

4608

Form 504  
Ed. June, 1928  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. Patton, Director

L. A. SEC

State: So. Carolina

10/28/31

## DESCRIPTIVE REPORT

Topographic  
Hydrographic

Sheet No. "A"

4608

### LOCALITY

~~Skull Creek - Calibogue Sound~~

Port Royal Sound

Skull Creek and Vicinity

1931

CHIEF OF PARTY

C. A. Egner

D E S C R I P T I V E   R E P O R T

T O   A C C O M P A N Y

T O P O G R A P H I C   S H E E T   N O.   "A"

S K U L L   C R E E K   A N D   C A L I B O G U E   S O U N D

S O.   E N T.   M A Y   R I V E R   T O   P O R T   R O Y A L   S O U N D.

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I N S T R U C T I O N S:

This survey was made under the Director's Instructions dated January 13, 1931.

M E T H O D   O F   S U R V E Y:

The customary plane-table method was used comprising resections and three point fixes. There were no traverses run. The control used on this sheet consisted of 25 third order triangulation stations.

E X T E N T:

This sheet comprises a survey of the shore-line of Skull Creek and a part of Calibogue Sound from Port Royal Sound south-westward to and including the south entrance of May River on the west and Spanish Wells on the east. The north and south entrances to Mackay Creek were included, along with the topography around triangulation stations. This sheet is joined on the north by topographic sheet "B".

D E S C R I P T I O N:

The shore-line on both sides of Skull Creek is irregular with numerous indentations and off lying islands. It consists of a marsh line, and, in most cases, of a recessed tree line, both delineating high water. Near Port Royal Sound there is an abundance of small marsh islands and there is a considerable extent of marsh on Pinckney Island.

See also on sheet "B" the marsh line.

The high water line on Hilton Head Island, however, consists of the tree line which gradually gives way to marsh to the south-westward. The shore-line of Pinckney Island throughout Skull Creek is bordered by a considerable extent of marsh, while that of Hilton Head Island varies from wide expanses to places where only the tree line exists. There are very few bluffs on the shore-line of Skull Creek, a slight stretch being found near Port Royal Sound on Hilton Head Island and north-westward of Seabrook Landing on the same island. Islands are in large numbers in Skull Creek while Calibogue Sound has a lesser number in proportion to the expanse of water. The beacons were used as setups in many cases to aid the topographer in locating minute islands and in delineating shore-line where a good view was necessary to determine the irregularities.

The west shore-line of Calibogue Sound consists of marsh that runs a great distance inland to the tree line. On the east shore there is a small bluff at Ferry Point, which gradually is supplanted by marsh to the southward. On the west this marsh is extensive until in the vicinity of Spanish Wells where there is a lengthy stretch of small bluffs bordered occasionally by comparatively narrow regions of marsh.

Jarvis Creek and May River have a marsh shore-line which is considerably distant from the tree line. The north and south entrances of Mackay Creek have marsh shore-lines coincident on the east shore at the north entrance with a small reach of tree line. This creek is difficult of passage because of numerous islands.

The grass line was taken as marsh high water line although at extreme high water some marsh areas are covered by water. It is recommended that, if the area be photographed by planes, there be duplicate flights made, one at high water and one at low water.

#### COMPARISON WITH PREVIOUS SURVEYS:

The shore-line is practically the same, but there are fewer roads than formerly found. This absence was caused largely by the complete failure of cotton production and the sharp decline in profits from oyster picking. The roads found now are, with few exceptions, in poor condition and are unsuitable for any but horse drawn conveyances. The principal exceptions are to be found in the tributary roads to the causeway extending eastward through Stoney Plantation from Ferry Point, and the road leading inland from Buckingham Landing. These latter roads are suitable for motor traffic and are frequently so used. A brief summary of the roads and conditions follows: The road east of Beacon "2" is grown up in underbrush from disuse, the road immediately south of the aforementioned road is in poor condition; however, the roads near the Baptist Church on Hilton Head Island are in fair shape. The next recognizable road bends north of Station Graham to connect with the causeway, the causeway and its tributary roads to Seabrook Landing and Ferry Point are in good condition, but there is no existent road near the shore-line

at Spanish Wells. The old road running north and south on Pinckney Island is hardly recognizable in most places and has been abandoned for a road to the eastward running parallel to the former. The road at Buckingham Landing is in good condition.

STATISTICS:

Shore-line  
Area

102.2 statute miles  
6.55 square statute miles.

LANDMARKS:

Shown on Form 567, "Landmarks for Charts"

Respectfully submitted,

*William F. Deane*

William F. Deane  
Aid, C. & G. Survey.

Approved and forwarded:

*C. A. Egner*

C. A. Egner,  
H. & G. E. Chief of Party.

P L A N E - T A B L E P O S I T I O N S

Objects and description	Latitude	D.M.	Longitude	D.P.	Remarks
SU	32 10	1174.8 (673.3)	80 47	371.2 (1200.9)	Not recover able
JO	32 10	1830.1 (18.0)	80 47	23.1 (1549.0)	"
BAR	32 11	13.0 (1835.1)	80 47	1208.0 (364.1)	"
RE	32 11	807.1 (1041.0)	80 47	580.7 (991.4)	"
DOC (N.W. pile in Old Dock)	32 11	1101.0 (747.1)	80 46	1546.2 (25.5)	"
CO	32 11	1167.1 (681.0)	80 47	850.3 (721.4)	"
DIN	32 11	1345.6 (502.6)	80 47	1253.4 (318.4)	"
FRI	32 11	1348.2 (500.0)	80 48	121.9 (1449.6)	"
HIM	32 12	85.3 (1762.9)	80 46	1409.3 (162.2)	"
JIG	32 12	232.9 (1615.3)	80 47	473.2 (1098.5)	"
CAL (Oyster <del>wing</del> sign)	32 12	250.5 (1597.7)	80 47	768.2 (803.3)	"
RIV	32 12	488.5 (1359.7)	80 47	1150.5 (421.0)	"
UL (Oyster sign)	32 12	644.6 (1203.6)	80 48	339.6 (1231.9)	"
MER	32 12	654.2 (1194.0)	80 47	1532.5 (39.0)	"
LAR	32 12	793.8 (1054.4)	80 47	343.8 (1227.7)	"

Object	Latitude	D.M.	Longitude	D.P.	Remarks
LI	32 12	799.0 (1049.2)	80 47	505.8 (1065.7)	Not recoverable
JAR	32 12	1059.7 (788.5)	80 46	1319.3 (252.2)	"
BOG	32 12	1210.6 (637.6)	80 47	433.5 (1138.0)	"
VIS	32 12	1339.7 (508.5)	80 46	1319.4 (252.1)	"
GAL	32 12	1615.6 (232.6)	80 46	187.4 (1383.8)	"
CRE	32 12	1621.5 (226.7)	80 46	735.5 (835.7)	"
HIC	32 12	1716.4 (131.8)	80 46	55.8 (1515.4)	"
MIL	32 12	1770.0 ( 78.2)	80 47	715.7 (855.6)	"
BLUF	32 12	1831.5 (16.7)	80 45	1301.0 (270.2)	"
TICE	32 13	33.3 (1814.9)	80 47	22.8 (1548.4)	Oyster sign
ON	32 13	358.7 (1489.5)	80 45	1421.9 (149.3)	Not recoverable
NI	32 13	543.7 (1304.5)	80 46	206.3 (1364.9)	"
DOT	32 13	530.0 (1318.2)	80 47	1003.8 (567.4)	Oyster sign
NIK	32 13	583.4 (1264.8)	80 47	89.1 (1482.1)	Not recoverable
CAN	32 13	712.2 (1136.0)	80 45	803.2 (768.0)	"
NOR	32 13	714.5 (1133.7)	80 47	372.2 (1199.0)	Oyster sign
CAS	32 13	818.0 (1030.2)	80 46	647.8 (923.4)	Not recoverable
TRO	32 13	832.7 (1015.5)	80 46	1250.6 (320.6)	"

Object	Latitude	D.M.	Longitude	D.P.	Remarks
SE	32 13	898.0 (950.2)	80 45	1268.8 (302.4)	Oyster sign
MA	32 13	1108.5 (739.7)	80 45	555.6 (1015.6)	W. gable, oyster house
SHINE	32 13	1149.1 (699.1)	80 46	891.8 (689.4)	Not recoverable
BOOT	32 13	1190.2 (658.0)	80 46	1563.3 ( 7.9)	"
KATY	32 13	1195.2 (653.0)	80 47	457.5 (1113.7)	"
AN	32 13	1423.4 (424.8)	80 45	347.8 (1223.4)	"
KIL	32 13	1524.4 (323.8)	80 47	331.2 (1240.0)	"
LAY	32 13	1575.2 (273.0)	80 45	1548.0 (23.2)	"
FE	32 13	1626.0 (222.2)	80 46	578.3 (992.9)	"
MOON	32 13	1670.1 (178.1)	80 46	1184.7 (386.5)	"
SPILL	32 13	1710.6 (137.6)	80 46	231.2 (1340.0)	"
OS	32 13	1734.6 (113.6)	80 45	8.3 (1562.9)	"
SUN	32 13	1799.6 (48.6)	80 47	206.2 (1365.0)	"
TIS	32 14	301.8 (1546.4)	80 44	1500.0 (70.9)	Water tank at oyster house
NUM	32 14	361.9 (1486.3)	80 45	1456.8 (114.1)	Not recoverable
MEET	32 14	479.5 (1368.7)	80 46	1563.0 (7.9)	"
REX	32 14	578.0 (1270.2)	80 46	1049.9 (521.0)	Tree

Object	Latitude	D.M.	Longitude	D.P.	Remarks
VA	32 14	622.9 (1225.5)	80 44	957.9 (613.0)	Not recoverable
BON	32 14	628.4 (1219.8)	80 45	764.3 (806.6)	"
TRES	32 14	630.9 (1217.3)	80 45	37.5 (1533.4)	Beacon No. 3
NIS	32 14	<sup>7</sup> 866.0 (1082.2)	80 45	617.3 (953.6)	Not recoverable
NIG	32 14	795.8 (1052.4)	80 45	1475.5 (95.4)	Lone chimney
BEL	32 14	808.0 (1040.2)	80 45	236.5 (1334.4)	Not recoverable
NIL	32 14	1026.8 (821.4)	80 45	963.9 (607.0)	"
VAN	32 14	1103.8 (744.4)	80 44	1129.9 (441.0)	"
KIN	32 14	1521.2 (327.0)	80 45	449.2 (1121.7)	"
VOY	32 14	1583.6 (264.6)	80 44	1298.1 (272.8)	"
CON	32 14	1758.9 (89.3)	80 44	1405.6 (165.3)	"
LA	32 15	46.8 (1801.4)	80 44	1553.1 (17.5)	"
SOL	32 15	113.3 (1734.9)	80 44	1131.8 (438.8)	"
CAR	32 15	358.2 (1490.0)	80 44	1409.4 (161.2)	"
AL	32 15	383.6 (1464.6)	80 45	318.6 (1252.0)	"
AM	32 15	422.0 (1426.2)	80 45	78.3 (1492.3)	"
ME	32 15	457.5 (1390.7)	80 44	889.6 (681.0)	"
MAS	32 15	497.6 (1350.6)	80 44	992.4 (578.2)	"



Object	Latitude	D.M.	Longitude	D.P.	Remarks
HOD	32 15	529.3 (1318.9)	80 45	610.4 (960.2)	Not recoverable
PER	32 15	548.6 (1299.6)	80 44	1213.8 (356.8)	"
YO	32 15	669.7 (1178.5)	80 44	937.3 (633.3)	"
FOR	32 15	672.0 (1176.2)	80 44	784.1 (786.5)	"
AT	32 15	718.7 (1129.5)	80 45	155.5 (1414.7)	"
THAT	32 15	828.8 (1019.4)	80 44	1270.6 (300.0)	"
TO	32 15	950.3 (897.9)	80 44	993.8 (576.8)	"
AS	32 15	1064.0 (784.2)	80 44	722.3 (848.3)	"
HIT	32 15	1145.2 (703.0)	80 45	280.1 (1290.5)	"
THIS	32 15	1232.4 (615.8)	80 44	1102.4 (468.2)	"
ICE	32 15	1380.7 (467.5)	80 44	552.4 (1018.2)	Oyster sign
OT	32 15	1545.2 (303.0)	80 44	802.4 (768.2)	Not recoverable
HO	32 15	1558.2 (290.0)	80 45	142.5 (1428.2)	"
PAL	32 15	1593.9 (254.3)	80 44	411.7 (1158.9)	"
LOS	32 15	1796.4 (51.8)	80 45	133.3 (1437.3)	"
RED	32 16	12.0 (183.6)	80 44	1201.0 (369.0)	"
SEE	32 16	413.1 (1435.1)	80 46	52.7 (1517.9)	"
DIA					On sheet "B"
KAY	32 16	717.7 (1130.5)	80 45	1435.8 (134.5)	Not recoverable

Object	Latitude	D.M.	Longitude	D.P.	Remarks
BIL	32 16	938.5 (909.7)	80 45	1140.3 (430.0)	Not recoverable
TREE					On sheet "B"
OH					"
BLAK					"
CROSS					"

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4608

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. A

REGISTER NO. **4608**

State South Carolina

General locality Port Royal Sound

Locality Skull Creek and Vicinity

Scale 1:10,000 Date of survey March, 1923

Vessel Natoma

Chief of Party C.A. Egner

Surveyed by Field Party

Inked by Field Party

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated.....Jan. 13, 1923

Remarks:.....