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U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: South Carolina

DESCRIPTIVE REPORT

Topographic } Sheet No. 6071
~~Hydrographic~~ } E

LOCALITY

Charleston, S. C.

Ashley River

193 4

CHIEF OF PARTY

Lt. M. O. Witherbee

6071

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 6071

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. E

REGISTER NO. 6071

State South Carolina

General locality Charleston, S. C.

Locality Ashley River

Scale 1-10,000 Date of survey January & June, 1934

Vessel Shore Party No. 2

Chief of party Lt. M. O. Witherbee

Surveyed by Addison S. Hall

Inked by " "

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 2, 1934

Remarks: Original survey under direction of Lt. M. O. Witherbee.
Supplemental survey under direction of Lt. B. H. Rigg.

DESCRIPTIVE REPORT OF WORK DONE ON

TOPOGRAPHIC SHEET "E".

Instructions dated Nov.2,1933.

a The primary purpose of this sheet was for the location of signals and landmarks for use in hydrography.
Shore line in this area was obtained by aerial photography.

b Landmarks;
Black Tank
V.C. Tank
Seaboard R.R. Bridge.

c The control on this sheet is of third order triangulation.

d No traverses were run.

e Hydrographic signals and landmarks were located by at least three cuts from triangulation stations.

Docks were located by setting up at a convenient place, positioning by a three point fix and rodding said docks.

The direction of ranges was determined by setting up on physical line of range markers, positioning by a three point fix and cutting through range markers.

f No form lines.

g No revision work.

h No incomplete or unreliable work.

i No deviation from standard practice.

j No junctions with adjacent.

k No new names.

l Recoverable positions furnished on form #524.

m Aerial photographs have been taken of this area.

n No changes in coast line.

o Marshes are of grass covered mud often covered by high water.

Respectfully submitted,
Oscar Mulford.
Topographer.

Forwarded:

M.O. Witherbee
M.O. Witherbee,
Chief of Party.

Oscar Mulford

OUTLINE OF REPORT

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.
11. AIDS TO NAVIGATION

SUPPLEMENTAL REPORT
TO ACCOMPANY TOPO SHEET E

DATE OF INSTRUCTIONS - November 2, 1933.

SCOPE OF SURVEY

The supplemental work on this sheet includes location of shore-line as a check on the photographic compilation, location of additional landmarks, and the checking of the azimuth of one navigation range.

LIMITS OF SHEET

The territory covered by this sheet includes the Ashley River from the Seaboard Air Line Ry. Bridge, lat. $32^{\circ} 47.7' N.$, long. $79^{\circ} 58.5' W.$, northwesterly to lat. $32^{\circ} 49.6' N.$, long. $80^{\circ} 01.2' W.$ It includes the plants of the V. C., Planters, and A. A. Chemical Co., and the Century Wood Preserving Co., all on the east bank of the Ashley River.

CONTROL

Control was from ^{2nd and} third order triangulation executed in 1933.

MAIN SCHEME STATIONS

DAVE	PLANT
SCOUT	LEGARE
JENKING	PAUL
DAVE R.M. NO. 3	WEST BASE
V.C. TANK	

INTERSECTION STATIONS

BN. NO. 6
BN. NO. 4
BN. NO. 2
U.S.E.D. PLANTERS
U.S.E.D. COLD

SURVEYING METHODS USED

As many of the hydrographic signals and landmarks as possible were located by three strong cuts from triangulation stations. The survey was completed by using three point fixes and resections. No traverses were run.

DESCRIPTION OF TERRITORY

The Ashley River from the Seaboard Air Line Ry. Bridge north to the limits of the sheet is bordered on the west by broad marshes flooded at high tide. Along the eastern shore, the marsh is narrower, high ground in some cases extending to the river's edge. The eastern bank, for two miles above the bridge, is lined with factories, many of which have large docks and high stacks. The most important factories are those of the V.C. Chemical Co., the Planters Fertilizer and Phosphate Co., the Century Wood Preserving Co., and the A. A. Chemical Co. Upstream from the factories, the river broadens and curves to the westward. Here the northern bank is flanked by mud flats several hundred meters in width uncovered at low tide. Oyster rocks are of frequent occurrence although none were noted in the middle of the river.

NEW NAMES

All names on the present chart pertaining to the area covered by this sheet are correct. No new names should be added.

LANDMARKS

The following landmarks should be added to the present charts nos.

1239 and 470:	Citadel Tower
	V.C. Tank
	So. Carolina Cotton Oil Co. Tank
	Black Tank Stack

The V.C. Tank was cut in by triangulation in 1933. Descriptions of the other 3 ^{landmarks} tanks, on form no. 524, accompany the report. All stations cut in on the sheet as landmarks are marked with the symbol "L" following the description on the Aluminum Sheet.

STATIONS RECOVERED AND MARKED (U.S.E.D. STATIONS)

INTERSECTION STATIONS RECOVERED

U.S.E.D. COLD 1933
" PLANTERS 1933

STATIONS RECOVERED & LOCATED BY PLANE TABLE

U.S.E.D. ASHLEY (form no. 524)

STATIONS NOT RECOVERED

U.S.E.D. R.P.G. 2
U.S.E.D. R.P.X. 2

FIELD INSPECTION

The requirements stated on page 30 of Notes on the Compilation of Plainmetric Line Maps have been complied with as stated in the descriptive report accompanying sheet K. Five statute miles of shoreline were rodded in and checked with the celluloid sheets. Rod readings are shown by dots in breaks in shore line. Points agreed in practically all cases within 3 meters. Several discrepancies of between five and ten meters occurred. These were due to differences in interpretation of the high water line, which is very indefinite in many places. Discrepancies Have been adjusted.

AIDS TO NAVIGATION

All Beacons in the area covered by the sheet had been cut in by triangulation in 1933. None have been moved since. One range, Oldtown Range, was located by topography. The front and rear range beacons were located by graphic triangulation. The azimuth of the range was obtained by setting a pole on range, across the river, and locating it by three cuts from triangulation stations.

Front Range Beacon	Lat. (1508.0) 32° 48' 340.0	Long. (826) 79° 58' 755
Rear Range Beacon	32° 47' (88) 1760	79° 58' (487) 1074
Azimuth of Range -----38° 15'		

Respectfully submitted by,

Addison S. Hall
Addison S. Hall

Forwarded by,

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

T- 6071

LANDMARKS FOR CHARTS

Charleston, S. C.

July 17 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. Rigg.

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.