

5379

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

APR 19 1935

Acc. No. _____

Air
Photo

Topographic
Hydrographic

Field 60

Sheet No. Reg. 5379

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

DESCRIPTIVE REPORT

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUL 18 1935

Acc. No. _____

State South Carolina

LOCALITY

~~WINYAH BAY & NORTH ISLAND~~

~~NORTH INLET~~

VICINITY OF WINYAH BAY

NORTH ISLAND

1934

CHIEF OF PARTY

E. H. Kirsch

U. S. GOVERNMENT PRINTING OFFICE: 1934

5379

applied to new chart 787 April 24, 1937

J.G.L.

Photos No.	Date	Time
614 through 634	August 17, 1934	9:35 - 9:45 A.M.
715 " 723	August 25, 1934	5:00 P.M.
738 " 749	August 26, 1934	2:35 - 2:40 P.M.

PROJECTION BY	Scale F. $\frac{10,000}{10,526}$	<u>L. C. Ripley</u> L. C. Ripley	10-29-34
PROJECTION CHECKED BY		<u>E. H. Kirsch</u> E. H. Kirsch	10-27-34
CONTROL PLOTTED BY		<u>E. S. Ethridge</u> E. S. Ethridge	10-31-34
CONTROL CHECKED BY		<u>M. L. Smith</u> M. L. Smith	10-31-34
CONTROL PLOTTED ON PHOTOS BY		<u>L. C. Lande Transferred</u> M. D. Crook	
CONTROL CHECKED BY		<u>E. J. Anderson</u> E. J. Anderson	
SMOOTH RATIOAL PLOT BY		<u>H. W. Langley</u> H. W. Langley	12-3-34
SMOOTH RADIAL PLOT CHECKED BY		<u>W. W. Johnson</u> W. W. Johnson	12-4-34
SCALE PLOT BY		<u>T. P. Mitchell</u> T. P. Mitchell	
TOPOGRAPHY TRANSFERRED BY		<u>W. W. Johnson</u> W. W. Johnson	2-28-35
TOPOGRAPHY CHECKED BY		<u>M. L. Smith</u> M. L. Smith	3-1-35
DETAIL INKED BY		<u>W. W. Johnson</u> W. W. JOHNSON	1-4-35

AREA OF DETAIL INKED: 17.8 Sq. Statute miles.

LENGTH OF COASTLINE: 7.4 Statute miles

LENGTH OF STREAMS; 7.0 St. Miles (more than 200 meters wide)

LENGTH OF STREAMS: 42.1 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. 60

REGISTER NO. 7-5379

5379

State South Carolina

General locality Vicinity of Winyah Bay.
~~Winyah Bay and North Island~~

Locality North Inlet North Island

Scale 1:10,000 Photographs - 8-17-34
~~1:10,000~~ Date of survey 8-25-34 & 8-26-34 19

Compilation - Jan. 4, 1935

Vessel Air Photo Compilation Party No. 21

Chief of party E. H. Kirsch

Surveyed by See data sheet in descriptive report.

Inked by W. W. Johnson

Heights in feet above mean low water to ground to tops of trees

Contour, Approximate contour, Form line interval 5 feet

Instructions dated November 10, 1933, 19

Remarks: None

GENERAL INFORMATION

In general, the ~~are~~^{area} covered by this sheet is low, flat marsh land, beach areas, and a heavily wooded section on the extreme northwest end of the sheet. The streams are, in most cases, very shallow and not navigable for sizable vessels. The two northernmost streams, from Long. 79° 11' Lat. 33° 21', westward to their origins, are especially shallow. Their high water lines were very indefinite on the photographs making positive interpretation questionable. However, since these streams are of no importance to navigation, the compiler feels that the interpretation shown is of sufficient accuracy. The sanded area at North Inlet is covered at high water.

GENERAL PREORT

The compilation was made from photographs of three flights. These photographs were taken with a five lens camera, Army Air Corps type, No. T3A H-U-I-33, operated by the Aero Service Corp., of Philadelphia. Photos 614 through 634 were taken August 17, 1934 at 9:35 - 9:45 A.M., approximately 2 hours and 50 minutes before high tide. Photos 715 through 723 were taken August 25, 1934 at 5:00 P.M., approximately 4 hours and 11 minutes before high tide. Photos 738 through 749 were taken August 26, 1934 at 2:35 - 2:40 P.M., approximately 2 hours and 02 minutes before low tide.

CONTROL

Sources:

The control stations were established by E. B. Roberts, ^{in 1924,}
C. D. Meany ^{in 1932} and K. G. Crosby ^{in 1934}. All control was adjusted to N. A. 1927
datum. *Graphic control survey T-6248a was also used.* *Larn
Larn*

Errors:

Control station INLET is incorrectly spotted on the pictures about 8 meters in the direction of the line of flight on photos in flight 614 - 634.

Discrepancies:

No discrepancy in the position of any control station was found.

COMPIIATION

Method:

Only the method described in the manuel "Compilation of Planimetric line Maps from 5-lens Aerial Photographs" was used.

Adjustments of Plot:

Difficulty was experienced in making the smooth radial plot due to the fact that the recovery of radial points on the photographs was made difficult because of indefinite pictures. However, enough intersections were obtained to give accurate points. In making the compilation, pictures were adjusted under the control points and only points that fell on the radial lines were used for compiling. The intersection method of "breaking down" points was used extensively in making this compilation due to the badly tilted photographs.

Interpretation:

No especial difficulty was encountered in interpreting detail other than that described under "General Information", regarding indefinite shoreline.

Information from other Sources:

Information regarding the location of high water lines along the beach, and the high water lines at North Inlet was furnished by the field inspection party.

Portions of western shoreline of North Island from G.C.S. "E" Reg. No. 7-6248a

Conflicting Names: [Lt. H. Odessey, 1935.

There were no conflicting names on the compilation.

Comparison with other Surveys:

Comparison with U. S. C. & G. S. Chart No. 428 shows no discrepancies of importance.

Satisfactory junctions were made with the following sheets:

South - Sheet 62 Reg. No. 5381
 West - Sheet 59 Reg. No. 5378
 North - (Sheet 56 Reg. No. 5256
 (Sheet 57 Reg. No. 5376)

Landmarks:

— 7-6248a.

A list of landmarks and marked topographic stations will be submitted with G.C.S. "E" Lt. H. Odessey, Chief of Party, 1935. The desired topo stations have been shown with a black circle

RECOMMENDATION FOR FURTHER SURVEYS

This compilation is believed to have a probable error of not more than .3mm for well defined detail of importance for charting and of .6mm for other data.

To the Best of my knowledge this sheet is complete
in all detail of importance and no additional surveys are required.

Assisted by:

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

Submitted by:

W. W. Johnson, Jr.
W. W. Johnson, Jr.

GEOGRAPHIC NAMES

Date May 3, 1935Survey No. T-5379Chart No. 428 1237Diagram No. 1237

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

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
	<u>North Island</u>	do. ch. 428			✓
	<u>Mud Bay</u>	do. ch. 428			✓
	<u>Cottonpatch Creek</u>	ch. 428			✓
	<u>Town Creek</u>	ch. 428			✓
	<u>North Inlet</u>	ch. 428			✓
	<u>Pumpkinseed Islands</u>	ch. 428			✓
	<u>No Mans Friend Creek</u>	ch. 428			✓
	<u>Oyster Bay</u>	ch. 428			✓
	<u>Noble Slough</u>	ch. 428	no decision		✓
	<u>Cutoff Creek</u>	ch. 428			✓
	<u>Mud Creek</u>	ch. 428			✓
	<u>Jones Creek</u>	ch. 428			✓
	<u>Wood Creek</u>	ch. 428			✓
	<u>Haulover Creek</u>	none			✓
	<u>Goat Island</u>	do. ch. 428			✓
	<u>Clambank Road</u>	ch. 428			
	<u>Debidue Island</u>	ch. 428			✓
	60 Bass Creek	ch. 428	Sixty Bass Creek		
	<u>Bread and Butter Creek</u>	ch. 428			
	<u>Clambank Creek</u>		on sheet LH (1/24/41)		✓
		STANDARD FORMS 7-22-30-10-100			
		<i>H. J. Woods</i>			

REVIEW OF AIR PHOTO COMPILATION NO. T-5379

Scale 1:10,000.

Comparison with Graphic Control Survey T-6248a (1935) 1:10,000.

All detail on T-6248a within the area of this compilation is in agreement and is shown on the compilation except for temporary plane table stations and the magnetic declination.

Comparison with Recent Hydrographic Surveys.

(a) H-5815 (1935) 1:10,000. No discrepancies noted. H-5815 covers Winyah Bay and Mud Bay.

(b) No new hydrographic surveys have yet been received for the area at North Inlet.

Comparison with Previous Plane Table Surveys.

(a) T-834 (1858) 1:20,000. This compilation is complete and adequate to supersede the section of T-834 which it covers.

(b) T-1276 (1872) 1:20,000. There have been numerous changes in the marsh shoreline, particularly in Oyster Bay and Noble Slough. This compilation is adequate to supersede the section of T-1276 which it covers.

(c) T-1280a (1872) 1:20,000. There have been large changes, particularly at North Inlet. This compilation is complete and adequate to supersede the area of T-1280a which it covers.

(d) T-4165 (1925) 1:20,000. T-4165 covers North Inlet and vicinity. Comparison shows numerous changes in shoreline at North Inlet. A wreck shown on T-4165 at North Inlet does not show on the photographs and is not on this compilation. This compilation is complete and adequate to supersede the section of T-4165 which it covers except for the wreck mentioned above.

Comparison with Charts 428 and 1237.

There will be numerous changes in shoreline as a result of this compilation as discussed in the preceding "Comparison with Previous Surveys".

Remarks.

The projection for this compilation has been tested by checking the diagonals and is accepted as satisfactory.

Approved
K.T. Adams

Leonard A. Melbauer
July 3, 1935.
B.G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. 5379

Chief of Party: E. H. Kirsch

Compiled by: W.W. Johnson

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) *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)
Information regarding H.W. line along sand beach furnished by field inspection party. P.W.M.

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~~ ^{it} 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)
Descriptions of recoverable stations on Form 524 are filed under Survey No T- 6248a. 2 stations. R.A.M.

- ✓ 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)
Landmarks list furnished with Desc. Report T-6248a. but no landmarks fall within the area of this compilation. R.A.M.

- ✓ 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 on this compilation.

- ✓ 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 are available for 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 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:

18. Examined and approved;

E. H. Krach
Chief of Party

19. Remarks after review in office:

~~See following page~~

Reviewed in office by: Lionard A. Kulsam, July 3, 1935.
B. G. Jones

Examined and approved:

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

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