

# 5159

## SUPPLEMENTAL T

U. S. COAST & GEODETIC SURVEY  
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Air  
Photo

Topographic  
Hydrographic

Field 7

Sheet No. Reg. 5159

### DESCRIPTIVE REPORT

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

JUL 17 1934

Acc. No. \_\_\_\_\_

State South Carolina

LOCALITY  
Vicinity<sup>West</sup> of Charleston  
W. of CHARLESTON HARBOR

N. of TOOGOODOO CREEK

Parkers - Ferry

1934

CHIEF OF PARTY

E. H. Kirsch

U. S. GOVERNMENT PRINTING OFFICE: 1934

# 5159

## SUPPLEMENTAL T



SHEET NO. 7  
REG. NO. 5159

PHOTOS NOS.

1132 -1138  
115 -1318  
1319 -1326  
1174 -1188

DATE

October 10, 1933  
October 12, 1933  
October 12, 1933  
October 12, 1933

TIME

12:08 P.M.  
11:58 A.M.  
12:02 P.M.  
10:53 A.M.

PROJECTION BY

L. C. Ripley  
L. C. Ripley

PROJECTION CHECKED BY

E. H. Kirsch  
E. H. Kirsch

TRIANGULATION BY

L. C. Ripley  
L. C. Ripley

TRIANGULATION CHECKED BY

M. L. Smith  
M. L. Smith

TRIANGULATION PLOTTED ON PHOTOS BY

F. H. McBeth  
F. H. McBeth

TRIANGULATION CHECKED ON PHOTOS BY

J. F. Richardson  
J. F. Richardson

SCALE PLOT BY

L. C. Ripley  
L. C. Ripley

RADIAL PLOT BY

J. H. WULBERN  
J. H. WULBERN

DETAIL INKED BY

F. H. McBeth  
F. H. McBeth

AREA OF DETAIL INKED: 118 Square statute miles

LENGTH OF SHORELINE: 2 miles (More than 200 meters from opposite shore)

LENGTH OF STREAMS: 27.6 (Length of important streams of less than 200 meters in width as measured through center lines. South Edisto and Toogoodoo Rivers with those tributaries of the latter important enough to indicate both banks)

THERE IS NO COAST LINE ON THIS SHEET.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 7

REGISTER NO. 5159

State South Carolina

General locality N. of Charleston Harbor *Vicinity West of Charleston*

Locality N. of Toogoodoo Creek *Parkers Ferry Parkers Ferry*

Photographs - October 10, 1933

Scale 1:21,209 Date of survey October 12, 1933 19

Compilation - June 5, 1934.

Vessel Air Photo Compilation Party No. 21, Charleston, S. C.

Chief of party E. H. Kirsch

Surveyed by See data sheet in descriptive report.

Inked by F. H. McBeth

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

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

Instructions dated November 10, 1934. 19

Remarks: None.



## GENERAL INFORMATION

### Statistics:

This sheet covers a total area of 118 square statute miles of territory and contains no basins of water other than the Edisto and Toogoodoo Rivers which are included in this figure. There are approximately two statute miles of shore line as measured along rivers of more than 200 meters wide. There are 27.6 statute miles of important streams which are less than 200 meters in width as measured from the nearest opposite shore. (only double line streams have been measured)

### Reports:

This sheet is one of a series of 1:20,000 scale sheets joining upon the 1:10,000 sheets and covering the general area of Charleston Harbor and Vicinity. A general field inspection report of this entire area was made by Lt. B. H. Rigg, Chief of Party 1933-34, and submitted with Air Photo Sheet No. 1, Reg. No. 5153 .

### Photo Numbers:

The following photos taken by the U. S. Army Air Corps' 5-lens Camera were used in the inking of this sheet.

Across the South edge of the sheet and flying in the direction approximately parallel with the Seaboard Air Line Railroad are pictures 1174 - 1188 taken on the 12th of October, 1933. This flight begins with 1144 and runs to 1350 and began at 10:35 A.M. and was completed at 12:15 P.M. The 206 pictures were taken in one hour and forty minutes time or at the average rate of 2.06 pictures a minute. By interpolation, then, this flight crossed this sheet at approximately 10:53 A.M. Tides on this date were low at 8:02 A.M. and high at 2:14 P.M.

North of the flight above mentioned and running parallel with it from the West to about midway of the sheet are pictures 1132-1138. This flight was taken on October 10th 1933 from 10:15 A.M. to 12:20 P.M. and is comprised of pictures 962 to 1143. The 181 pictures consume a time of two hours and five minutes and the average rate of pictures per minute is approximately 1.45. By interpolation this flight crosses the area used in this map was made at 12:08 P.M. Tides on this date were low at 6:04 A.M. and high at 12:15 P.M.

From the east and running north of and roughly parallel with the first flight mentioned are pictures 1315 to 1318. Figures for this flight are given in the first paragraph of this section of the report and the time estimated for this flight is 11:58 A.M. Tides for October 12th, the date of this flight are low at 8:02 A.M. and high at 2:14 P.M.



Running from the junction of the two last mentioned flights in a northerly direction midway up the sheet are pictures 1319 to 1326. From data given in the first paragraph these pictures were taken at approximately 12:02 P.M. Low tide for the date of this flight is given as 8:02 A.M. and high tide at 2:14 P.M.

#### CONTROL

##### Sources:

Stations MART, EUREKA, GALLOWAY, PARKERS FERRY, RUN, were established or recovered by K. G. Crosby, 1934.

Triangulation station CROSS reference mark and TANK are traverse stations of E. B. Roberts, 1934. Cross ref. mark has no number.

Triangulation stations PRENTISS, CHAR, BAKE, and ROPE were established by M. O. Witherbee in 1934.

Triangulation Station WILLTOWN and AERO BN No. 17 were established by C. D. Meaney in 1932.

Some of the stations established by Cowie and Raynor in 1933 were used for the radial plot along the South edge of the sheet. Station DAWHO near the S.W. corner of the sheet was established by C.A. Egner in 1933.

##### Errors:

No plottable errors were found in the control.

#### COMPILATION

##### Method:

The standard radial line method was used as described in the U.S.C. & G.S. 1933 Notes on the Compilation of Planimetric Line Maps from 5-lens Aerial Photographs.

##### Adjustments of plot:

No unusual adjustments were necessary.

##### Interpretation:

There are in this area three rather distinct types of country. In the vicinity of Jacksonboro, Parkers Ferry, and along the Toogoodoo River and the Seaboard Air Line as well as in other scattered areas the country is devoted to trucking. East of the North-South stretch of U.S. Route 17 and lying thence between it and the Atlantic Coast Line R.R. are large areas of fresh water swamps and forest covered swamp-like terrain. An attempt has been made to show in a general way the nature of



this area.

Progressing toward the north the cultivated area diminishes and the country is largely forest and brush.

Below are given some of the general rules followed in the interpretation of detail on this map.

Where cultivated fields are cut at short intervals by drainage ditches the practice has been made of showing only every second ditch. This occurs largely in the southern section of the map.

U.S. Route No. 17 is the only hard surfaced road in this area and is shown by an unbroken double line. Double dashed lines indicate dirt roads in fair to good condition and probably passable to motor trucks throughout the year and in all weather. Single dashed lines indicate roads and trails impassable to motor traffic in wet weather and of doubtful use to motor trucks during much of the time.

Abandoned rice fields have been visited and from inspection it is difficult to interpret detail due to high brush and thick growths of small trees. The policy has been followed of showing them with the marsh-symbol grasses omitted, and drainage ditches shown.

Where wooded areas vary in density an attempt has been made to show this and where distinct timber lines are visible they have been indicated.

An attempt has been made to emphasize roads and railroads through wooded area by placing the tree symbols in rows. This practice is of questionable value and will be discontinued hereafter.

#### INFORMATION FROM OTHER SOURCES

##### Names:

The names on this sheet have been taken from the older chart of the U.S.C. & G.S. supplemented with information from a county road map, and verified information from local inhabitants

*No new names are shown.*  
COMPARISON WITH OTHER SURVEYS

Bull Bridge Creek, tributary to the South Edisto River and Adams Run, a tributary to Penny Creek have been omitted on this sheet; they are small and run through wooded country and cannot be seen on photographs.

U. S. Route No. 17 has been modernized since the publication of the former map and its position and course are, therefore at variance with that given on the older chart.



Note The accuracy of location given on the opposite page is rather high for work on this scale. A better estimate is an accuracy of location of 5 to 8 meters for interested points and 5 to 16 meters for other detail.

B.G. Jones



Other variations between this and the present chart are;  
The road running a short distance north and the two rail-road stubs at Ponpon no longer exist. From this point to Parkers Ferry Route No. 17 has been constructed to run north of the Atlantic Coast Line R.R. The Jacksonboro Ferry just west of here is no longer in service, there being a bridge across the South Edisto at this point.

The Atlantic Coast Line R.R., a double track system, is shown on the present <sup>chart</sup> map as being a single track road.

The rail branch on the north side of the A.C.L. branch line at Rumph Siding is no longer there.

Many of the roads on the present <sup>chart</sup> map have been radically changed since the survey governing it was made and there changes are incorporated in <sup>this compilation</sup> the map accompanying this report.

#### Junctions:

Satisfactory junctions have been made with:

Sheet No. 8, Reg. No. 5160 on the North	
" " 10, " " 5162 " " West	
" " 6, " " 5158 " " East	
" " 15, " " 5167 " " South	
" " 14, " " 5166 " " South	

#### Landmarks:

As this sheet consists mostly of wooded areas there are few landmarks to mention. A.C.S. "Q" Reg. No. <sup>5</sup>T6083, M. O. Witherbee, Chief of Party covers all the important streams which appear on this sheet. Reference should be made to that sheet for a list of landmarks and marked topo stations.\* Aero Beacon No. 17 is a standard Dept. of Commerce Beacon for Aero Navigation.

#### RECOMMENDATION FOR FURTHER SURVEYS

It is believed that the compilation has a probable error of not more than 3 meters in position of well defined detail of important for charting and of not more than 6 meters for other data. *See opposite page*

It is believed that the compilation is complete and reliable and that no further examination of this area is necessary.

Assisted by:

E. H. Kirsch  
E. H. Kirsch,  
Chief of Party.

Submitted by:

F. H. McBeth  
F. H. McBeth

\* There are no described topographic  
stations shown in this area on T6083



#### BRIDGES

In Lat.  $32^{\circ} 46'$ : Long.  $80^{\circ} 27'$  there is a Railroad Bridge and a highway bridge. No field measurements were taken on these bridges, but from field inspection it is known that the railroad bridge is of fixed girder type and that the vertical clearance is such that only small boats can pass it.

Note There are no previous planotable topographic surveys in this area.

Comparison with planotable control survey T6083 (1934) shows no differences except for minor variations in shoreline of which there are only short sections on T6083. all detail on T6083 is shown on this compilation except for the magnetic declination and non recoverable planotable stations.

B.G. Jones



## REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO.

Title (Par. 56) N. of Toogoodoo River

Chief of Party E. H. Kirsch

Compiled by F. H. McBeth

Project HT-162

Instructions dated November 10, 1933

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) ✓
2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs". ✓
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.) ✓
4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) No information taken from outside sources.
5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.) ✓
6. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) ✓
7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. *See opposite page*
8. The span, draw and clearance of bridges are shown. (Par. 16c.) ✓  
*See opp. page*
9. The data furnished by the Field Inspection is adequate. ✓

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.



10. The descriptive report covers all details listed in the Manual, ✓  
so far as they apply to this survey. (Par. 64, 65 and 66.)
11. The descriptive report also contains all additional information ✓  
required in photo topography as prescribed in the instructions  
and in the "Notes on the Compilation of Planimetric Line Maps  
from Five Lens Aerial Photographs".
12. The descriptions of recoverable stations and references to shore ✓  
line were accomplished on Form 524, and scaling of positions  
checked. (Par. 29, 30 and 57.) Submitted with A.C. Sheets.  
*Now in this compilation*
13. A list of landmarks for charts was furnished on Form 567 and scal-  
ing of positions checked. (Par. 16d, e, 60.)  
Submitted with A.C. Sheets
14. The geographic datum of the sheet is N.A. 1927 and  
the reference station is correctly noted. (Par. 34.)
15. Junctions with contemporary surveys are adequate. ✓
16. Geographic names are shown on the sheet and are covered by the ✓  
Descriptive Report. (Par. 64, 66k.)
17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, ✓  
37, 38, 39, 40, 41, 42, 45, 46.)
18. No additional surveying is recommended. ✓
19. Remarks:

20. Examined and approved:

*E. H. Kirsch*  
E.H. Kirsch, Chief of Party

21. Remarks after review in office:

Reviewed in office by: *B. G. Jones*

Examined and approved:

*E. K. Green*  
Chief, Section of Field Records

*L. O. Polub*  
Chief, Division of Charts

*J. B. Boden*  
Chief, Section of Field Work

*G. H. Hude*  
Chief, Division of  
Hydrography and Topography.



Survey No. T-5159

Chart No. \_\_\_\_\_

Diagram No. \_\_\_\_\_

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
✓	MARTIN LANDING	No landing shown 9/1/38 GFE			
✓	PINE HILL LANDING				
✓	BECK LANDING	No landing shown 9/1/38 GFE			
✓	FISHBURN LANDING	φ	Canaday Landing	P.M. at Jacksonboro 7/28/39 approves Canaday	
✓	EDISTO RIVER				
✓	JACKSONBORO				
✓	PONPON	(Combined form preferred)			
✓	PARKERS FERRY				
✓	OSBORN				
✓	PENNY CREEK				
✓	ADAMS RUN				
✓	BAPTIST HILL				
✓	STORAGE				
✓	WHITE POINT CROSSING				
✓	RUMPHS SIDING	✓ RUMPH			
✓	SWINTON CREEK				
✓	LOWER TOOGOODOO CREEK				
✓	TOOGOODOO CREEK				
✓	MCLEOD CREEK				
		Jacksonboro Ferry			
		APPROVED NAMES UNDERLINED IN RED H.L. Flemer			
			Name erased from chart as a badly + highlyway now crosses at this point. S.M.S. (See p. 6 of the report.)		



Applied to chart 837 Oct. 3, 1935 H.M.C.

Applied to Chart 793 March 21, 1936 H. Maesum

Applied to Chart 792 October 30, 1936 H.M.C.

Applied to chart 1239 Apr. 5, 1937 J.M.A.



Report for Supplemental T 5159  
filed 7/8/35

1. Minor name correction 7/8/35
2. Station correction - delete station airways  
Bn No 8 erroneously plotted. 7/8/35