

# 6058

U. S. COAST & GEODETIC SURVEY  
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JUN 21 1934

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

Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: South Carolina

DESCRIPTIVE REPORT

Topographic } Sheet No. K 6058  
~~Hydrographic~~

LOCALITY

Charleston, S. C.

Wadmalaw Sound

1934

CHIEF OF PARTY

Lt. Benjamin H. Rigg.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

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REG. NO.

6058

TOPOGRAPHIC TITLE SHEET

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

Field No. K

REGISTER NO. **6058**

State South Carolina

General locality Charleston

Locality Wadmalaw Sound

Scale 1-10,000 Date of survey February, 19 34

Vessel Shore Party No. 19

Chief of party Lt. Benjamin H. Rigg

Surveyed by Addison S. Hall

Inked by Addison S. Hall

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated October 10, 19 33

Remarks: Aluminum mounted graphical control sheets.

OUTLINE OF REPORT  
SHEET K

1. INSTRUCTIONS.
2. SCOPE OF SURVEY.
  - A. Hydrographic Control.
  - B. Location of Aids to Navigation.
  - C. Shoreline location as check on Photographs.
  - D. Recovery of U.S.E.D. Stations.
  - E. Permanent Marking of Hydrographic Stations.
3. LIMITS OF SHEET.
4. CONTROL.
5. SURVEYING METHODS USED.
6. DESCRIPTION OF TERRITORY.
7. NEW NAMES.
8. LANDMARKS.
9. HYDROGRAPHIC STATIONS PERMANENTLY MARKED.
  - A. U.S.E.D. Stations.
  - B. Hydrographic Stations.
10. FIELD INSPECTION.

### INSTRUCTIONS

The survey was carried out under Original Instructions dated October 10, 1933, also Director's letters 22MG 1990 (19), 26 AHH 293, and Circular letter No. 30.

### PURPOSE OF SURVEY

The purpose of the survey was to establish hydrographic control, to locate all aids to navigation, to locate shore-line at important places as a check on the photographic work, to recover U.S. Army Engineers' stations, and to permanently mark hydrographic stations at strategic points.

### LIMITS OF SHEET

The topography includes Wadmalaw Sound from the entrance of Church Creek, Lat.  $32^{\circ} 42.5'$  North, Long.  $80^{\circ} 10.2'$  West to and including Martins Point, Lat.  $32^{\circ} 40.2'$  North, Long.  $80^{\circ} 14.1'$  West.

### CONTROL

Control was from triangulation executed in 1928 and 1933. The stations listed on page three were used as control on this sheet.

CONTROL

The following stations were used as control on this sheet:

## I. MAIN SCHEME.

SOUND 1933  
SMOAK 1933  
CHURCH 1933  
NEW CUT 1850  
GERATY 1933  
DAVIS 1933  
DEAD MANS 1933  
WHALEY 1933  
MARTINS 1933

## II. INTERSECTION STATIONS.

A. U.S.E.D. STATIONS LOCATED  
BY TRIANGULATION -- NONE.

## B. AIDS TO NAVIGATION.

·BEACON NO. 4 - 1933  
·LIGHT NO. 2       "  
·LIGHT NO. 4       "  
·LIGHT NO. 1       "  
·BEACON NO. 5       "  
·LIGHT NO. 6       "  
·BEACON NO. 7       "  
·BEACON NO. 8       "  
·BEACON NO. 9       "  
·BEACON NO. 10      "  
·BEACON NO. 3\*

## C. MISCELLANEOUS STATIONS.

SO. CHIMNEY SMOAK HOUSE - 1933  
DAVIS WINDMILL - 1933  
·WINDMILL MARTINS POINT - 1933  
STEVENS WINDMILL - 1933  
·YONGES ISLAND TANK - 1933  
WHALEY WINDMILL. - 1933

\*Located by Topography.

#### DESCRIPTION OF SURVEYING METHODS USED

All hydrographic signals had been built before the survey was started. All signals, beacons, docks, landmarks, and houses located in the field were cut in by graphic triangulation. Wherever practicable, cuts were taken from triangulation stations. Two three point fixes and several resections were used. Triangulation control was more than adequate throughout most of the sheet, because of the many lights and beacons which had been cut in as intersection triangulation stations. No traverses were run. From the creek leading to the oyster cannery, however, Davis Windmill was the only triangulation station visible.

To locate the signals along this creek, two range poles were set about 200 m. apart in the marsh near the oyster cannery. Orientation lines were drawn to these poles from a set-up on station CAN and from a set-up in the marsh near BEACON No. 7. Set-ups were made on each range, and the intersections of these orientation lines were checked by resection on DAVIS WINDMILL and on sta. WIND. Cuts were taken to the surrounding signals and the intersections checked with rod readings.

#### DESCRIPTIONS OF TERRITORY

Wadmalaw Sound from Church Creek to Martins Point consists of a winding channel, flanked by mud flats and oyster banks mostly uncovered at low tide. Marsh grass marks the high water line, and extends back in irregular patches to the oaks and pines bordering the Sound. Farms and farm houses may be seen beyond the border of trees.

DESCRIPTION OF TERRITORY - Con't.

Yonges Island is the only settlement of any importance along the Sound. It is a shipping center for the area, and consists of a store, post office, railway station, and a large covered wharf, accessible to boats of moderate size. The A.C.L. dock will accommodate a boat of 14' draft. There are no water accommodations whatever. Gas is supplied in lots up to 40 gals at the Stevens Line Office. Fuel oil may be obtained in any quantities from same office. Marine Railway will accommodate boats up to 85'. This is not a commercial Railway but will haul out in time of dire need. Gas can be supplied in large quantities from Meggetts, 2 miles distant. During month of May, docks are full and few accommodation can be had. Information from: J. M. Futch, Foreman at Stevens Line Railway and Shop. There is a wharf at Martins Point, accessible at all tides to small river boats.

NEW NAMES -

YONGE ISLAND on the chart should be changed to YONGE'S ISLAND.

MARTIN POINT on the chart should be changed to MARTIN'S POINT.

To avoid confusion, the name MARTIN'S POINT should appear only once on the chart, and refer to the dock and post office south east of the point of marsh -- not to the point of marsh itself.

The authority for these names is the U. S. Post Office Department. The charts affected are Nos. 3256 and 1239.

## LANDMARKS

Yonges Island tank is a prominent object throughout most of the length of the sound. It is already cut in by triangulation. About a mile north of Yonges Island up a side creek on the W. shore is an oyster cannery whose 70' steel stack is visible while coming down to Yonges Island from Church Creek. The channel is well marked with lights and beacons, making other landmarks unnecessary for navigation. The charts affected are Charts Nos. 3256 and 1239.

## ADDITIONAL HYDROGRAPHIC STATIONS PERMANENTLY MARKED.

### I. U.S.E.D. STATIONS.

One of the purposes of this survey was to recover and permanently mark stations established by the United States Engineers Department. ~~in 19~~ . All co-ordinates furnished by the Department were reduced to our datum and plotted on our sheet. In one case, co-ordinates when reduced to our system would not agree with the actual location of the system by 400 meters. No descriptions were available for most of these stations. Some of the 6"x6" stakes used as markers had disappeared. For these reasons, not all of the stations were recovered.

The following stations were recovered, marked with a standard hydrographic station marker, and described on form No. 524.

Descriptions accompany the sheet:

U.S.B.M.*	
U.S.E.D.	XXVI
"	HART
"	XXXII
"	XXXIII
	XXXIV

\*Marked with  $1\frac{1}{2}$ " pipe in center of concrete filled 6" iron pipe.

The following stations were not recovered:

U.S.E.D.	XXVII
"	XXIX
"	J.T.
"	XXXV
"	XXXVI
"	XXXVII
"	XXXIX

## II. HYDROGRAPHIC STATIONS

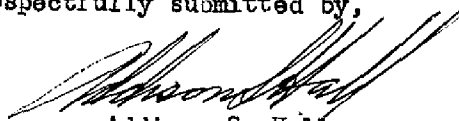
In addition to the U.S.E.D. stations, hydrographic stations at strategic points were to be permanently marked for future use. On this sheet it was felt that existing control was adequate, and therefore, no stations were marked.

### FIELD INSPECTION

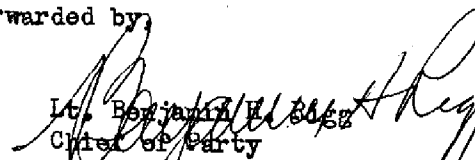
The requirements stated on page 30 in the Notes on the Compilation of Plainmetric Line Maps have been complied with. Photos were taken into the field, marked, and turned over to the compilers.

2 miles of shore line were rodded in and checked with the shore-line on the celluloid sheets.

Respectfully submitted by,

  
Addison S. Hall

Forwarded by,

  
Lt. Benjamin H. Blagg  
Chief of Party  
H. & G. Engineer

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Charleston, S.C.

June 15, 1934

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.

Benjamin H. Eager

Chief of Party.

[illegible]

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.

Aids and Landmarks applied to Chart 792 Jan. 9, 1937 - H.E. MacEwen