

6084

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

AUG 10 1934

Acc. No. _____

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

DESCRIPTIVE REPORT

Topographic } Sheet No. _____ V 6084
Hydrographic }

State _____ South Carolina

LOCALITY

Charleston, S. C.

North Charleston,

193 4

CHIEF OF PARTY

Lt. Benjamin H. Rigg,

DEPARTMENT OF COMMERCE, COAST & GEODETIC SURVEY
U. S. COAST AND GEODETIC SURVEY LIBRARY AND ARCHIVES

TOPOGRAPHIC TITLE SHEET

AUG 14 1934

Acc. No.

REG. NO. 6084

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. V

REGISTER NO.

6084

State South Carolina

General locality Charleston, S. C.

Locality North Charleston, S. C.

Scale 1-10,000 Date of survey February, 1934

Vessel Party No. 19

Chief of party Lt. Benjamin H. Rigg

Surveyed by W. N. Martin

Inked by W. N. Martin

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated October 10, 1933

Remarks:

DESCRIPTIVE REPORT TO ACCOMPANY
ALUMINUM MOUNTED GRAPHIC CONTROL SHEET V

1. INSTRUCTIONS - Work on this sheet was executed under instructions dated October 10, 1933.
2. PURPOSE OF SURVEY - This sheet was used to obtain graphical control for celluloid radial plot atlas sheet, register No. 5173. The points obtained were road intersections, railroad crossings, and other points readily spotted on the aerial photographs. The distances were obtained by chain, and the traverse was started at triangulation station Farm, orienting on Ref. 1, the azimuth mark. The traverse was run to point 12 where a check was obtained on triangulation stations Port Terminal Tank 1919, and Maybank Tank 1932. The error, 5 m. was distributed over the traverse to that point. A set-up was then made at point 7 and the points 2 - 11 inclusive cut in. A set-up was then made at point 2, orienting on point 7 and checking. Maybank Tank 1932. The error at this point, 3 m. was determined to be in orientation and this was distributed from point 7 to point 2.

The same procedure was used N. of station Farm, along the R.R. track. The error found at checking in on N.E. Radio Mast Airways 1932 was 1 m.

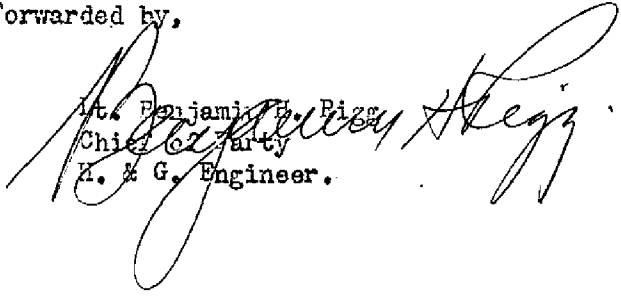
This sheet was first laid out and used as a regulation graphical control sheet by Lt. Witherbee's party. While going ashore in rough water, the skiff capsized and the sheet, together with all other instruments and personnel of the party, was thrown overboard. As the sheet was then not considered suitable for continuing the topography due to the mud stain that would not come out, points already obtained were transferred to a new sheet, present projection was laid out, and the sheet was used for this work.

Aerial photographs used in field inspection with numbered points pricked on them will be forwarded by Lt. E. H. Kirsch. An index furnished with the returned pictures will refer them to this control sheet.

Respectfully submitted,


W. N. Martin

Forwarded by,


Lt. Benjamin H. Rice
Chief of Party
E. & G. Engineer.