

5187

U. S. COAST & GEODETIC SURV
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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air
Photo

Topographic
~~Hydrographic~~

Field 35.

Sheet No. Reg. No. 5187

State SOUTH CAROLINA

LOCALITY

ST. HELENA SOUND

HARBOR RIVER

1934

CHIEF OF PARTY

E. H. KIRSCH

Applied to Cht. 571, Nov. 19, 1935. K. Reynolds.

applied to Chart 793 3/14/36 H. MacEwen.

" " " 1239 Apr. 1937 D. M. A.

SHEET NO. 35
REG. NO. 5187

PHOTOS No.
926 to 940
841 to 849

DATED
September 29, 1933
September 29, 1933

TIME
2:40 P.M.
1:30 P.M.

PROJECTION BY

L. C. Ripley 5-4-34
L. C. Ripley

PROJECTION CHECKED BY

E. H. Kirsch 5-4-34
E. H. Kirsch

CONTROL PLOTTED BY

L. C. Lande 5-9-34
L. C. Lande

CONTROL CHECKED BY

E. S. Ethridge 5-10-34
E. S. Ethridge

CONTROL PLOTTED ON PHOTOS BY

SAVANNAH OFFICE

CONTROL CHECKED BY

SAVANNAH OFFICE

TOPOGRAPHY TRANSFERRED BY

H. W. Langley
H. W. Langley

TOPOGRAPHY CHECKED BY

E. H. Kirsch
E. H. Kirsch

SMOOTH RADIAL LINE PLOT

J. H. Wulbern 5-23-34
J. H. Wulbern

RADIAL PLOT CHECKED BY

L. C. Lande 5-24-34
L. C. Lande

SCALE PLOT BY

L. C. Lande 5-3-34
L. C. Lande

DETAIL INKED BY

H. W. Langley 6-30-34
H. W. Langley

AREA COVERED BY SHEET - 80.3 Sq. St. Miles

LENGTH OF SHORELINE (more than 200m from nearest opposite shore) - 62.1 St. Mi.

LENGTH OF SHORELINE (less than 200m wide) - 132 St. Mi.

LENGTH OF COASTLINE - 12 St. Miles.

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. 35

REGISTER NO. 5187

5187

State South Carolina

General locality St. Helena Sound

Locality Harbor River

Scale $\frac{20,000}{.939} = 21,299$ Photographs - September 24, 1933

Date of survey 1933, 19

Compilation - June 30, 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 H. W. Langley

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

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

Instructions dated November 10, 1933, 19

Remarks: None

GENERAL INFORMATION

No general report covering this sheet is available. The only aids used in the compilation of this sheet were secured from the field inspection reports.

The accompanying "Notes on Compilation" gives all data in connection with the compilation of this sheet.

This sheet was compiled from photographs taken by the U. S. Army Air Corps' five lens camera, photograph numbers as follows: 926 to 940 and 841 to 849.

CONTROL

Sources:

The following sources of control were used in the compilation of this sheet:

Triangulation by C. A. Egner - 1933.

1934 Topographic sheets "A" Reg. No. T-6091(a), "B" Reg. No. T-6091(b), "C" Reg. No. T-6092(a), "D" Reg. No. T-6092(b) by Lt. R. P. Eyman's Party. 6093a - 6093b.

The geographic positions of the field party were used, these were on the North American 1927 datum.

Errors:

There were no errors of a plottable amount discovered in the compilation of this sheet.

Discrepancies:

No control stations established by other organizations were used in this compilation.

COMPILATION

Method:

The usual radial line method of plotting as described in the U. S. C. & G. S. Notes on the Compilation of Planimetric Line Maps from 5-lens Aerial photographs - 1933 Edition.

Adjustment of Plot:

No unusual adjustment was required in the radial plot in spite of the fact that the photographs were badly tilted and badly out of scale. *There was sufficient control, however, to make a good radial plot. LAM.*

Remarks on Adjustment:

No great difficulty was experienced in making the radial plot.

Interpretation:

The graphic symbols as approved by the Board of Surveys and Maps 1932 were the only symbols used. Great difficulty was experienced in the interpretation of the photographic detail.

Great difficulty was experienced in interpreting the high water lines on the photographs. In most of the photos the detail is very indefinite, and, in some cases, the high water lines appear to be different on the several photos. Especially is this so in Harbor River. Along the Northern bank the high water lines are very indefinite and an accurate interpretation of them was very difficult. Due to this area being far out of the wing prints, the scale distortion was great, and the detail was so indefinite that only a few radial points could be plotted; hence, an accurate compilation was very difficult. However, it is felt that the compilation of the detail as interpreted is accurate, but the high water lines are possibly different from actual conditions. Especially is this departure a possibility in Harbor River along its Northern bank, around the point of land at Northern edge of the outlet of Harbor River, around triangulation station CHERRY HILL KNOLL, along the Eastern edge of ST. HELENA ISLAND, the area around the stream immediately east of the Northern Fripp Island, the area around the place where TRENCHARD INLET and HARBOR RIVER join, the Northern edge of HARBOR ISLAND at the mouth of HARBOR RIVER, the area where FRIPP INLET joins HARBOR RIVER, and the stream running into HARBOR RIVER West of triangulation station PALMETTO.

In comparing this compilation with tracings of Topographic sheets from the NATOMA, made probably in June or July 1934, a slight difference was noticed in the high water line on the coast of Harbor Island. Compilation was changed to conform to Topo sheets. A wide divergence was noticed on the Eastern end of Fripp Island. As the high water line on Topographic Sheet was incomplete and photos could not possibly be read to warrant a change, the compilation was left unchanged. The highwater line was, however, transferred from the Topographic sheet on to the compilation in blue ink for information of the office.

It is my opinion that the black line on the Compilation should be used as the H.W.L. for Charting. This probably is the storm water line but its position will be quite constant. The sand beach is so flat that the average high tide water line changes considerably with every little storm.

E. H. Kirsch.

(See review at back) - opposite Page 14

The sanded areas between the high water line and the low water lines on the sheet is a sandy mud, except on the coast where it is all sand.

The dock on HUNTING ISLAND is maintained by the U.S.L.H.S. The dotted line from the dock to HUNTING ISLAND LIGHT is a path and tram line.

Information from other sources:

The following beacons were transferred from aluminum control sheets "B" Reg. No. T-6091^b, "C" Reg. No. T-6091^a, and "D" Reg. No. T-6091^b, to this sheet:

NAME	LATITUDE	LONGITUDE	LATITUDE	LONGITUDE
			X .939	X.939
	(1614)	(294)	(1515.5)	(276.1)
Bn. 1, listed as "RAT" on Sheet "D"	32° 23' 234	80° 28' 1274	219.7	1196.3
	(842)	(624)	(790.6)	(585.4)
Bn. 2 "PAR" Sheet "B"	32 22 1006	80 29 944	944.6	886.4
	(18470)	(527)	(1734.3)	(494.9)
Bn. 2 Sheet "D"	32 26 01	80 26 1041	0.9	977.5
	(771)	(87)	(724)	(81.7)
Bn. 1 "TT" Sheet D	32 25 1077	80 26 1481	1011.3	1390.7
	(1241)	(184)	(1165.3)	(172.8)
Bn. 3 "UU" Sheet "D"	32 25 607	80 26 1384	570	1299.6
	(151)	(48)	(141.8)	(45.1)
Bn. 4 "BIN" Sheet "C"	32 20 1697	80 28 1521	1593.5	1428.2
	(1596)	(334)	(236.6)	1158.7
Bn. 5 "VY" Sheet "D"	32 25 252	80 26 1234	1498.6	(1407.2)
	(94)	(720)	(88.3)	(676.1)
Bn. 7 "LL" Sheet "D"	32 24 1754	80 26 848	1647	796.3

Conflicting Names:

There are no names on this sheet conflicting with names shown on the U.S.C. & G.S. Charts of this area. New names are submitted herewith for approval. *Lam.*

COMPARISON WITH OTHER SURVEYS

Junctions:

Satisfactory junctions were made with sheet 5188 on the West, with sheet 5189 on the Northwest, and with Sheets 5206 and 5207 on the North. Tracings of aluminum control sheets A, B, C, & D, and photostatic reductions of sheets 5206 and 5207 were used in comparison with this sheet because the originals were not available. The high water lines as shown on A.C. Sheets "C" agrees with the compiled high water line on this sheet. T-6092 a.

Landmarks:

The landmarks for charts and marked topographic stations included in this area have been submitted with aluminum control sheets "A" Reg. No. T-6091 a, "B" Reg. No. T-6091 b, "C" Reg. No. T-6092 a, and "D" Reg. No. T-6092 b, by Lt. R. P. Eyman's Party, 1934.

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet as interpreted from the photographs is believed to have a probable error of 0.3 mm in well defined detail of importance for charting and of 0.6 mm for other data. However, due to the difficult interpretation of the photographs, it is felt that this sheet has a possible error of 0.5 mm in the interpretation of the high water line along the northern bank of Harbor River, around triangulation station BUTCHERS the eastern edge of St. Helena Island, and along the Northern Bank of Morgan River West of Lucy Point Creek. See below.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes within the accuracy stated above.

Remarks:

Photographs:

In general the photographs were badly tilted and the scale distortion was exceptionally large. The photographs were not clear enough for a very accurate compilation. The lines of flight in making the photographs for the two flights used in this compilation were too far apart, which caused a portion of this sheet to be compiled from the edges of the wing prints. This portion mentioned above is the Northern bank of Harbor River.

Assisted by:

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

Submitted by:

H. W. Langley
H. W. Langley

* This value of 0.3 mm and 0.6 mm. of probable error is rather low. A more reasonable value would be 0.5 mm and 1.0 mm, respectively, an accuracy of location of .3 to .7 mm for inter related points and .3 to 1.0 mm for other detail. B.G.

The remainder of the descriptive report discusses additional check and revision of the compilation to secure agreement with the contemporary planetable surveys.

The review of the book is concerned with the compilation after completion of this revision by the field compilation party.

B.G. Jones

POST-OFFICE ADDRESS: 12th Floor, Francis Marion Hotel,
Charleston, S. C.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

380 Ching 86
Mr. 26
80

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

January 18, 1935.

20
1935 JAN - 21 - PM 1:15

To: The Director
U. S. Coast and Geodetic Survey
Washington, D. C.

From: E. H. Kirsch, Lieutenant (j.g.)
U. S. Coast and Geodetic Survey

Subject: Air Photo Compilation 5187.

Reference: Your letter 26-SG 1990 (21) dated January 16, 1935.

There is enclosed herewith one descriptive report No. 5187 to which several pages on discrepancies have been added. There is also enclosed two descriptions on form 524. Air Photo Compilation No. 5187 and photostat copies of plane table control surveys 6091, 6092 and 6093 are being returned under separate cover.

With the addition to the descriptive report please note the sketches at triangulation station CHERRY HILL KNOLL and PINE. Triangulation station CHERRY HILL KNOLL was recovered by Mr. Egner in 1933 and PINE was established by Mr. Egner in 1933. He prepared descriptions for both stations in 1933 and these sketches were traced from those on the back of his description cards. Please note the general agreement in the trend of the H.W.L. and high ground line between these sketches and the Air Photo Compilation. Also please note the agreement in symbols on the sketches and the air photo sheet. In comparing these sketches with the detail on the topo sheet no similarity is apparent.

Please note the several paragraphs under remarks in the addition to the descriptive report. These tend to show that the topographer was either careless, or did not have a thorough understanding of what he should show, and how he should show it.

In connection with showing H.W.L. on A.C. sheets I would like to state that I am very highly in favor with the method used by Mr. Rigg. He indicates each rod reading with a small dot and the H.W.L. is broken at each dot. We can then tell just what the topographer sketched. If the rod reading agrees with the compiled shore line and sketched part does not, we then feel justified in changing the shore line on the A.C. sheet. If the rod readings do not agree we then investigate the compilation.

Good
etc

Copy made for future use
1/23

2 7

This method gives us definite points to work with. When A.C. sheets come to us with a heavy unbroken black line for the H.W.L. and when this line crosses and recrosses with the line as compiled on the Air Photo Sheet, there is no way of telling whether the rod readings agree with the compilation.

To obtain a check on comparison of value the topographer must be very careful. It is my opinion that the method used by Mr. Rigg is excellent, and I believe it would be worth while to bring this method to the attention of all topographers who are doing work to be used as a check or comparison with Air Photo Compilations.

Respectfully Submitted:

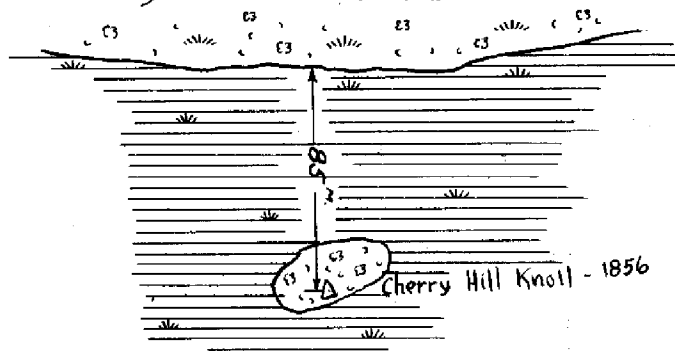
E. H. Kirsch

E. H. Kirsch, Chief of Party.

U. S. Coast and Geodetic Survey.

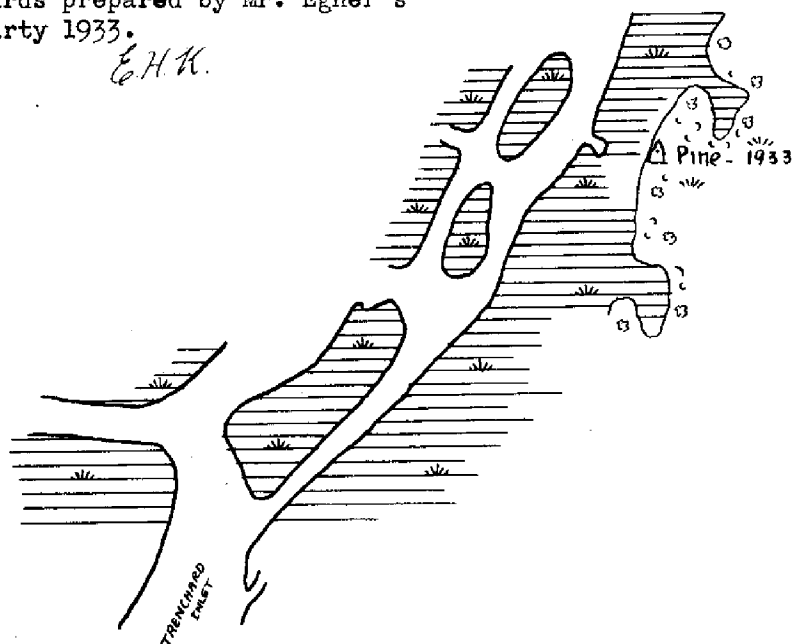
Instructions have been issued
in field memorandum No 2 regarding
this method of noting rod readings
on control surveys
B. G. Jones

Cherry Hill Knoll Island



These sketches were traced from sketches
on the back of triangulation description
cards prepared by Mr. Egner's
Party 1933.

E.H.K.



DISCREPANCIES

1/18/35

a & b refers to
brasside prints

The following discrepancies found in the comparison of Air Photo Topographic Survey No. 5187 with topographic Surveys Nos. 6091 b, 6092 a, 6092 b, 6093 a and 6093 b, are described below, the numbers of which appear on the corresponding ^{brasside} topo sheets as listed:

1. 6092 b ⁽¹⁹³⁴⁾ - The stream as shown on the sketch on the back of the description of topo station HAT was overlooked in the compilation due to the very indefinite photographs in this area. But, after very close examination, the entrance of the small stream was noted and was put on the compilation. The remainder of the small stream is invisible on the photographs. See REMARKS, paragraph A.
2. 6092 b - The stream as shown on the sketch on the back of the description of topo station BET, was overlooked in the compilation, the same as in (1) above.
3. 6092 b ^{32° 24.5'} ~~20° 26.8'~~ It is felt that the high ground line at this point is in error on the aluminum topographic sheet. The photographs show a definite tree line as a high ground line, from which the compilation was made. The high ground line on the aluminum topographic sheet is about 10 meters inside this tree line. The radial plot was well fixed in this area and we feel the compilation is correct. See REMARKS paragraph D.
4. 6092 b ^{32° 26'} ~~20° 26.8'~~ The discrepancies at this point was due to the fact that the photographs were taken about 6 months before the planetable survey was made. This island is a sand bank and probably changes with every little storm. Since the planetable survey is more recent than the compilation, the high water line was taken from the aluminum topo sheet.
5. 6092 b ^{32° 23.6'} ~~20° 25.7'~~ The inlet at this point is very clear and definite on the photographs, but, since the planetable control survey is more recent, the compilation was changed to agree with the topographic sheet. This inlet is very narrow and runs into the sand beach. Any storm tide or high wind would probably have covered the entrance of this stream in the 6 months between the time the photos were taken and the planetable topo survey was run.
6. 6092 b - It is felt that the marsh symbols on the topo sheet are wrong. The photographs show a definite strip of white sand at this point as shown on the compilation. Hence we feel sure that the compilation is correct at this point. See REMARKS, paragraph D.
7. 6092 b - The compilation at this point was changed to agree with the planetable control survey. The cause of the discrepancy being in the interpretation of the very indefinite photographs. See REMARKS, paragraph A.
8. 6093 A - The high water line at this point was changed on the compilation to agree with the planetable control survey. This discrepancy was due to the

indefinite photographs.

The high ground line at this point is definite on the photographs and is compiled accurately. Hence it is felt that the planetable control survey is inaccurate. $32^{\circ} 21.8'$ $80^{\circ} 29.1'$

6093 A It appears as if the surveyman took rod readings near triangulation station LUCY and roughly sketched in the remainder of the high ground line. See REMARKS, paragraph D.

9. 6093 a - In this area a sandy mud is found between the low and high water lines. We have represented this by scattered sand dots as seen throughout the compilation and at this point. This discrepancy is due to a difference in symbols used. See REMARKS, paragraph C. $32^{\circ} 26.5'$ $80^{\circ} 33.1'$

10. 6093 A - The photographs show no marsh on the outside of the high water line. $32^{\circ} 27'$ $80^{\circ} 34.5'$

It appears as if the line on the outside of the high water line on the topo sheet at this point is supposed to represent the low water line. The symbol used on the topo sheet for this area between the low and high water lines is the same as used in 9. above, and is not marsh, but a sandy mud as described above in 9. See REMARKS, paragraph C.

11. 6093 a - The high water line at this point is in error on the topo sheet. It appears as if one rod reading was taken at topo station SAL and the remainder of the high water line roughly sketched in.

The marsh symbol on the outside of the high water line on topo sheet represents a sandy mud as described in paragraph 9 and 10. See REMARKS, paragraph C.

12. 6093 b - The high ground line on the topo sheet agrees with the high water line on the photograph. $32^{\circ} 27'$ $80^{\circ} 30.8'$

6093 b - The high water line on the topo sheet is definitely out in the stream on the photographs. Hence it is felt that what appears to be the high water line on the topo sheet is meant to be the low water line; the marsh symbol supposing to represent the sandy mud between the low and high water lines as described in paragraph 9, 10, 11. See REMARKS, par. C.

13. 6093 b - The high ground line on the photographs is not definite at this point so the marsh lines were broken off in the sand at no definite line on the compilation.

A line drawn through the ends of these marsh lines on the compilation agrees with the high ground line of the topo sheet. This has been added to the compilation.

14. 6091 b - The high ground line at triangulation station CHERRY HILL KNOLL is definite on the photographs and is compiled correctly. Hence it is felt that the topo sheet is in error.

The high water line at this point is indefinite on the photographs and is shown on the compilation as such. However, the photos are definite enough to show that the high water line should not be as far back as that on the topo sheet. Hence, we feel sure that the topo sheet is in error. See enclosed sketch of triangulation station CHERRY HILL KNOLL.

15. 6092 a - The beach high water line was changed on the compilation to agree with the topo sheet. This discrepancy is due to the topo sheet being a more recent survey of a changing coastline.

16. 6092 a - The high water line on the topo sheet runs through definite marsh on the photographs.

The high ground line on the topo sheet runs inside a definite high ground line on the photographs. Hence, it is felt that the topo sheet is in error.

See enclosed sketch of triangulation station PINE.

REMARKS

A. As previously stated in the descriptive report of this compilation, the compiler was up against a difficult problem in interpreting the photographs. They were very indefinite in some areas, badly tilted and the scale fluctuation was large. However, as stated in the descriptive report, it is felt that the compilation as interpreted from the photographs is accurate within a probable error of 0.3 mm in areas of well defined detail of importance for charts.

In spite of the above, however, we feel sure that the compilation is correct when so stated in the description of the discrepancies. Whenever changes could be made, the compilation was changed to agree with topo sheet. In the other cases we feel that the topo sheet is in error.

B. When the comparison was made between this compilation and the topo sheets only tracings of the topo sheets were available. These tracings were incomplete; without symbols, as in the case of discrepancy Nos. 6, 9, 10, 11, and 12; and inaccurately traced in the case of discrepancy No. 4. (described below)

In the initial comparison with the tracings of the topo sheets the high water line on Egg Bank (discrepancy No. 4) was changed on the compilation by proportional dividers to agree with the topo sheet tracing which made the line fail to agree with the photograph high water line. However, the topo high water line was taken as more accurate. On receipt of the bromide reduction of the topo sheet, the high water line was changed on the compilation again to agree with the topo sheet, which brought it back to where it was on the initial compilation before it was changed to agree with the tracing. Hence, we feel that the tracing was inaccurate.

C. In this office, we have taken the edge of the marsh next to the water as being the high water line, and the tree line as the high ground line.

It appears as if the topographer who run the topographic planetable surveys took the high ground edge of the marsh as the high water line, and the stream edge of the marsh as the low water line. Whenever high ground bordered the stream, it appears as if he marked the low water line the same as he did the stream edge of the marsh and using the same symbols between the low and high water lines as where marsh bordered the stream. Hence, the assumption in discrepancy Nos. 9, 10, 11, and 12.

D. In some cases it appears as if the topographer took a few rod readings and roughly sketched more high water and high ground lines. This is noticed very much in discrepancy Nos. 3, 6, 8, 11.

Approved by:

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

Submitted by:

H. W. Langley
H. W. Langley.

REVIEW OF AIR PHOTO COMPILATION NO. T- 5187.

Chief of Party: E. H. KIRSCH

Compiled by: H. W. Langley

Project: HT 162

Instructions dated: Nov. 10, 1933

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64) ✓
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
4. ~~Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)~~
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i) ✓
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. 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)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
*Submitted with T-6091 b, T-6092 a, T-6092 b, T-6093 a, T-6093 b.
Plotted in Washington office Dec. 19, 1934.*
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
Submitted with T-6091 a, T-6091 b, T-6092 a, T-6092 b.
11. ~~All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)~~
No Bridges.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
No U.S.G.S. quadrangles available for this area.
13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted. *(as being adjusted)*.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report. ✓
 2. The degrees and minutes of Latitude and Longitude are correctly marked. ✓

3. All station points are exactly marked by fine ✓
black dots.
4. Closely spaced lines are drawn sharp and clear ✓
for printing.
5. Topographic symbols for similar features are of ✓
uniform weight.
6. All drawing has been retouched where partially ✓
rubbed off.
7. Buildings are drawn with clear straight lines ✓
and square corners where such is the case on
the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks: *Lines are somewhat heavy.*

18. Examined and approved;

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

19. Remarks after review in office:

See following pages

Reviewed in office by: *Leonard A. McLean*
B. G. Jones

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
L. O. Solbut
Chief, Division of Charts

T. B. Borden
Chief, Section of Field Work
Stude
Chief, Division of Hydrography
and Topography.

Planetable control survey T6090 (1934) 1:10000
T6090 shows the outer coast line
from Trippe inlet to Skull inlet.
Regarding the large difference in delineation
of H.W. line around the point
at the mouth of Trippe inlet
as discussed at the bottom of preceding
page 2: This H.W. line is indefinite
and changeable. The ~~copy~~ compilation
is accepted as correct at the date
of the photographs Sept. 1933. Examination
of the photographs shows that conditions
as represented on T6090 did not
exist when the photographs were taken.
T6090 was revised 10 months later,
July 1934. The compilation has not been
changed to agree with T6190 as the
H.W. line on T6190 is not complete.

Three undescrbed recoverable citations
on T6190 have not been transferred to this
compilation. B.G. Jones 8/8/35.

REVIEW OF AIR PHOTO COMPILATION T-5187

Regarding the difficulty of interpretation noted on page 2 of the preceding report, the selection of H.W. line in the indefinite areas of Harbor River and vicinity corresponds closely with that made on the older surveys and is accepted as giving the best interpretation of actual conditions. In Harbor River the grass patches are shown by symbol only on this compilation, which is consistent with the indefinite character of this area. These patches of grass on the mud flats were shown on the old surveys as islands with a H.W. line. (See also following paragraphs regarding comparisons with previous surveys.)

Comparison with Contemporary Surveys: *See also opposite page*

Comparison with plane table control surveys T-6091 a and b, T-6092 a and b, and T-6093 a and b, 1934, showed numerous differences in H. W. line and High Ground line. The compilation was returned to the field with photostat copies of the plane table surveys and all differences investigated. The disposition of these differences, as made by the field party, is discussed on pages 6-11 of the preceding report. The compilation has been corrected where necessary and notes placed on the plane table surveys referring to the compilation for complete detail. All detail shown on these control surveys is now on the compilation, except for temporary plane table stations and the magnetic declination.

Descriptions of recoverable plane table stations are filed under surveys Nos. T-6091 a and b, T-6092 a and b, T-6093 a and b, and T-5187. Plane table stations transferred to the compilation by L. A. McGann, *L. A. McGann* checked by D. H. Benson. *D. H. Benson*

Comparison with contemporary Hydrographic surveys Nos. 5650, 5525, and 5718 show no conflict between the soundings and shore-line transferred from the compilation.

Comparison with Previous Topographic Surveys: T-1275, (~~1871~~)

T-996:

There have been numerous changes in the marsh areas, particularly in the small points and marsh islands, since the date of these old surveys. The delineation in the High Ground Line is, in general, the same but with numerous small differences. Examination of the photographs shows that the compiler has carefully traced this detail, and it is accepted as correct. A number of the roads shown on the old surveys are not shown on the compilation, and a few new ones are shown on the compilation.

T-611 (1856) and T-840 (1859)

Comparison with these surveys, which cover the Harbor River area, shows numerous differences of the same nature as listed in the surveys T-1275 and T-996. In addition, the old surveys show H.W. line around the small grass patches in the Harbor River, which are shown on the compilation by symbols only. The compilation is accepted as given as the more accurate interpretation of this detail.

T-3832 (1921) and T-3814 (1920).

These surveys cover Egg Bank, and the outer coastline. There have been numerous changes, particularly in the inlets.

Comparison with the photographs shows that this ^{compilation} ~~detail~~ has been carefully and completely compiled, and the compilation is accepted as adequate to supersede the previous topographic surveys listed.

Comparison with the progressive military map, ^{of} ~~as~~ Fort Fremont quadrangle, indicates that a number of the small side roads have been left off this compilation. This, no doubt, is due largely to the fact that these are partly obscured on the photographs by trees. The main roads are shown. Compilation parties have been instructed to use more care in taking off roads and to show the secondary roads in general use by double dashed or solid lines, instead of the single dashed lines used on this compilation. ^PAll beacons and landmarks shown on Chart 1241 in this area are shown on the compilation as plotted from triangulation and transferred from the plane table surveys. Changes in shore-line are discussed under comparison with old surveys above.

Leonard A. Nelson
B. G. Jones

Approved
K. T. Adams.

Survey No. T-5187

GEOGRAPHIC NAMES

Date. Dec 12, 1934Chart No. 1240, 571Diagram No. 1240

*, Approved by the Division of Geographic Names, Department of Interior.

C, Not Approved by the Division of Geographic Names, Department of Interior.

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Frogmore</u>	_____		✓	name of town
	<u>Coffin Creek</u>	do			
	<u>Pine Island</u>	_____	USE's "Fort Fremont" Quad.		
	<u>Seaside Road</u>	_____		✓	
	<u>Fripp Inlet</u>	do			
	<u>Harbor River</u>	do			
	<u>Village Creek</u>	do	(correct Location shown on G.N. Standard 435)		
	<u>St Helena Island</u>	do			
	<u>Jenkins Creek</u>	do			
	<u>Morgan River</u>	do			
	<u>Polawana Island</u>	do			
	<u>Harbor Island</u>	do			
	<u>Hunting Island</u>	do			
	<u>Coosaw Island</u>	do			
	<u>Lucy Point Creek</u>	do			
	<u>Ladies Island</u>	do			
	<u>Warsaw Island</u>	_____	USE's "Fort Fremont" Quad		
	<u>Fripp Island</u>	do			
	<u>Pritchards Island</u>	Pritchards Island (1240) (571)			
	<u>Old House Creek</u>	do (topo. sheet No —)			
	<u>Story River</u>	do			
	<u>Johnson Creek</u>	do			
		APPROVED NAMES UNDERLINED IN RED			(M 100)

Survey No. T-5187

Chart No. 1240

Diagram No. 1240

Ⓞ, Not Approved by the Division of Geographic Names, Department of Interior.

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

[illegible]

3207 (1/10000)

Check list for Air Photo Compilation T 5187

1. Sheet Indexed.
2. Datum Note correct and marked adjusted or unadjusted; degrees and minutes correctly marked on projection.
3. Note in review as to whether projection was checked and results.
4. Check geographic names against standards and make name list.
5. Lights and Beacons checked against local light lists and corrections and omissions noted in review. Consult Aid Standards or U.S. L.N. Bureau in case of doubt as to when the aid was rebuilt.
6. Descriptions on Form 524 checked against compilation and corrected where necessary. Corrections noted in the review and cross references made where filing was changed. File list by sheet numbers made in the review.

Comparison with other surveys:

5188 ✓
574

- a. Charts for omissions and changes in landmarks and other important detail.
- b. Old surveys.
- c. New Hydrographic surveys.
- d. Plane-table control surveys - all detail on the plane-table control surveys is shown on the compilation except as noted in the review. Differences are discussed.
- e. Plane-table control surveys reviewed in connection with the compilation review and a reference note made at back of the plane-table report. Copy of the compilation review attached at back of the plane-table report if necessary. Notes made in green directly on the plane-table sheet where needed.
 - a. Projection.
 - b. Quality of the plane-table work.
 - c. Differences.
 - d. U.S.E. Stations and grids.

- e. Landmarks and aids.
 - f. Datum note - adjusted or unadjusted.
 - g. Stations described on Form 524 marked (d).
 - h. Put date and initials on notes made on plane-table surveys.
9. Differences or new data of importance called to attention of Cartographic, Field Records, or Coast Pilot Sections.
10. Junctions noted on side of this form and checked before final order.
11. Overlay complete:
- a. Limits of sheet with % enlargement or reduction.
 - b. Photo numbers and flight lines.
 - c. Title note.
12. Review complete:
- a. Accuracy of location.
 - b. Bridge data.
 - c. Landmarks.
 - d. File list of descriptions on Form 524.
 - e. Method of location of H.W. line on sand beach.
 - f. Any additional data to make the descriptive report complete for future reference.

*ask him elimination of changes
give him not proof
When*