U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey: Topographic

Field No.: Ph-81
Office No.: T-11120

LOCALITY
State: South Carolina
General locality: South Edisto River
Locality: Willtown Bluff

1952-60

CHIEF OF PARTY
J.E. Waugh, Photogrammetric Party No. 1
W. F. Deane, Baltimore Dist. Officer

LIBRARY & ARCHIVES

DATE: May 1964
DATA RECORD

T - 11120

Project No. (II): 6034 (Ph-81) Quadrangle Name (IV):


Photogrammetric Office (III): Baltimore, Maryland Officer-in-Charge: Wm. F. Deane

Instructions dated (II) (III): Field, dated 10/19/53
Field Amendment I, dated 12/2/54
Letter to CDR J. E. Waugh, 731-mkl, dated 11/22/54
Letter from Acting Chief, Operations Branch to Chief, Photogrammetry Division, dated 1/19/55
Office, 11 August 1955

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): JUN 17 1958
Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV):

Publication Scale (IV):

Geographic Datum (III): N. A. 1927 Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (ft) refer to mean high water
Elevations shown as (m) refer to sounding datum
I.e., mean low water or mean lower low water

Reference Station (III): WILLOCT, 1932

Lat.: 32° 41' 09.865" (303.6m) Long: 80° 24' 23.196" (604.3m) Adjusted

Plane Coordinates (IV):

Y= State: SC Car. Zone: /South
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.
DATA RECORD

E. T. Ogilby                      Dec. 1953, Jan. 1954
  B. F. Lempton                   Jan. 1954
Field Inspection by (II):
  H. R. Spies                     Date: Jan. 1955
  J. S. Winter                    Mar.-July 1955
  J. K. Wilson                    June 1955
  I. Y. Fitzgerald                July 1955
Planetable contouring by (II):
  H. R. Spies                     Date: Jan. 1955
  J. S. Winter                    Mar.-July 1955
  J. K. Wilson                    June 1955
  I. Y. Fitzgerald                July 1955
Completion Surveys by (II):
                                      Date:
                                      Aug. 1960

Mean High Water Location (III) (State date and method of location):
  Photographs dated March 1952 - Field inspection supplemented by
  office interpretation.

Projection and Grids ruled by (IV): A. Riley       Date: 7/13/55
Projection and Grids checked by (IV): A. Riley      Date: 7/14/55
Control plotted by (III): D. Williams              Date: 9/8/55

Control checked by (III): E. Kurs                  Date: 9/12/55
Radial Plot                                      Date: 6/24/57
  E. L. Williams
Control extension by (III):
  Stereoscopic Instrument compilation (III):
    Planimetry
    Contours
  Manicrpnt delineated by (III): B. Wilson          Date: 24 March 1958

Photogrammetric Office Review by (III): R. Glaser   Date: 4/10/58
Elevations on Manuscript checked by (II) (III):
                                      Date: 4/10/58
                                      R. Glaser
PHOTOGRAPHS (III)

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Tide (III) From Predicted Tables

Reference Station: Savannah River Entrance
Subordinate Station: Jacksonboro Ferry
Subordinate Station: Duhno River Entrance

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Washington Office Review by (IV): S.G. Blankenbaker
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 56
Shoreline (More than 200 meters to opposite shore) (III): 18 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 42 mi.
Control Leveling - Miles (II): 67
Number of Triangulation Stations searched for (II): 32 Recovered: 17 Identified: 22*
Number of BMs searched for (II): 29** Recovered: 10 Identified: 3
Number of Recoverable Photo Stations established (II): 3 AZ MKS
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
* Includes eight points on Green Pond-Wiggins traverse.
** Includes eighteen S.C.G.S. traverse stations which are also bench marks.
   Six of these eighteen were recovered and none were identified as bench marks.
S.C. Vicinity of Edisto River

TOPOGRAPHIC MAPPING PROJECT

PH. 81
SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT
T-11120

T-11120 is one of 7 similar maps in Project PH-81. This project, comprised of topographic maps, covers the South Carolina coastline southwest of Charleston from the mouth of the North Edisto River southwestly to Ashe Island on the north shore of St. Helena Sound. The project area extends inland, 15 miles in the central and western sections and 20 miles in the eastern section, covering the Intra-Coastal Waterway from the confluence of the Stone River and Mantowles Creek (11 miles west of Charleston) southwest to St. Helena Sound.

Field work in advance of compilation included the following operations:

a. Recovery and/or establishment of horizontal and vertical control.

b. Shoreline and interior inspection for interpretation of the photographs.

c. The location and/or identification of aids to navigation and landmarks.

d. Planetable contouring on the photographs.

e. Geographic names, Coast Pilot and Political Boundaries investigation.

Vertical accuracy tests were run during field inspection.

This is a graphic compilation project. The radial plots were assembled and the manuscripts compiled in the Baltimore Office. Compilation was by half quads (north and south) at 1:10,000 scale.

A complete project field edit was accomplished in 1960. Vertical accuracy tests were run during field edit.

Photographs used for radial plotting and compilation are listed in the data records of the Descriptive Reports. Field inspection reports and field edit reports included as parts of the Descriptive Reports for each map include lists of photographs used in field work.

The maps will be published as standard 1:24,000 scale topographic quadrangles by the Geological Survey.
Items registered under T-11120 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Crenar" and a lithographic print in colors of the published Geological Survey quadrangle.
2. AERIAL FIELD INSPECTION

The area is crossed in a generally northwest to southeast direction by the Ashepoo and South Edisto Rivers with the major part of the area lying between them. Approximately two-thirds of the area is either swamp or marsh.

Except for that portion east of the South Edisto River and north of the Dawho River, the fast land is composed of islands surrounded entirely by marsh and/or swamp, and by marsh and water.

Good roads, state maintained west of the Ashepoo and South Edisto Rivers, and county maintained east of the South Edisto River, furnish access to all of the area, except that between the two rivers south of Cattle Island and north of the Seaboard Air Line Railroad.

The Seaboard Air Line Railroad crosses the southern part of the area in an east-west direction. No local freight or passenger service is furnished. Timber and timber products are loaded at, and shipped from, Airy Hall, formerly known as Ashepoo Siding.

Practically all cleared arable land is devoted to truck farming or cattle grazing. The former, along with pulp wood and other timber products are the chief sources of income in the area.

Photographic interpretation presented no difficulty since the photographs were of good quality.

Land under cultivation is drained by a series of small parallel ditches which in turn drain into larger ditches carrying ground water runoff to natural streams, swamp and/or marsh. The larger collection ditches are the only ones to be mapped and have been indicated by field inspection notes. The smaller ditches are extremely numerous and of a relatively temporary nature. Examination of the photographs in the southwest corner of map T-11122 ( ) shows these ditches in one field running in a generally northeast to southwest direction on photographs of one year, and in a northwest to southeast direction on photographs taken the following year.

There are abandoned rice fields along both banks of the South Edisto River, particularly in the vicinity of Willtown Bluff. These fields are readily discernible due to their systems of ditches and
dikes. Some of these fields have been reclaimed and either placed under cultivation or used as grazing land. The reclaimed fields under cultivation are of a lighter tone than those used for graze or those which have not been reclaimed. The reclaimed fields used for graze have the same appearance on the photographs as ordinary marsh.

A large area lying between the two rivers previously mentioned and generally north of the railroad is swamp and marsh. Along the perimeter of this area adjacent to the rivers and tidal creeks, there is the normal tidal marsh. Just inshore of this marsh there is sometimes a narrow band of fresh marsh characterized by a smooth, almost white tone or a mottled light gray tone. The former is covered by a growth of low grass and the latter by a growth of higher grass and scattered low bushes. Both are of approximately the same elevation and covered by fresh or slightly brackish water regardless of the stage of tide. Inshore of this, and sometimes immediately adjacent to the tidal marsh, there is swamp, generally covered by a dense growth of relatively low bushes and intertwining vines. This is known locally as "ti-ti" and shows a mottled medium to dark gray tone. It is usually of such a density as to be impenetrable and will support a man walking across the top of the dense growth. The "ti-ti" covered swamp is flooded as is the adjoining marsh as previously discussed. It sometimes has scattered, higher gum or cypress trees.

An area of marsh immediately adjacent to and southwest of Pine Island appears as a medium gray tone similar to the swamp, but it has a smooth texture. The medium gray tone of the marsh in this particular area results from a burned-over area.

The entire area is underlain for some depth by a good quality of peat. Operations for removal of this peat in commercial quantities have been started south of the Seaboard Air Line Railroad in the vicinity of Fenwick.

The procedure is to dig ditches to lower the water level; then the dense growth is cleared and the surface loosened by plowing. After a period of sun drying the dried peat is removed and the plowing is repeated. This cycle is continued until the water level is reached.

As the peat is removed to water level, more ditches will be dug and more area cleared. Consequently, because of the continuing and expanding operations the field editor will need to inspect the area for changes.

An area along the west bank of the South Edisto River and north of the railroad has been enclosed by repairing old dikes and con-
struction of new dikes. It is composed of marsh and abandoned rice fields. The area is a migratory water fowl shooting preserve. A system of ditches and floodgates permits either flooding or draining at will. In practice, the area is drained in early spring to permit growth of feed for water-fowl. In late summer at the end of the growing season, and just prior to start of migration of water-fowl, the area is flooded.

Because of the natural character of the area and the practice of periodic flooding it is recommended that the area be mapped as marsh.

The field editor should investigate the following:

1. The area from which peat is being removed, as previously described (photograph 35679).

2. Possible construction of a rail siding along the west bank of the old "Y" in dismantled spur track at Fenwick.

Field inspection notes and contouring appear on the following 1:10,000 scale, nine-lens photographs:

35528, 35530 thru 35533, 35535, 35538 thru 35543,
35660 thru 35662, 35677 thru 35680, 35687 thru 35690,
35745 and 35746

3. HORIZONTAL CONTROL

A traverse from triangulation station Green Pond, 1932, to triangulation station Wiggins, 1932, was run in December 1953 for supplemental control. Field work was done in accordance with Photogrammetry Instructions No. 47, Provisional, dated 20 April 1953, Photogrammetry Instructions No. 47, Addendum No. 1, Provisional, dated 19 August 1953, and Photogrammetry Instructions No. 47, Addendum No. 2, Provisional, dated 15 August 1953.

The following listed stations comprise six pairs of permanently monumented, inter-visible stations established by the above traverse:

| AIRY, 1953   | MAYBANK, 1953 |
| AMETTE, 1953 | POCO SABO, 1953 |
| CHEWAN, 1953 | SOCIAL, 1953 |
| CURVE, 1953  | WHITE, 1953 |
| HALL, 1953   | WIGGINS DEPOT, 1953 |
| LAVINGTON, 1953 | ZION, 1953 |
The following is a list of points identified for photogrammetric control:

Picture Points Nos. 1 thru 4
" " 6 " 11
GW-22

South Carolina Geodetic Survey second-order traverse stations CO 409, CT 416 and CT 436 were recovered and identified.

The following is a list of stations reported lost:

U. S. Coast and Geodetic Survey traverse stations:
TANK, 1924 and ZIP, 1924

U. S. Geological Survey traverse station:
PTS 36 MAC 1917

South Carolina Geodetic Survey traverse stations established 1934-1937:
CO 406 thru CO 408, CO 410, CT 412 thru
CT 414, and CT 441 thru CT 444

4. VERTICAL CONTROL

The following Coast and Geodetic Survey tidal bench marks were recovered:

JACKSONBORO BRIDGE, JACKSONBORO LANDING,
EDISTO RIVER, TIDAL BENCH MARK 2

SOUTH EDISTO RIVER, TIDAL BENCH MARKS
1 and 2 (NOT IDENTIFIED CLOSER TO 1)

Third-order Bench Mark 3 1918 of the U. S. Geological Survey was recovered.

Sixty-seven miles of wye levels were run for supplemental control of contouring.

Level points 20-01 through 20-165 were established.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by plane table methods directly on 1:10,000 scale field photographs.
Elevation ranges up to forty-five feet above mean sea level.

All checked elevations were shown in violet ink and unchecked elevations in black ink.

Elevations of dikes on the west bank of the South Edisto River were determined by hand level from the water surface corrected for stage of tide from predicted tides of the "Tide Tables, East Coast, North and South America, 1955".

Elevations of islands in the marsh along the Ashepoo River and Deer Creek were determined by the same method except that these elevations were corrected from readings made every 15 minutes on a tide staff connected to Brickyard Ferry, Ashepoo River, Tidal Bench Mark 1 (1934).

Drainage is chiefly tidal into the Ashepoo and South Edisto Rivers.

6. WOODLAND COVER

Woodland cover has been classified by appropriate field inspection notes on representative areas throughout the map.

7. SHORELINE AND ALONGSHORE FEATURES

The major part of the high water line is the offshore edge of marsh. There are some sections of fast shoreline along the rivers and tidal creeks. These are adequately covered by field inspection notes on the photograph and of no practical significance except for Willtown Bluff, as discussed in a following paragraph.

Due to the steep slopes of the banks of the streams the mean low water line is synonymous with the mean high water line or the offshore edge of marsh.

Willtown Bluff on the east bank of the South Edisto River is a prominent feature from the river. Its location and height are clearly indicated by the contours and elevations on photograph 35662.

All other alongshore features are adequately covered by field inspection notes on the photographs.

8. OFFSHORE FEATURES

On Chart No. 793, South Edisto River, stakes are now charted in
Lat. 32°-38'5; Long. 80°-23'8, and logs in Lat. 32°-38'3; Long. 80°-24'1. No evidence of the existence of either the stakes or logs were found at the time of field inspection.

9. LANDMARKS AND AIDS

There are none in the area.

10. BOUNDARIES, MONUMENTS AND LINES

The boundary between Charleston and Colleton Counties follows the South Edisto River.

Part of the boundary of the South Carolina State Bear Island Game Management Area affects this map.

For details of these boundaries see "Special Report, Boundaries, Project Ph-81".

11. OTHER CONTROL

None was established.

12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Part II, Section 5441, except class 5 and class 6 roads have been grouped under class 5.

Field inspection of buildings was accomplished in accordance with the Topographic Manual, Part II, Section 5446, except that the images of all buildings to be mapped were circled on the photographs in red ink. (See letter from Acting Chief, Operations Branch to Chief, Photogrammetry Division, dated 19 January 1955.) Class 2 buildings were further indicated by placing the numeral 2 alongside the circle; class 1 buildings were not identified other than by the circle. Obscured buildings and buildings constructed since date of photography were inked solid in red ink to shape and size, and then treated as any other building. Images of buildings not to be mapped were deleted if possible confusion or question could arise during compilation or review; otherwise, such buildings were ignored.

Part of the sod runways of one private landing field are in the area.
Bridge clearances are:

1. Seaboard Air Line Railroad over Ashpoo River
   Swing Draw
   Horizontal Clearance, West Draw 71.0 feet
   East Draw 67.7 feet
   Vertical Clearance, closed, 3.7 feet above MHW

2. Seaboard Air Line Railroad over South Edisto River
   Swing Draw
   Horizontal Clearance, West Draw 60.0 feet
   East Draw 60.0 feet
   Vertical Clearance, closed, 3.6 feet above MHW

An overhead communications cable crossing over Ashpoo River on the upstream side of the Seaboard Air Line Railroad bridge has a vertical clearance of 84.2 feet above MHW.

The vertical clearances of the Seaboard Air Line Railroad bridge and the overhead communications cable crossing over the Ashpoo River were referred to the datum of mean high water through a supplemental leveling elevation in a line tied in at Brickyard Ferry, Ashpoo River, Tidal Bench Mark 1 (1934).

See copies of letters to the Director and to the District Engineer attached to this report.

13. GEOGRAPHIC NAMES

See "Special Report, Geographic Names, Project Ph-81".

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

"Special Report, Boundaries, Project Ph-81" forwarded to the Director in Pkg. No. 55-10, 28 April 1955.

"Special Report, Geographic Names, Project Ph-81" forwarded to the Director in Pkg. No. 55-16, 10 June 1955.

Coast Pilot Notes forwarded to the Director on 27 May 1954. Additional Coast Pilot Notes will be forwarded upon the completion of this project.

Original copies of Forms 526 and 685 were forwarded to the Director in Pkg. No. 54-56, 12 November 1954.
Field records, Green Pond-Wiggins traverse forwarded to the Director 25- and 26 January 1954.

Data for Map T-11121 forwarded to the Director in Fkg. Nos. 55-8 and 55-9, 27 April 1955.

Data for Map T-11123 to be forwarded at a later date.

12 JUL 1955
Submitted by:
Isaiah V. Fitzgerald
Isaiah V. Fitzgerald
Photogrammetric Engineer

5 AUG 1955
Approved & Forwarded:
J. E. Waugh
J. E. Waugh
CDR, USC&GS
Chief of Party
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<tr>
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<td></td>
<td>80 23</td>
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<td></td>
<td>32 39</td>
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<tr>
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<td></td>
<td>80 23</td>
<td>1504.5 (59.2)</td>
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<td>HURST, 1933</td>
<td>G-1679 p. 88</td>
<td></td>
<td>32 38</td>
<td>20.907</td>
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<td>1436.9 (127.0)</td>
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<td></td>
<td>32 38</td>
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<td>SON, 1933</td>
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<td>32 37</td>
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<td>CRANE, 1934</td>
<td>G-1775 p. 109</td>
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<td>32 42</td>
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<td></td>
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<td>724.5 (838.2)</td>
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<td>80 26</td>
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<td>WILLTOWN AZ</td>
<td></td>
<td></td>
<td>32 41</td>
<td>200.4 (1607.7)</td>
<td>587.4 (875.9)</td>
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<td>MK (1932)</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: B. Kurs DATE: 8/26/55

CHECKED BY: J. Steinberg DATE: 8/26/55
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<th>LONGITUDE OR $x$-COORDINATE</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>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>EUREKA, 1932</td>
<td>G-1886 p. 11</td>
<td>32 48</td>
<td>24.994</td>
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<td>Collecton Co. p. 10</td>
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<td>G-1775 p. 108</td>
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<td>Sub. Pt. PARKERS FERRY, 1934</td>
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<td>32 45</td>
<td></td>
<td></td>
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<td>985.9 (862.4)</td>
<td>985.9 (862.4)</td>
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<td>CT 416 SCGS, 1934</td>
<td>Charleston p. 5</td>
<td>336.627 19</td>
<td>1627.19</td>
<td>(3372.81)</td>
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<td>1096.0 (1028.0)</td>
<td>1096.0 (1028.0)</td>
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<td>Sub. Pt. CT 416 SCGS, 1934</td>
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<td>336.585 25</td>
<td>1585.25</td>
<td>(3144.75)</td>
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<td>1030.5 (493.5)</td>
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<td>CT 417 SCGS, 1934</td>
<td>Charleston p. 5</td>
<td>336.356 00</td>
<td>1356.00</td>
<td>(3644.00)</td>
<td></td>
<td>1433.3 (1110.7)</td>
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<td>Sub. Pt. CT 417 SCGS, 1924</td>
<td></td>
<td>335.742 90</td>
<td>742.90</td>
<td>(1257.10)</td>
<td></td>
<td>487.5 (1036.5)</td>
<td>487.5 (1036.5)</td>
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1 FT = 0.3048006 METER

COMPUTED BY: B. Kurs
DATE: 8/25/55
CHECKED BY: J. Steinberg
DATE: 8/29/55
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<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
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<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>Field Comp. 1927</td>
<td>319,624</td>
<td>2,132,126</td>
<td>1,422</td>
<td>(376.00)</td>
<td>1,409.4</td>
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<td>PP 2, 1954</td>
<td>&quot; &quot;</td>
<td>324,370</td>
<td>2,136,256</td>
<td>1,437</td>
<td>(630.00)</td>
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<td>PP 3, 1954</td>
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<td>(783.00)</td>
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<td>PP 4, 1954</td>
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<td>2,143,811</td>
<td>1,318</td>
<td>(1812.00)</td>
<td>971.7</td>
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<td>PP 5, 1954</td>
<td>&quot; &quot;</td>
<td>301,084</td>
<td>2,138,211</td>
<td>1,084</td>
<td>(391.00)</td>
<td>330.4</td>
</tr>
<tr>
<td>PP 7, 1954</td>
<td>&quot; &quot;</td>
<td>299,099</td>
<td>2,149,825</td>
<td>1,099</td>
<td>(901.00)</td>
<td>1,419.4</td>
</tr>
<tr>
<td>PP 8, 1954</td>
<td>&quot; &quot;</td>
<td>290,936</td>
<td>2,150,822</td>
<td>936</td>
<td>(4064.00)</td>
<td>285.3</td>
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<tr>
<td>GW-22, 1954</td>
<td>&quot; &quot;</td>
<td>292,309.99</td>
<td>2,154,212.85</td>
<td>2,309.99</td>
<td>(2690.01)</td>
<td>704.1</td>
</tr>
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<td>AIRY, 1953</td>
<td>Plane Coord. p. 111</td>
<td>292,270.47</td>
<td>2,154,173.27</td>
<td>2,270.47</td>
<td>(2729.53)</td>
<td>692.0</td>
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</table>

1 FT. = 0.3048006 METER

COMPUTED BY: J. Kurs DATE: 8/25/55
CHECKED BY: J. Steinberg DATE: 8/29/55
For the photogrammetric plot report covering the area of this survey, see descriptive report for T-11291

21. **DELINEATION**

This manuscript was compiled by graphic methods.

Delineation of the myriad of ditches and dikes was restricted to the more important of these features which were selected in order to represent the general pattern.

32. **CONTROL**

Identification, density and placement of horizontal control was adequate.

33. **SUPPLEMENTAL DATA**

1. For geographic names, an annotated copy of the U.S.G.S. Edisto Island, S. C. quadrangle.

2. For boundary of Bear Island game Management area, Exhibit "C", submitted with boundary report.

34. **CONTOURS AND DRAINAGE**

Contours: Some small adjustments of the planetable contouring were made to improve topographic expression.

Drainage: No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

The predominately apparent shoreline was inspected in several representative areas, which was sufficient inspection since most of the shoreline showed distinctly on the photographs.

There are no low-water or shoal lines delineated.

36. **OFFSHORE DETAILS**

No comment.
37. **LANDMARKS AND AIDS**

   No landmarks or aids to navigation have been recommended in the area of this survey.

38. **CONTROL FOR FUTURE SURVEYS**

   No forms 524 were submitted by the field party. There were however, three AZ MKS for which forms 524 were initiated in the compilation office.

   These stations have not been listed in Item 49.

39. **JUNCTIONS**

   Forms T-11121 to the east (in agreement).
   Forms T-11123 to the south (in agreement).
   No contemporary surveys to the north and west.

40. **HORIZONTAL AND VERTICAL ACCURACY**

   No comment.

41 thru 45

   Not applicable.

46. **COMPARISON WITH EXISTING MAPS**


47. **COMPARISON WITH NAUTICAL CHARTS**

2. Chart 793, scale 1:40,000 published September 1937, corrected to 5/7/55.

   Items to be applied to nautical charts immediately:

   None.

   Items to be carried forward:

   None.

Respectfully submitted
25 March 1958

Bernice Wilson

Approved and forwarded

William F. Deane
William F. Deane,
CDR O&GS
Baltimore District Officer
48. Geographic Names List

Adams Run
Airy Hall
Ashe Creek
Ashepoo River

Cattle Island
Charleston County
Colleton County

Dawho River
Deer Creek

Edisto River

Fenwick
Fishing Creek

Hope Creek

Jehossee Island

Matthews Canal

Oakhurst Island

Penny Creek
Pine Island
Prospect Hill Island

South Edisto River
Snuggedy Swamp

Willtown Bluff

Geographic Names Section
3 October 1961
53. **Map Accuracy.** No horizontal accuracy tests were made. Contours were tested in two separate areas. A total of 24 points on the contours were tested and 87% of which were found in error less than one half contour interval. See form 187 (Summary and abstract of vertical accuracy test) attached.

54. **Recommendations.** None offered.

55. **Examination of the proof copy.** No one was requested to examine a proof copy of the map as no one contacted is believed to be qualified.

Respectfully submitted,
12 August 1960

[Signature]
George B. Varnadoe
Supervisory Cartographer.
PHOTOGRAMMETRIC OFFICE REVIEW

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

CONTROL STATIONS

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

(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  

40. 
Reviewer

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.

43. Remarks:

Reviewer

Compiler

Supervisor
Review Report
Topographic Survey T-11120

62. Comparison with Registered Topographic Surveys

<table>
<thead>
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<th>Survey</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
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<td>1933</td>
</tr>
<tr>
<td>T-5159</td>
<td>1:20,000</td>
<td>1933</td>
</tr>
<tr>
<td>T-5162</td>
<td>1:20,000</td>
<td>1933</td>
</tr>
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</table>

T-11120 supersedes the prior surveys for nautical charting purposes in the common areas.

63. Comparison with Maps of Other Agencies

Edisto Island, South Carolina - published by AMS - 1:50,000 scale - 1948

T-11120 will replace this map after publication by the USC&GS as a standard quadrangle.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable

65. Comparison with Nautical Charts

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<th>Scale</th>
<th>Date</th>
</tr>
</thead>
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<td>1229</td>
<td>1:80,000</td>
<td>3/12/62</td>
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</tbody>
</table>

Minor differences exist. There are however, no items to be applied to charts immediately.

66. Adequacy of Results and Future Surveys

This map meets the National Standards of Map Accuracy and Bureau requirements.

Reviewed by:

S. G. Blankenbaker

Approved by:

Chief, Cartographic Branch
Photogrammetry Division

Chief, Nautical Chart Division

Chief, Operations Division
To: The Director  
U. S. Coast and Geodetic Survey  
Washington 25, D. C.  

Subject: Bridge and Overhead Cable Clearances  

A copy of a letter to the District Engineer, Charleston District, Corps of Engineers, listing bridge clearances is forwarded for your information. This list contains data for all bridges in Project Hb-81. The new bridge and power cable over the Damariscotta River was reported to you on 4/14/55.  

A table listing all other cable clearances is attached. All observations have been referred to MBW. Both the highway bridge and the adjacent cable over the Ashopoo River at Brickyard Ferry were referred to MBW by leveling to the tidal bench mark at this bridge.  

The Seaboard Air Line Railroad bridge over the Ashopoo River has been referred to MBW through field level points in the area.  

The other clearances have been referred to MBW from observations, using the predicted tides at the nearest reference station.  

J. E. Meigh  
CEM, USC&GS  
Chief of Party  

Enclosures  
cc: 70  
Compilation Office  
Coast Pilot  

JEN/2
<table>
<thead>
<tr>
<th>Location</th>
<th>Mile</th>
<th>Height in Feet Above MNL</th>
<th>Short</th>
<th>Latitude</th>
<th>Longitude</th>
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<td>32°-47.6'</td>
<td>99°-00.1'</td>
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<td></td>
</tr>
<tr>
<td>Residences Creek</td>
<td>18.7</td>
<td>32°-47.7'</td>
<td>99°-08.2'</td>
<td></td>
<td></td>
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<tr>
<td>Residences Creek</td>
<td>18.6</td>
<td>32°-47.7'</td>
<td>99°-08.2'</td>
<td></td>
<td></td>
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<tr>
<td>New Highway Bridge 3, 8, 17</td>
<td>39.8</td>
<td>32°-47.7'</td>
<td>99°-08.2'</td>
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<tr>
<td>Residences Creek</td>
<td>37.3</td>
<td>32°-47.7'</td>
<td>99°-08.2'</td>
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<td>Wallis Creek</td>
<td>20.2</td>
<td>32°-47.2'</td>
<td>99°-08.6'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wallis Creek</td>
<td>27.3</td>
<td>32°-47.2'</td>
<td>99°-08.6'</td>
<td></td>
<td></td>
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<tr>
<td>Wallis Creek</td>
<td>6.4</td>
<td>32°-47.3'</td>
<td>99°-08.5'</td>
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<td></td>
</tr>
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<td>Wallis Creek</td>
<td>25.7</td>
<td>32°-47.2'</td>
<td>99°-09.1'</td>
<td></td>
<td></td>
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<td>Indian Creek</td>
<td>69.2</td>
<td>32°-47.1'</td>
<td>99°-09.1'</td>
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<td></td>
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<td>Indian Creek</td>
<td>74.2</td>
<td>32°-36.5'</td>
<td>99°-09.3'</td>
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<td></td>
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<td>Ashopoe River</td>
<td>51.4</td>
<td>32°-36.5'</td>
<td>99°-09.3'</td>
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<td></td>
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<tr>
<td>Ashopoe River</td>
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<td>32°-36.5'</td>
<td>99°-09.3'</td>
<td></td>
<td></td>
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<tr>
<td>Ashopoe River at Metairie</td>
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</tbody>
</table>
Office of the District Engineer  
Charleston District  
Corps of Engineers  
Carter House  
Charleston, S. C.

Re: Bridge Clearances

Dear Sirs:

During the course of field work in the Ristle River-Rescope River area south of U. S. Highway 17, data was noted on the bridges over the navigable waters of the area as listed in the attached table. This information has been compared with the data found in the LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES, revised to 1 July 1941 and the Supplement, revised to 1 January 1942. The published data is listed first, followed by our field measurements. In all cases our vertical clearance has been referred to Mean High Water. The vertical clearance on spring tides would average one (1) foot less.

J. R. Vaughn  
CEC, USCMAS  
Officer in Charge

[Signature]  
Acting Chief  
USCMAS  
[Signature]
<table>
<thead>
<tr>
<th>Location</th>
<th>State</th>
<th>Type of Bridge</th>
<th>Hor. Clearance North</th>
<th>Hor. Clearance South</th>
<th>Vertical Clearance Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>29</td>
<td>14 11/16</td>
<td>11.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>29.5</td>
<td>14 11/16</td>
<td>6.3</td>
</tr>
</tbody>
</table>

Note 1: There was no evidence of fender piles along waterway under bridge. This probably accounts for difference.

Note 2: Apparently the railway bridge (published data) has been replaced.

The following is for a new bridge on which we have no published data. The old bridge just east of the new bridge is being dismantled.

<table>
<thead>
<tr>
<th>Location</th>
<th>State</th>
<th>Type of Bridge</th>
<th>Hor. Clearance North</th>
<th>Hor. Clearance South</th>
<th>Vertical Clearance Feet</th>
</tr>
</thead>
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<tr>
<td>Danaka River, S. C.</td>
<td>S.C.</td>
<td>S. C. Hwy. Dept.</td>
<td>32</td>
<td>L 92.3</td>
<td>13.9</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>R 92.6</td>
<td></td>
<td>7.6</td>
</tr>
</tbody>
</table>


No: Chief, Photogrammetry Division
U. S. Coast and Geodetic Survey
Washington, D. C.

Subject: Traversing Limits - Quadrangle 2-11120

References: (a) Your letter on From Lines, dated 11/22/51, 731-ek1
(b) My letter on Project Limits, dated 4/4/55
(c) Your letter on Project Limits, dated 4/6/55; 731-ek1

Your attention is invited to the following deviation from the instructions in the third paragraph of reference (a).

In several places along the eastern limit of Quadrangle 2-11120 it was infeasible, if not impossible, to traverse the limit line due to the nature of the environs. The topographer has placed elevations along the edges of these areas. These elevations indicate the environs to be below 5 feet. In these places where an inspection of the photographs indicates the existence of a rise or knoll over with the possibility of a contour a traverse has been run across the rise and along the limit line.

J. L. Wagon
CME, USC&GS
Chief of Party

JUN/2
**INSTRUCTIONS**

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

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
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<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>793</td>
<td>12-11-74</td>
<td>EBadoum et</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. <strong>Examined</strong> no corr. consider adequately applied</td>
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<td>1839</td>
<td>10-17-74</td>
<td>EBadoum et</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. Exam. NORTH edge No corr consider adequately applied</td>
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**NOTE:** Fill in the table according to the instructions provided.