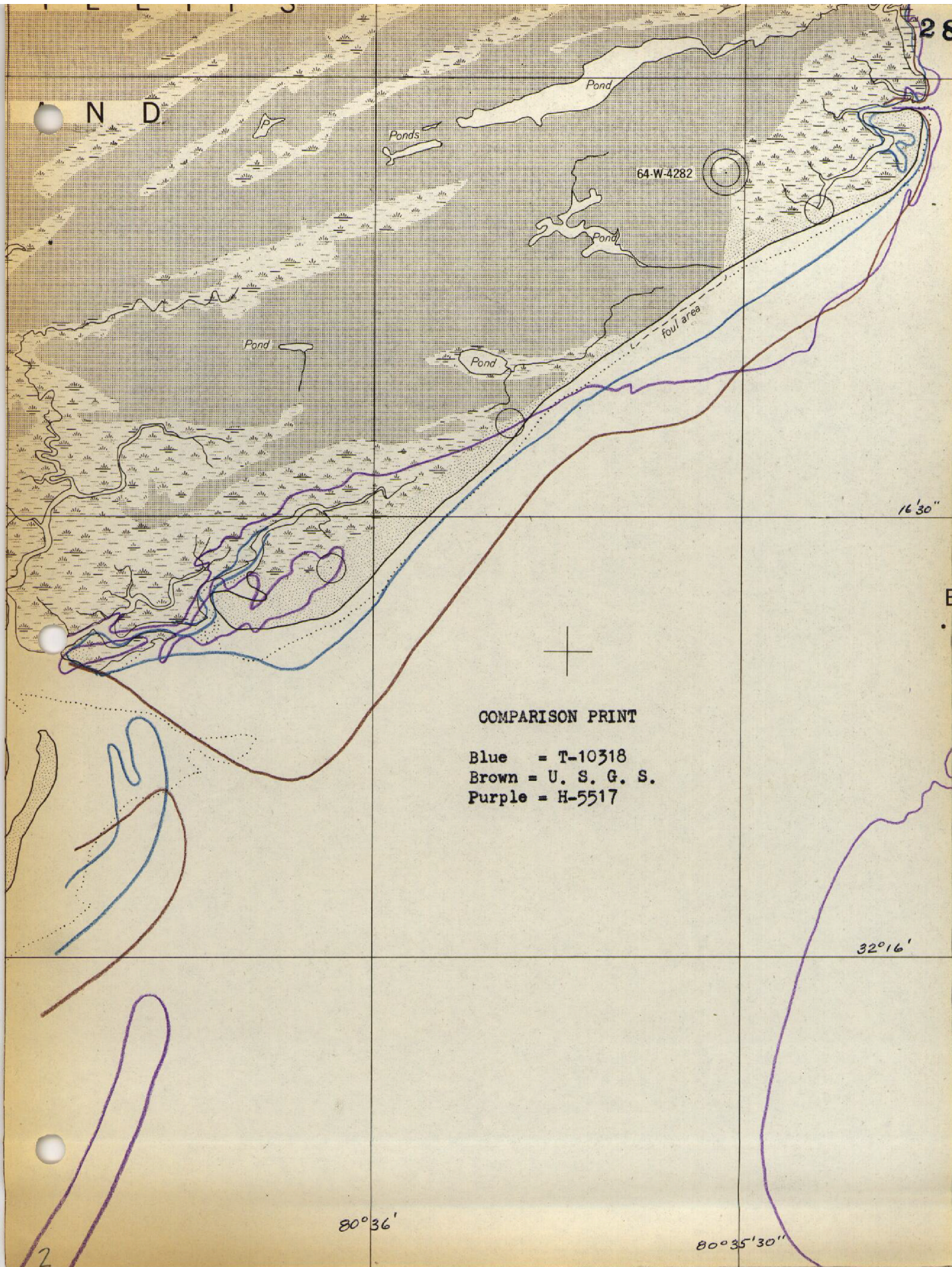
Blue = T-10318

Brown = U. S. G. S.

80°37' Purple = H-5517

80°36'30"





COMPARISON PRINT

Blue = T-10318
Brown = U. S. G. S.
Purple = H-5517

80°35'

29

COMPARISON PRINT

Blue = T-10318
Brown = U. S. G. S.
Purple = H-5517

32°18'00"

TIDE 1933

Pond

Pond

I N L E

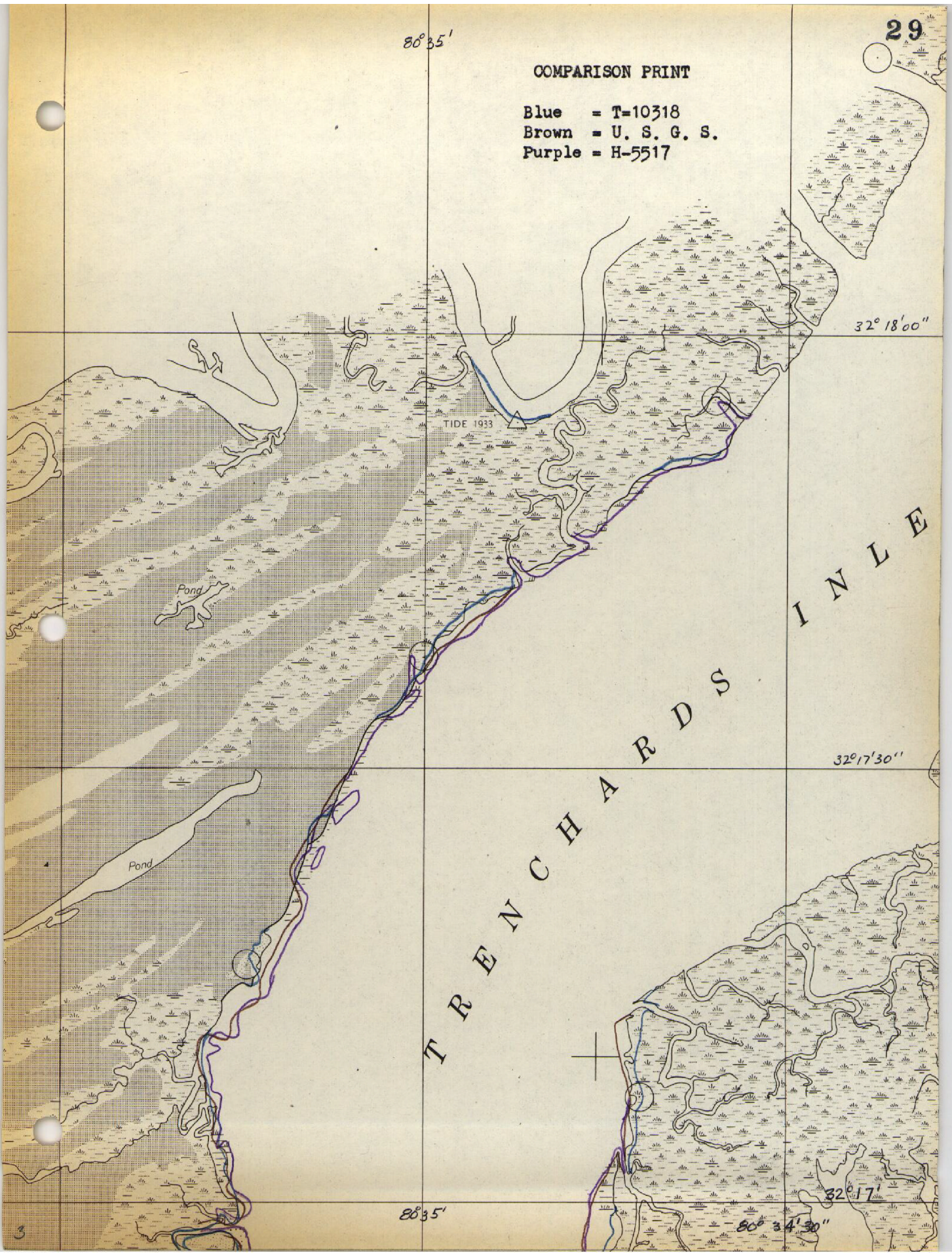
32°17'30"

T R E N C H A R D S

32°17'

80°35'

80°34'30"



64-W-4282

80° 35'

30

foul area

CAPERS

ISLA

Turtle Creek

16° 30"

Bull Point

△ BULL 1955

32° 16'

COMPARISON PRINT

Blue = T-10318
Brown = U.S. G. S.
Purple = H-5517

4 N T I C 80° 35' O C E A

80° 34' 30"

