Form 804
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-154</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-10306</td>
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</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>South Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Beaufort River</td>
</tr>
<tr>
<td>Locality</td>
<td>Beaufort</td>
</tr>
</tbody>
</table>

1955

CHIEF OF PARTY

J.E. Waugh, Photogrammetric Party 1
W.F. Deane, Balto, District Officer

LIBRARY & ARCHIVES

DATE

October 31, 1961
DESCRIPTIVE REPORT - DATA RECORD

T - 10306

Project No. (II): Ph-154
Quadrangle Name (IV):

Field Office (II): Burton, S. C.
Chief of Party: J. E. Waugh
Photogrammetric Office (III): Baltimore, Md.
Officer-in-Charge: William F. Deane

Instructions dated (II) (III): 16 August 1955 (Field and Office)
Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III):
Scale Factor (II): 1.000

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):
Applied to Chart No. Date: Date registered (IV): 19 Feb 1960

Publication Scale (IV):
Geographic Datum (III): NA 1927
Vertical Datum (III): NAV
Mean sea level except as follows:
Elevations shown as (26) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): ROY, 1933
Lat.: 32° 24' 48.215" (1485.2 m) Long.: 80° 15' 05.804" (151.7 m) Adjusted

Plane Coordinates (IV):
State: S. C. Zone: South
Y = X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.
When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(1) (2) (3)
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): John S. Winter
                          Martin C. Moody
                          Date: Nov. 1955
                          Nov. 1955

Planetale contouring by (II):
                          Date:

Completion Surveys by (II):
                          Date:

Mean High Water Location (III) (State date and method of location): 1955 (photographs) MHWL
located by field inspection and office interpretation.

Projection and Grids ruled by (IV): A. Riley
                                    Date: 9/21/55
Projection and Grids checked by (IV): A. Riley
                                    Date: 9/21/55
Control plotted by (III): A. W. Willis
                          Date: 5/22/56

Control checked by (III): E. L. Williams
                          Date: 5/22/56

Radial Plot (III) by (III): L. A. Senassee
                          Date: 9/14/56
                          Contours
                          Date:

Stereoscopic Instrument compilation (III):
                          Contours
                          Date:

Manuscript delineated by (III): J. Councill
                                    Date: 1/13/59

Photogrammetric Office Review by (III): R. Glaser
                                    Date: 1/23/59

Elevations on Manuscript
checked by (II) (III):

COMM. DC. 57842
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III):

G&G Mine lens

PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>49442 - 43</td>
<td>3/23/55</td>
<td>1607</td>
<td>1:10,000</td>
<td>1.9' above MLW</td>
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<tr>
<td>49486 - 87</td>
<td>3/24/55</td>
<td>0936</td>
<td></td>
<td>7.7'</td>
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</table>

Tide (III)

From Predicted Tide Tables

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.9</td>
<td>8.1</td>
</tr>
<tr>
<td></td>
<td>7.2</td>
<td>8.5</td>
</tr>
<tr>
<td></td>
<td>7.4</td>
<td>8.7</td>
</tr>
</tbody>
</table>

Reference Station: Savannah River Ent.
Subordinate Station: Fort Royal Battery Creek
Subordinate Station: Beaufort

Washington Office Review by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 12
Shoreline (More than 200 meters to opposite shore) (III): 19 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 25 mi.
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 22 Recovered: 11 Identified: 5 *
Number of BMs searched for (II): 8 Recovered: 8 Identified: 1

Remarks:

* Includes one new third-order triangulation intersection station established.
SUMMARY

This project contains twenty-seven 3 3/4 minute manuscripts and is designated as PH-154.

It covers the area in the vicinity of St. Helena and Port Royal Sounds, southwest of Charleston.

Except for two sheets, it is a planimetric project compiled by graphic methods at a scale of 1:10,000 with nine-lens 1955 photographs. Two sheets contain contours; T-10303 and T-10304, which have been field edited with an adjacent project PH-81.

It was initiated in 1955 to provide shoreline and horizontal control for hydrographic surveys and base maps for nautical charting. As of the date of review, 1960, one shoran controlled hydrographic sheet and two visual controlled hydrographic sheets have been completed.

Field work in advance of compilation included recovery of control and the establishment of additional control, complete field inspection, recovery of monumented topographic stations and location and identification of all fixed aids.

Items registered under each map number will include a cronar film positive and a descriptive report.
FIELD INSPECTION REPORT
Project 6154

Maps
T-10305, T-10306, T-10335, T-10338 and T-10339

2. AREAL FIELD INSPECTION

These maps cover parts of Port Royal, Ladies and Chisolm Islands. The incorporated town of Beaufort lies within Maps T-10306 and T-10339. The incorporated town of Port Royal lies within Maps T-10305 and T-10306. These towns are served by the Charleston and Western Carolina Railroad and a system of hard surfaced roads.

The Intracoastal Waterway runs through Maps T-10306, T-10335, T-10338 and T-10339 via the Coosaw River, Brickyard Creek and Beaufort River.

The quality of the photography was in general very good. Some difficulty was encountered in delineating the apparent shoreline along the marsh in the vicinity of Brickyard Point in Maps T-10335 and T-10339. The photographs in this area were taken at or near the time of high water.

Swamp limits and the inshore limits of marsh have been outlined on the photographs in red ink.

Field inspection notes appear on 1:10,000 scale, nine-lens photographs Nos.: 49440 thru 49443, 49448, 49484 thru 49487, 49489, 49522 thru 49527, 49530 thru 49536, and 49538.

3. HORIZONTAL CONTROL

Three traverses by the South Carolina Geodetic Survey in 1934 cross parts of four of these five maps. The two traverses affecting Maps T-10306, T-10338 and T-10339 are third-order; the third one affecting Map T-10335 is second-order. All of these stations, BF-62 through BF-77 inclusive, BF-500 through BF-506 inclusive, and BF-806 through BF-818 inclusive are within the limits of photographic coverage and were searched for. Form 526 has been submitted for each. The following were recovered:

MAP T-10306
None

MAP T-10335
BF-809 (identified), BF-810, BF-813, BF-814 and BF-817

MAP T-10338
BF-66, BF-68 (identified), BF-69 and GRAY AZ. MK. RM 2

MAP T-10339
None
All horizontal control stations within the area were searched for and reported on Form 526. Stations reported as lost are as follows:

MAP T-10305
RED TANK, 1931

MAP T-10306
AERO BEACON, 1933
BEACON NO 5, 1933
BEACON NO 14, 1933
BEAUFORT LUMBER COMPANY STACK, 1933
ISLE, 1921
OYSTER FACTORY LOW STACK, 1933

MAP T-10335
BEACON 1, 1933
POLE AT END OF MARSH ISLAND, 1933
11 A (USE) 1933

BF-808 - a South Carolina Geodetic Survey second-order traverse station.

MAP T-10338
BEACON NO 8, 1933
GRAY, 1932
KIM, 1933
SALT BRIDGE, 1901
STEVENS, 1933
4 A (USE) 1933

BF-62 - a South Carolina Geodetic Survey third-order traverse station

MAP T-10339
BEACON NO 3, 1933
BEACON NO 12, 1933
BEAUFORT, HOUSE ON END OF DOCK, GABLE, 1933
COLONY, 1933
8 A (USE) 1933
Two third-order intersection triangulation stations were established:

BEAUFORT, U. S. NAVAL HOSPITAL TANK (elevated)
FORT ROYAL, MUNICIPAL TANK (elevated)

The identification of triangulation station OYSTER FACTORY TALL STACK, 1933 was classified doubtful due to recovery of the station. The stack at this plant was recently replaced. The boiler was not moved so that the position of the stack was unchanged. Employees at the plant stated that to their knowledge the boiler was in the same location as in 1933.

4. VERTICAL CONTROL

All tidal bench marks within the area were searched for and reported on Form 685. No new bench marks were established.

5. CONTOURS AND DRAINAGE

Contouring is inapplicable.

The drainage is for the greatest part tidal with the exception of ditches which drain the swamps, marshes and cultivated fields.

6. WOODLAND COVER

The woodland cover has been classified in accordance with topographic maps, reference 5433, Topographic Manual, Part II.

7. SHORELINE AND ALONGSHORE FEATURES

The majority of the shoreline is apparent. The shoreline was visually inspected from a skiff and symbolized on the photographs in accordance with the Topographic Manual, Part II, Fig. 5.22. The foreshore is usually mud or a combination of mud and oysters. The foreshore has been classified on the photographs.

A low bluff along the west shore of Beaufort River has an average height above mean high water of approximately 15 feet. Its extent has been indicated on the photographs. There are no other bluffs or cliffs of landmark value in the area.

All docks, wharves, piers and landings have been noted on the photographs.
The shore ends of all cable crossing and/or submerged cables were identified on the photographs. Two submerged cables crossing the Beaufort River just north of the town of Beaufort at approximate Lat. 32° 25' 30" - Long. 80° 40' 00" and Lat. 32° 27' 30" - Long. 80° 41' 15" have been removed according to information supplied by the local office of the South Carolina Electric and Gas Company.

8. OFFSHORE FEATURES

No offshore features to be investigated by the hydrographic party were noted during the course of shoreline inspection.

9. LANDMARKS AND AIDS

Eight nautical landmarks are recommended for charting on Form 567.

All fixed aids to navigation were located either by direct identification on the photographs or theodolite directions from existing triangulation stations and/or identified detail points.

There are no aeronautical aids.

Attention is called to the tower of radio station WBEU. The height as given on the Savannah Sectional Aeronautical Chart is 279 feet above mean sea level. The height as determined by two independent observations is 263 feet above mean sea level.

10. BOUNDARIES, MONUMENTS AND LINES

The boundaries of the towns of Beaufort and Port Royal, the U. S. Naval Hospital at Beaufort, and the Marine Corps Auxiliary Landing Field fall within the limits of these maps. These limits were delineated on the photographs. (See Special Boundary Report, Project 6154.)

11. OTHER CONTROL

No other control was established.

12. OTHER INTERIOR FEATURES

All roads within the area were classified in accordance with project instructions.
All buildings have been classified in accordance with project instructions.

Extensive construction was just starting at the Marine Corps Auxiliary Landing Field in Map T-10338 at the time of field inspection. Refer to copies of letters appended to this report, in regard to this area.

The following bridge clearances were tabulated in accordance with project instructions. The clearances, as determined by the field party, are listed on the first line; the second line lists those shown in the U.S. Engineers List of Bridges Over Navigable Waters of the United States.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Vertical Clearance Feet</th>
<th>Horizontal Clearance Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Left</td>
</tr>
<tr>
<td>LADIES ISLAND BRIDGE</td>
<td>Swing</td>
<td>20</td>
<td>81.5</td>
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<tr>
<td></td>
<td></td>
<td>20</td>
<td>78.5</td>
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<tr>
<td>BATTERY CREEK BRIDGE</td>
<td>Swing</td>
<td>20.5</td>
<td>100</td>
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<tr>
<td></td>
<td></td>
<td>12.1</td>
<td>99</td>
</tr>
</tbody>
</table>

An overhead cable (communication) over Battery Creek was found to have a vertical clearance of 12 feet.

The only airport is the Marine Corps Auxiliary Landing Field, as previously referred to.

13. GEOGRAPHIC NAMES

See Special Report, Geographic Names, Project 6154.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Data, Maps T-10300 and T-10336, forwarded to the Baltimore District Officer in Pkg. No. 55-40, 21 October 1955.

Data, Control Station Identification (partial), Maps T-10306 and T-10339, forwarded to the Baltimore District Officer in Pkg. No. 55-42, 4 November 1955.

Data, Map T-10307, forwarded to the Baltimore District Officer in Pkg. No. 55-43, 7 November 1955.

Geographic Positions and Progress Sketch forwarded to the Baltimore District Officer, 10 January 1956 (no package number).

Coast Pilot Notes, forwarded to the Director in Pkg. No. 56-3, 12 January 1956.

Data, Maps T-10311 and T-10312, forwarded to the Baltimore District Officer in Pkg. No. 56-5, 19 January 1956.

Forms 567, Landmarks for Charts and Fixed Aids to Navigation, forwarded to the Director in Pkg. No. 56-6, 20 January 1956.

Special Report, Geographic Names, Project 6154, forwarded to the Director in Pkg. No. 56-10, 26 January 1956.

Data, Triangulation for Supplemental Control and Fixed Aids to Navigation, forwarded to the Director in Pkg. Nos. 56-7, 56-8 and 56-9, 26 and 27 January 1956.

Forms 525, 525b, and 526, original copies, forwarded to the Director in Pkg. No. 56-12, 30 January 1956.

Forms 685, original copies, forwarded to the Director in Pkg. No. 56-13, 30 January 1956.

30 JAN 1956
Submitted by:

Leo F. Beugnet
Leo F. Beugnet
Cartographic Survey Aid

30 JAN 1956
Approved and Forwarded:

J. E. Waugh
CDR, C & CS
Chief of Party
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>LONGITUDE OR ( x )-COORDINATE</th>
<th>SCALE OF MAP</th>
<th>DATUM OR COMputation</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 : DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>SCALE FACTOR</th>
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<tr>
<td>OYSTER FACTORY TALL STACK, 1933 (destroyed)</td>
<td>G-1677 p. 85</td>
<td>32</td>
<td>25</td>
<td>1:10,000</td>
<td>N.A. 1927</td>
<td>32.696</td>
<td>1007.1</td>
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<td>BEAUFORT WATER TANK, 1933</td>
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<td>29.655</td>
<td>933.5</td>
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<td>18.25</td>
<td>1185.2</td>
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<td>Sub. Pt. ROY, 1933</td>
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<td>03.804</td>
<td>151.7</td>
<td>(1116.1)</td>
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<td>SWEDE, 1933</td>
<td>G-1673 p. 78</td>
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<td>1339.0</td>
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<td>WHITE, 1933</td>
<td>G-1677 p. 82</td>
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<td>Field Computation</td>
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<td>1454.9</td>
<td>(1393.3)</td>
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<td>KEMPER, 1933</td>
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<td>06.139</td>
<td>198.3</td>
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<td>BURKMEYER, 1933</td>
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<td>26</td>
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<tr>
<td>BEAUFORT CHURCH, 1859</td>
<td>G-1669 p. 96</td>
<td>32</td>
<td>26</td>
<td>1:10,000</td>
<td>Field Computation</td>
<td>04.222</td>
<td>130.1</td>
<td>(1718.1)</td>
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<tr>
<td>CENTER OF BRIDGE LIGHT, 1933</td>
<td>G-1667 p. 85</td>
<td>32</td>
<td>25</td>
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<td>Field Computation</td>
<td>37.160</td>
<td>1144.6</td>
<td>(703.6)</td>
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</table>

1 FT. = 0.3048006 METER

COMPUTED BY: J. Steinberg
DATE: 5/15/56

CHECKED BY: E. L. Williams
DATE: 5/21/56

COMM - DC - 57843
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
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<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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</thead>
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<tr>
<td>BEAUFORT CHURCH R.M. 2, 1933</td>
<td>G-1669 p. 56</td>
<td>N.A. 1927</td>
<td>32 26</td>
<td>04.575</td>
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<td>(1707.3)</td>
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<td></td>
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<td></td>
<td>80 40</td>
<td>27.768</td>
<td>725.4</td>
<td>(842.0)</td>
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</table>
The photogrammetric plot report covering the area of this manuscript is a part of Descriptive Report, T-10307.

31. **DELINEATION**
   
The manuscript was delineated by graphic methods.

   The street pattern in Beaufort was not thoroughly field inspected. Some small segments of the street pattern are incomplete on the manuscript where tree cover prevented complete photo interpretation.

32. **CONTROL**
   
The identification density and placement of horizontal control was satisfactory.

33. **SUPPLEMENTAL DATA**
   
An annotated copy of the A.M.S. Fort Fremont, S. C. quadrangle was used for geographic names.

34. **CONTOURS AND DRAINAGE**
   
Contours: Not applicable.

   Drainage: No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**
   
The shoreline inspection was adequate.

   Marsh and mud areas along the Beaufort River were delineated by office interpretation of the photographs. In some places the myriad of small marsh islets surrounded by mud were delineated in a generalized fashion so as to produce broadened areas of either marsh or mud. In some instances where the islets were sufficiently small and scattered, the area was indicated as grass in water.

   The low water lines were furnished for the most part by the field party on low-water photographs.

36. **OFFSHORE DETAILS**
   
No comment.

37. **LANDMARKS AND AIDS**

   Forms 567 for six landmarks and eight aids to navigation were submitted on 1 October 1957.
38. **CONTROL FOR FUTURE SURVEYS**

None.

39. **JUNCTIONS**

Junctions have been made and are in agreement with:
- T-10339 to the north
- T-10312 to the south
- T-10307 to the east
- T-10305 to the west

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment.

41. **AIRFIELDS**

The field party has shown the limits of a sod runway on office photograph 49444. The Photogrammetric Support Report mentions that this landing strip has been recently constructed. The name given this new strip, "Beaufort County Airport" should not be confused with the larger airport northwest of Beaufort (T-10338) which was originally designated by the same name but which has now been repossessed by the U. S. Marine Corps.

42. thru 45.

Inapplicable.

46. **COMPARISON WITH EXISTING MAPS**

2. C&GS Air Photo Compilation T-5208 Beaufort, scale 1:10,000, photographs of 1933.
3. C&GS Air Photo Compilation T-5209 Fort Royal, scale 1:10,000, photographs of 1933.

47. **COMPARISON WITH NAUTICAL CHARTS**

This manuscript has been compared with chart 571, scale 1:100,000, published 1936, corrected to September 18, 1956.

Items to be applied to nautical chart immediately: None.
Items to be carried forward: None.

Approved and Forwarded:

[Signature]
William F. Deane,
CDR C&GS
Baltimore District Officer

Respectfully submitted
14 January 1959

Judson Y. Councill,
Carto. Photo. Aid
48. **GEOGRAPHIC NAME LIST**

Beaufort
Beaufort County
Beaufort County Airport
Beaufort River
Beaufort U.S. Naval Hospital
Bethlehem Church
Burkley Beach

Cane Island
Chowan Creek

Distant Island
Distant Island Creek

Factory Creek
Fort Frederick (ruins)

Intracoastal Waterway

Ladies Island

Meridian Road

Port Royal
Port Royal Island

St. Helena Church
Sams (DELETE)
S.C. 281 (Hwy.)
S.C. 802 (Hwy.)

Spanish Point

U.S. 21 (Hwy.)

Whitehall Point

[Signature]
Geographic Names Section
2 September 1959
PHOTOGRAMMETRIC PARTY I
Box 3206, St. Andrews Branch
Charleston, South Carolina

27 January 1956

To: The Director
Coast & Geodetic Survey
Washington, D. C.

Subject: New Construction, T-10336, Project 6154

References: (a) My letter dated 12/5/55, Instructions - Project 6154
(b) Your letter, 73-acl, dated 12/12/55, New Construction, T-10336 - Project 6154

In conformance with reference (b) the following information on changes due to new construction and a recommendation for new photography are submitted. A copy of each of the above references and of this letter will be made a part of the field inspection report for subject map.

Interior field inspection of this military reservation was accomplished 4 January 1956 in accordance with reference (b). At that time, little progress on new construction had been made. None of the new features were completely laid out or had assumed their final shape and size on actual location. It was not practicable to locate any of them by plane table methods. All construction, as presently planned, is indicated on a print of the general development plan of the base which will be forwarded with the data for subject map.

New construction, as presently planned, will result in:

1. All principal buildings being of new construction and/or alteration of existing buildings

2. Existing runways lengthened and a new runway constructed parallel to each

3. The railroad spur serving the base extended and the existing sidings relocated in some cases with entirely new construction in some areas

4. A completely new road system built with a few existing roads retained and improved
To: The Director
Subject: New Construction - 9 10035, dated 1/27/56

5. Practically all private buildings on recently acquired land being razed.

In view of the extent of planned construction the following recommendations are submitted:

1. No features be compiled at the present time within an area outlined in violet ink on photographs 49534, except the indicated roads.

2. Existing runways not be compiled.

3. Existing railroad spur and sidings not be compiled.

4. Compile all private buildings as field inspected in accordance with project instructions on photographs 49534 and 49535.

5. Compile all woodland cover and drainage features as field inspected on photographs 49534 and 49535.

6. Compile shoreline structures as field inspected.

It is recommended new photography of the area be obtained not earlier than the fall of 1957. At that time construction, as presently scheduled, should either be complete or in the final phases, except for some recreational facilities. From the new photography:

1. Compile all new buildings.

2. Compile new runways, taxi strips, hard stands, warm-up pads, etc.

3. Compile and revise railroad spur and sidings insofar as practicable.

4. Compile the new road system.

5. Remove from the manuscript all private buildings which have been razed.

6. Revise woodland cover limits and drainage features.

7. Revise shoreline structures.
To: The Director
Subject: New Construction - T 10333, dated 1/27/56

A field edit survey of the revised manuscript may then be made if deemed necessary.

J. E. Vaughn
CBA, C.A.E.
Chief of Party
To: The Director  
Coast and Geodetic Survey  
Washington 25, D. C.

Subject: Instructions - Project 6154

The U. S. Marine Corps have repossessed the Beaufort County Airport (Map T-10338). They have an extensive program of development that will extend through the 1960 Fiscal Year. It is impracticable to field inspect this area at the present time for almost all of the existing structures are to be removed and replaced by new construction. All contracts for work in the 1955 Fiscal Year have been let. The award of contracts for construction under funds available in the 1956 Fiscal Year will be made soon. We have been furnished a copy of their general development plan for the entire base on which the proposed construction for the 1955, 1956 and 1957 Fiscal Years has been plotted. The proposed future construction (after 1957) is also indicated.

Map T-10338 is not in one of the priority areas. It is recommended that field inspection be carried to the proposed 1957 boundary. Prior to the transfer of the photogrammetrist from the East Coast Shore Party in the spring, a check can be made on the construction in progress on the base. The copy of the general development plan should then be forwarded to the compilation office for use in compiling the map involved. Sufficient common points on the photographs and the plan will be identified to enable the surveys to be fitted onto the compilation. It is suggested that this map be field inspected in the spring of 1957, if a party is working in this area.

J. E. Waugh  
ODR, C & GS  
Chief of Party

JEW/f
To: CDR Joseph E. Waugh  
Coast and Geodetic Survey  
P. O. Box 25  
Burton, South Carolina

Subject: New construction, T-10338 - Project 6154

Reference: Your letter dated 5 December 1955,  
Subject: Instructions - Project 6154

Receipt of reference letter, informing me that the U. S.  
Marine Corps has repossessed the Beaufort County Airport and that  
extensive cultural changes are scheduled to take place between  
now and 1960, is acknowledged.

There have been similar situations on other projects and we  
have learned that blue prints of proposed construction are not a  
completely dependable source of information. Also, these projects  
tend to drag out longer than originally planned, and the maps re-  
main incomplete for years.

For these reasons, field inspect map No. T-10338 this winter.  
The date of your field inspection shall be the governing date. If  
there are some areas that are inaccessible or cannot be inspected  
because of new construction, plot these areas off and note on the  
photographs "extensive changes in progress". Make reference to  
these changes in the field inspection report and include your  
recommendations for field edit and new aerial photography.

/s/ Robert W. Knox  
Acting Director

cc: Baltimore District  
Office
To: The Director  
Coast and Geodetic Survey  
Washington 25, D. C.

Subject: Clearances for Bridges in Project 6154

References: Paragraph 713, Special Publication No. 249

Your attention is invited to the difference between the charted clearances and measured clearances for the bridges listed below.
(See attached chart section.)

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Chart No.</th>
<th>Horizontal Feet</th>
<th>Vertical Feet above MNN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Span over Arches Creek</td>
<td>571</td>
<td>24</td>
<td>14</td>
</tr>
<tr>
<td>Measured</td>
<td></td>
<td>36</td>
<td>22</td>
</tr>
<tr>
<td>Highway Swing Bridge over Battery Creek</td>
<td>572</td>
<td>99</td>
<td>12</td>
</tr>
<tr>
<td>Measured</td>
<td></td>
<td>120</td>
<td>20</td>
</tr>
<tr>
<td>General Electric Cable over Battery Creek</td>
<td>571</td>
<td>Not charted</td>
<td></td>
</tr>
<tr>
<td>Measured</td>
<td></td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

J. E. Hough  
Chief of Party

Encl.
Oct 70  
Baltimore  
ECSP  

JES/f
PHOTOGRAMMETRIC OFFICE REVIEW
T-10306

1. Projection and grids  
2. Title  
3. Manuscript numbers  
4. Manuscript size  

CONTROL STATIONS
4a. Classification label
5. Horizontal control stations of third-order or higher accuracy  
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  
7. Photo hydro stations  
8. Bench marks  
9. Plotting of sextant fixes  
10. Photogrammetric plot report  
11. Detail points  

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline  
13. Low-water line  
14. Rocks, shoals, etc.  
15. Bridges  
16. Aids to navigation  
17. Landmarks  
18. Other alongshore physical features  
19. Other alongshore cultural features  

PHYSICAL FEATURES
20. Water features  
21. Natural ground cover  
22. Planetary contours  
23. Stereoscopic instrument contours  
24. Contours in general  
25. Spot elevations  
26. Other physical features  

CULTURAL FEATURES
27. Roads  
28. Buildings  
29. Railroads  
30. Other cultural features  

BOUNDARIES
31. Boundary lines  
32. Public land lines  

MISCELLANEOUS
33. Geographic names  
34. Junctions  
35. Legibility of the manuscript  
36. Discrepancy overlay  
37. Descriptive Report  
38. Field Inspection photographs  
39. Forms  

Reviewer
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler
Supervisor

43. Remarks:
**Department of Commerce**  
**U.S. Coast and Geodetic Survey**  

**Nonfloating Aids or Landmarks for Charts**  

Baltimore, Maryland  
1 October, 1957

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by F. J. Taraza

<table>
<thead>
<tr>
<th>State</th>
<th>South Carolina</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude*</th>
<th>Longitude*</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Charts Affected</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>LT 235</td>
<td>Beaufort River Light 235</td>
<td></td>
<td>32 25</td>
<td>36.90</td>
<td>54.90</td>
<td>T-10306</td>
<td>Nov. 1955</td>
<td>794, 571, 838, 1210</td>
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<tr>
<td></td>
<td></td>
<td>DAYBN 237</td>
<td>Beaufort River Daybeacon 237</td>
<td></td>
<td>32 25</td>
<td>1171</td>
<td>50.37</td>
<td>N.A. Radial Plot 1955</td>
<td></td>
<td>571, 794, 838, 1210</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DAYBN 1</td>
<td>Whitehall Point Daybeacon 1</td>
<td></td>
<td>32 25</td>
<td>33.31</td>
<td>1027</td>
<td>N.A. Theodolite n</td>
<td></td>
<td>571, 794, 838, 1210</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DAYBN 3</td>
<td>Whitehall Point Daybeacon 3</td>
<td></td>
<td>32 25</td>
<td>581</td>
<td>18.86</td>
<td>N.A. n</td>
<td></td>
<td>571, 794, 838, 1210</td>
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<td></td>
<td></td>
<td>DAYBN 30</td>
<td>Beaufort River Daybeacon 30</td>
<td></td>
<td>32 25</td>
<td>1115</td>
<td>28.97</td>
<td>N.A. n</td>
<td></td>
<td>571, 794, 838, 1210</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LT 28</td>
<td>Beaufort River Light 28</td>
<td></td>
<td>32 25</td>
<td>133</td>
<td>20.32</td>
<td>N.A. Radial Plot n</td>
<td></td>
<td>571, 794, 838, 1210</td>
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<td></td>
<td>LT 27</td>
<td>Beaufort River Light 27</td>
<td></td>
<td>32 24</td>
<td>795</td>
<td>25.81</td>
<td>N.A. n</td>
<td></td>
<td>571, 838, 1210</td>
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<tr>
<td></td>
<td></td>
<td>LT 24</td>
<td>Beaufort River Light 24</td>
<td></td>
<td>32 23</td>
<td>35.65</td>
<td>1098</td>
<td>N.A. n</td>
<td></td>
<td>571, 838, 1210</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* Tabulate Seconds and Meters
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by F. J. Tarcza

<table>
<thead>
<tr>
<th>STATE</th>
<th>SOUTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>Steelwater, ht = 132 ft (192) (BEAUFORT, U.S. NAVAL HOSPITAL)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Steel, water, ht = 78 ft. (98) (HUTT WATER TANK 1933)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ladies Island Fire; Skeleton Steel, cabin on top, ht = 125 ft (138)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Black steel, ht = 73 feet (78)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>OYSTER FACTORY TALL STACK, 1933</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Steel, ht = 100 ft. (120)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>St. Helena Episcopal Church, ht = 123 ft. (143)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>HAPPER CHART</th>
<th>OFFPRINT CHART</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>32 23</td>
<td>29.655</td>
<td>913.5</td>
<td>30 40</td>
<td>1332.5</td>
<td>1927</td>
<td>Triang.</td>
<td>1955 xx</td>
</tr>
<tr>
<td>TANK</td>
<td>32 24</td>
<td>28.01</td>
<td>862.8</td>
<td>30 40</td>
<td>1108.0</td>
<td>n</td>
<td>Triang.</td>
<td>1933 xx</td>
</tr>
<tr>
<td>LOOKOUT TOWER</td>
<td>32 25</td>
<td>04.06</td>
<td>125</td>
<td>39 30</td>
<td>81</td>
<td>n</td>
<td>Radial Plot</td>
<td>1955 xx</td>
</tr>
<tr>
<td>STACK</td>
<td>32 25</td>
<td>1007.1</td>
<td>80 38</td>
<td>30 38</td>
<td>1306.4</td>
<td>n</td>
<td>Triang.</td>
<td>1933 xx</td>
</tr>
<tr>
<td>STANDPIPE</td>
<td>32 26</td>
<td>01.200</td>
<td>37.0</td>
<td>80 40</td>
<td>1174.3</td>
<td>n</td>
<td>&quot;</td>
<td>1933 xx</td>
</tr>
<tr>
<td>SPIRE</td>
<td>32 26</td>
<td>01.95</td>
<td>60</td>
<td>80 40</td>
<td>782</td>
<td>n</td>
<td>Radial Plot</td>
<td>1955 xx</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if reetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TARULATE SECONDS AND METERS
62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Survey</th>
<th>Date</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>*H-620</td>
<td>1856-57</td>
<td>15,000</td>
</tr>
<tr>
<td>T-611</td>
<td>1856-75</td>
<td>20,000</td>
</tr>
<tr>
<td>T-996</td>
<td>1865-67</td>
<td>20,000</td>
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<tr>
<td>T-998</td>
<td>1864-65</td>
<td>20,000</td>
</tr>
<tr>
<td>T-1070</td>
<td>1868</td>
<td>20,000</td>
</tr>
<tr>
<td>*H-1084</td>
<td>1871</td>
<td>2,000 &amp; 10,000</td>
</tr>
<tr>
<td>T-1275</td>
<td>1871-72</td>
<td>20,000</td>
</tr>
<tr>
<td>T-1905</td>
<td>1863</td>
<td>20,000</td>
</tr>
<tr>
<td>T-1307a</td>
<td>1872-73</td>
<td>20,000</td>
</tr>
<tr>
<td>T-1307b</td>
<td>&quot;</td>
<td>20,000</td>
</tr>
<tr>
<td>T-3815</td>
<td>1920</td>
<td>20,000</td>
</tr>
<tr>
<td>T-3831</td>
<td>1921</td>
<td>20,000</td>
</tr>
<tr>
<td>T-5169</td>
<td>1933-34</td>
<td>10,000</td>
</tr>
<tr>
<td>T-5186 Supp.</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-5187</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-5206</td>
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<tr>
<td>T-5207</td>
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<td>T-6085</td>
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<td>T-6091</td>
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<td>T-6092</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6093a, b</td>
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<tr>
<td>T-6094a, b</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>T-6095</td>
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<td>T-6103</td>
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<td>T-6108</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6105</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6136</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6137</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

The above topographic surveys are superseded for nautical charting by the new manuscripts.

63. Comparison with Maps and Other Agencies

The manuscripts were compared with the following G.S. and A.M.S. quadrangles:

A.M.S. Fort Fremont 1:50,000 1939
63. Comparison with Maps and Other Agencies Continued

A.M.S.  Green Pond  1:50,000  1939
A.M.S.  St. Helena Sound  1:62,500  1939
G.S.    Edisto Beach  1:24,000  1956
        St. Helena Sound  1:24,000  1956

New construction, particularly on T-10338, and new positions on Lights and Aids to Navigation were the chief differences noted during a comparison with the reviewed manuscripts.

A special effort was made by the field inspector to check the existence of the many artesian wells found on AMS quadrangles. None could be found.

64. Comparison with Contemporary Hydrographic Surveys

H-8364  1:10,000  1955
H-8365  1:12,500  1955

Both of these surveys were unverified at the time of comparison.

They cover Helena Sound and most of Morgan River and affect manuscripts T-10301, T-10302 and T-10306 thru T-10310 only.

Any discrepancies or ambiguities were eliminated or resolved during review.

There are no contemporary hydrographic surveys for the balance of the manuscripts covered by this report.

65. Comparison with Nautical Charts

Comparison was made with charts:

#571  1:40,000  Revised  11/3/58
#794  1:40,000  Revised  4/21/58
#838  1:40,000  Revised  10/19/59
#793  1:40,000  Revised  8/4/58

On manuscript T-10309, Chart #793 shows two marsh islands in the vicinity of Egg Bank. These islands do not exist according to the 1955 photographs taken at 1.6' above MLW.
65. **Comparison with Nautical Charts Continued**

The low water line on many of the manuscripts is incomplete and could not be delineated due to the time of photography with relation to the time of low water. This is particularly true on T-10335 thru T-10337 where photography was taken at 7' above MLW.

66. **Adequacy of Results and Future Surveys**

Project instructions call for the classification of roads and buildings according to the Topographic Manual. Prior to compilation, a new Photogrammetric Instruction #56 was issued on 1 July 1958 which restricted road classification to double full line and double dash line. On 2 January 1958, Photogrammetric Instruction #54 confined building delineation to "public and landmark buildings".

Both of these new instructions were complied with in the compilation of these manuscripts.

The original Beaufort County Airport shown on T-10338 was repossessed by the U.S. Marine Corps in 1955 and extensive cultural changes were planned. These changes were to be completed between the time of field inspection in 1955 and 1960. On 16 November 1958, three photographs were taken over this airport. These photos were used by the compilation office to revise the airport area. Some detail, most notably a new road extending southward from US 21, could not be completed due to insufficient photo coverage. A suitable note, indicating the airport area was revised using 1958 photographs, has been added to the manuscript.

Except as noted in the first paragraph of the side heading, these manuscripts comply with the instructions and meet the National Standards for Map Accuracy.

Reviewed By:

[Signature]

A. K. Heywood
Approved By:

L. C. Lande
Chief, Review Section

L. F. Woodcock
Chief, Photogrammetry Division

J. Bowne
Chief, Coastal Surveys Division

J. Nautical Charts Division
# Nautical Charts Branch

**Survey No.** T-10306

Record of Application to Charts

*Reviewed 2/10/60*

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-26-60</td>
<td>571</td>
<td>E.E. Thomas</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partly applied</td>
</tr>
<tr>
<td>1-28-61</td>
<td>838</td>
<td>J.H. Eaton</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partly applied</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Minor revisions applied</td>
</tr>
<tr>
<td>7-17-61</td>
<td>794</td>
<td>R.E. Elkins</td>
<td>Before After Verification and Review</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Partly applied</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Revised aids, deleted 2 cable areas.</td>
</tr>
<tr>
<td>11-17-61</td>
<td>571</td>
<td>R.E. Elkins</td>
<td>Before After Verification and Review</td>
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<td></td>
<td></td>
<td></td>
<td>Partly applied</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Added stack 32°25'33&quot; 80°38'50&quot;</td>
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<td>3-8-61</td>
<td>794</td>
<td>F.B. Reaves</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-66</td>
<td>571</td>
<td>H.J. Keeler (A.John)</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fully Applied</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.