

5245

U. S. COAST & GEODETIC SURVEY  
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U. S. COAST & GEODETIC SURVEY  
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Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air  
Photo

Topographic  
Hydrographic

Field 45  
Sheet No. Reg. No. 5245

State South Carolina

LOCALITY

~~MYRTLE BEACH~~

~~SPRINGTON SWIMMING TO BAY~~

Intracoastal Waterway

Myrtle Beach.

1934

CHIEF OF PARTY

E. H. Kirsch

Applied to chart 836 Jan 29, 1936 H.P.C.  
" " " 1237 Sept 1937 P.C.L.

PHOTOS NO.  
399 - 411  
423 - 435

DATE  
8-5-34

TIME  
9:10 A.M.  
9:35 A.M.

PROJECTION BY

Scale Fact.

$\frac{20,000}{20555}$

PROJECTION CHECKED BY

L. C. Ripley 10-24-34  
L. C. Ripley

E. H. Kirsch 10-24-34  
E. H. Kirsch

CONTROL PLOTTED BY

T. P. Mitchell 10-25-34  
T. P. Mitchell

CONTROL CHECKED BY

E. S. Ethridge 10-26-34  
E. S. Ethridge

CONTROL PLOTTED ON PHOTOS BY

E. J. Anderson 10-12-34  
E. J. Anderson

CONTROL CHECKED ON PHOTOS BY

T. P. Mitchell  
T. P. Mitchell

TOPOGRAPHY TRANSFERRED BY

T. P. Mitchell  
T. P. Mitchell

TOPOGRAPHY CHECKED BY

E. J. Anderson  
E. J. Anderson

SMOOTH RADIAL PLOT BY

T. P. Mitchell 12-10-34  
T. P. Mitchell

SMOOTH RADIAL PLOT CHECKED BY

E. J. Anderson  
E. J. Anderson

SCALE PLOT BY

Transferred 10-19-34  
L. C. Lande

DETAIL INKED BY

T. P. Mitchell 1-30-35  
T. P. Mitchell

AREA OF DETAIL INKED: 92.5 Sq. St. Miles

LENGTH OF COASTLINE: 12.6 Statute miles.

LENGTH OF SHORELINE: None (over 200 meters wide)

LENGTH OF STREAMS: 7.2 St. miles (less than 200 meters wide).

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. 45

REGISTER NO. 5245

State South Carolina

General locality Intracoastal Waterway  
~~Myrtle Beach~~

Locality Myrtle Beach  
~~Sinleton Swamp to Big Swamp~~

Scale 1/20,000 Photographs - Aug. 5, 1934

Date of survey 1934  
Compilation - Jan. 30, 1935

Vessel Air Photo Compilation party No. 21

Chief of party E. H. Kirsch

Surveyed by See data sheet in Descriptive report.

Inked by T.P. Mitchell

Heights in feet above HHH to ground to tops of trees

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

Instructions dated November 10, 1933, 1934

Remarks: None.

## GENERAL INFORMATION

### Statistics:

The total land area covered by this sheet is 92.5 Square Statute miles. The total length of the outside coast shoreline is 12.65 statute miles. No rivers or streams more than 200 meters wide on this sheet, but there are 7.2 statute miles of streams less than 200 meters wide. This includes the Intracoastal waterway (Canal) which is approximately 50 meters wide and 4.6 statute miles long.

### General topographic Information:

Bordering the Atlantic Ocean on the Southeast and extending northwest for approximately 8 miles we find the general description of this sheet and adjoining sheets of this series to be of low coastal plain type with very little relief. The coastal shoreline is very regular, being broken only by two or three small streams that drain a very limited area of this sheet.

Just inside the coast shoreline we have a strip of high ground about 200 meters wide that has been classed as beaches and sand dunes. The actual high ground line has been shown by a faint full line where it could be definitely traced from the photographs, otherwise the high ground line is the junction of the sand and wooded area.

The dune area is interspersed with small patches of marshy ground on which grows grass and scrub bushes.

The mainland in general consists of cultivated, timber and grass land represented by symbols taken from the topographic manual.

The entire wooded areas is about equally divided with coniferous and deciduous trees.

The dredging of the Intracoastal waterway, a mechanically constructed canal is not complete, therefore only the part actually completed, when the photographs were taken, has been shown on this sheet.

### Report:

The general report is listed under "General topographic information".

### Photographs:

Photographs from part of two flights were used in the compilation of this sheet. The 400 flight with photos beginning with No. 399 and ending with No. 411. This flight was made August 5, 1934 at 9:10 A.M. parallel to and approximately 400 meters from the coast shore line.

The second flight beginning with No. 436 and ending with 423 was made August 5, 1934 at 9:25 A.M., approximately 5 miles west of the coast.

Little trouble was had in transferring topography as most all photos had very little distortion and scale fluctuation. All photos were taken with a standard U. S. Army Air Corps five lens camera, No. H-U-I 33 operated by the Aero Service Corp., of Philadelphia.

#### CONTROL

##### Source:

*Triangulation by F.G. Engle, K.T. Adams in 1926, L.P. Raynor, 1928, Triangulation by K. G. Crosby, 1934, C. D. Meaney 1932. E. B. Roberts 1924, and traverse stations located by the State of South Carolina in 1934. All control has been reduced to N. A. 1927 datum.*

The aluminum control sheets have not been started at this date (February 4th, 1935) because the canal that has been dredged has not as yet been marked.

##### Errors:

No errors of importance were found in the projection, plotting of control or radial plot.

##### Discrepancies:

No control stations established by other organizations were used in the compilation of this sheet except the one mentioned above.

##### Compilation

##### Method:

The standard radial line method was used as described in the U. S. Coast and Geodetic Survey notes on the compilation of Planimetric Line Maps from 5-lens Aerial Photographs.

##### Adjustment of Plot:

Little difficulty was had in the adjustment of the plot as all control stations were good with exceptions to Station LOBLOLLY. This station is located in a thickly wooded area and evidently could not be correctly spotted on the photographs.

##### Interpretation:

The part of the Intracoastal waterway (canal) that has already been dredged was traced with extreme care and it is felt that no appreciable error will be found in the location shown on this sheet. The "right of way" has been cleared for the remaining unfinished part and no other work has been done.

Where the Atlantic Coast Line Railroad crosses the Intracoastal Waterway canal, a permanent ~~canal~~ <sup>bridge</sup> is under construction so only a temporary passway is shown. In the same vicinity earthen dykes have been made to retain the seepage of the spoils and has been shown as roads on fills. In the North Central part of this sheet we have what has been classed as depressions or Bays. These bays are from one to three feet lower than the surrounding country and tall grass and bushes grow in them. At certain seasons they are partly filled with water. This information was furnished by the field inspection party, 1934.

In the northwestern part of this sheet we have what represents a road, on the photos, however, from field inspection notes we have been informed that this really is a telephone line right of way and is passable to trucks only, then detours are made at each swamp. Improved roads or "Good Motor Roads" are shown by two full lines, minor roads and trails by a single dashed line.

Not all minor trails and buildings have been located. At Myrtle Beach only such buildings as, school house, hotel, and R. R. depot have been shown.

All symbols were taken from the topographic manual except those more fully described previously in this report.

#### Information from other Sources:

Field inspection by Lieutenant E. H. Kirsch, and Lieutenant B. H. Rigg, 1934-5.

There is attached to this <sup>Report</sup> ~~sheet~~ a colored map and a lire map furnished by the Myrtle Beach Investment Co., and two sketches by the field inspection party giving street names, etc.

*These sketches and maps will not be filed with this report as detail shown on them is unimportant.*

#### Conflicting Names:

There are no conflicting names on this sheet.

#### Comparison with Other Surveys:

A comparison with the C & G Survey chart No. 1237 has been made and no topographic changes of importance has taken place.

#### Junctions:

Satisfactory junctions have been made with sheet No. 44, Reg. No. 5244 on the East and with 46, Reg. No. 5246 on the West.

Landmarks:

At present there are no G. C. Sheets over this area due to the fact that dredging will not be completed for almost a year and the canal will not be marked until dredging has been completed. A list of landmarks for charts is submitted with this report.

RECOMMENDATION FOR FURTHER SURVEYS

The compilation of this sheet is believed to be accurate, thorough and complete for charting purposes and no additional surveys are necessary, except a plane table survey to locate that part of the canal which is not dredged at this time. A probable error of not more than 3 mm may be found in detail of importance for charting and not more than 6 mm for detail of lesser importance.

Assisted by:

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

Submitted by:

*T. P. Mitchell*  
T. P. Mitchell

*Information concerning the railroad bridge is not available at this date.*  
*which is to be constructed*  
CHK.





DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Charleston, S. C.

February 21, 1935, 193

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

E. H. Kirsch Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D.M. METERS	°	'	D.P. METERS			
BEACON (on top Ocean Forest Hotel) Meaney 1932 - 155 ft. high	33	43	1351.3	78	50	161.9	N. A. 1927	Δ	1237
TANK (elevated) Meaney 1932 120' high	33	43	1107.4	78	50	813.3	N. A. 1927	Δ	1237
TANK (elevated) Erosby 1934. 65' high	33	41	1333.1	78	52	1420.3	N. A. 1927	Δ	1237
The above positions have been checked.									
Same as letter 189-1935									
Original mailed to The Director, Feb. 21, 1935.									

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore. (2) Inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

U. S. GOVERNMENT PRINTING OFFICE: 1934 25379

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

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

February 2, 1935.

Mr. H. B. Springs  
Myrtle Beach, S. C.

Dear Mr. Springs:

The U. S. Coast and Geodetic Survey is executing surveys along the Atlantic Coast to bring the existing charts up to date. I am taking the liberty of asking you to verify the information I have regarding two prominent landmarks at Myrtle Beach. The Ocean Forest Hotel Water Tank is an elevated tank 110 feet high and the Ocean Forest Hotel Beacon is 145 feet high. Kindly advise if that is correct.

I would also appreciate information about the beacon as follows:

Is it a standard Department of Commerce Airways Beacon or is it privately owned?

Does it show a white light, if not what color?

Is it a fixed light or is it flashing and if flashing what is the period?

Does it burn the year around from sunset to sunrise or at certain intervals, and if at intervals what are they?

Any information you may send will be greatly appreciated. Trusting to hear from you soon, I am

Very truly yours,

*E. H. Kirsch*

E. H. Kirsch, Chief of Party,  
U. S. Coast and Geodetic Survey.

See reply on reverse side

Dear Mr. Kirsch:

The following is the information you asked for on the reverse side of this paper:

- 1 - The hotel beacon light shows a white light at all times.
- 2 - It does not flash, but is a fixed light all the time the current is on.
- 3 - The <sup>airplane</sup> beacon light revolves from left to right and revolves in strict accordance with the Department of Commerce aviation requirements per minute.
- 4 - The airway beacon light is supposed to burn continuously from sunset to sunrise, and will do so if the current is turned on by the separate control switch in the electric panel board on the ground floor installed for this purpose.
- 5 - The height from the ground to the top of the revolving beacon light is 156 ft. The height from the ground to the center of the beacon light is 155 ft.
- 6 - The height of the present water tower tank is 120 ft. to the top.

Very cordially yours,

H. B. Springs

HBS:H

*Hofas*

*Do not show for forward  
H.B.S. June 28, 1935*

REVIEW OF AIR PHOTO COMPILATION 5245 SCALE 1:10,000.

1. There are no graphic control surveys in the area of this compilation.

2. Comparison with Previous Topographic Surveys.

(a) T-1295a (1873)(1:20,000).

The largest changes since the date of 1295a are the construction of the intracoastal canal, development of Myrtle Beach, and the construction of the ACLRR to Myrtle Beach. Changes in the coast line have not been extensive.

(b) T-4197 (1926) (1:20,000).

Comparison with T-4197 shows no large changes in the coast line. The following triangulation positions of prominent objects shown on T-4197 and located in 1925 are not shown on the present charts, were not plotted on this compilation by the field party, and do not show on the photographs. No recovery notes have been submitted for these stations. The photographs are not sufficiently clear to disapprove their existence. They will not be shown on this compilation.

South Gable Casino	1925
YC Chimney	1925
Wind Mill	1925.

(c) The compilation is complete and adequate to supersede the areas of T-1295a and T-4197 which it covers, with the exception of the magnetic declination shown on T-4197.

3. Comparison with Charts 1237 and 3254.

Changes to be made in the topographic detail of these charts as a result of this compilation are discussed in preceding paragraphs. The present charts show no landmarks in the area of this compilation. A list of new landmarks recommended by the compilation party is included in the preceding report.

Approved  
K.T. Adams

Leonard A. McSauer  
June 27, 1935.  
B.G. Jones

## REVIEW OF AIR PHOTO COMPILATION NO. 5245

Chief of Party: E. H. Kirsch

Compiled by: T.P. Mitchell

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)

*See letter attached concerning light on the Ocean Forest Hotel.*

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)

*No graphic control sheets were available at the time this compilation was made.*

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)

*None transmitted.*

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)

*High water line on sand beach obtained from high water line as shown on field inspection photos by field inspection party.*

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~~  
✓ ~~reefs~~, 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)~~  
*None submitted with this compilation form.*
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)
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)
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 in order to  
make a geographic name comparison.*
13. The geographic datum of the compilation is *N.A. 1927* and the  
✓ reference station is correctly noted.
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 Longi-  
✓ tude 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:

18. Examined and approved;

E. H. Kirsch  
Chief of Party

19. Remarks after review in office:

*See following pages*

Reviewed in office by: Lionard A. Williams  
*June 22, 1935* *B. G. Jones*

Examined and approved:

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

H. B. Borden  
Chief, Section of Field Work  
G. H. de  
Chief, Division of Hydrography  
and Topography.