**DESCRIPTIVE REPORT**

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<th>Topographic</th>
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<td>Field No.</td>
<td>Ph-81</td>
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<tr>
<td>Office No.</td>
<td>T-11123N&amp;S</td>
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**LOCALITY**

- **State**: South Carolina
- **General locality**: South Edisto River
- **Locality**: Fenwick Island

**1952-60**

**CHIEF OF PARTY**

J.E. Waugh, Photogrammetric Party No. 1

W.F. Deane, Balto. Dist. Officer

**LIBRARY & ARCHIVES**

**DATE**: September 1964
DATA RECORD

T - 11123 N. + S.

Project No. (II): 6381
Quadrangle Name (IV): 

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

Instructions dated (II) (III): 10/19/53
Amend. I, 12/2/54
Copy filed in Division of
Photogrammetry (IV)

Ltr. to CDR J. E. Waugh, dated 11/22/54, 731-mkl
Ltr. from Act'g. Ch. Operations Br. to Ch.; Photo. Div., dated 1/19/55
11 August 1955

Method of Compilation (III): Graphic

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

Scale Factor (III): none

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

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

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (G) refer to mean high water
Elevations shown as (L) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): DODGE, 1933

Lat.: 32° 33' 35.169" (1083.3 m) Long.: 80° 25' 14.422" (376.2 m) Adjusted

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

Y = 
X = 

Roman numerals indicates 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)
(ii) (iii)

Form T-Page 2
M-261B-12(4)
DATA RECORD

W. M. Reynolds
I. Y. Fitzgerald
J. K. Wilson
J. S. Winter
M. C. Moody

Field Inspection by (II):

I. Y. Fitzgerald
J. K. Wilson
M. C. Moody
J. S. Winter

Planetable contouring by (II):

I. Y. Fitzgerald
J. K. Wilson
M. C. Moody
J. S. Winter

Completion Surveys by (II):

G. E. Varnadore


Projection and Grids ruled by (IV): A. Riley
Date: 7/23/55

Projection and Grids checked by (IV): A. Riley
Date: 7/23/55

Control plotted by (III): J. C. Cregan
Date: 9/9/55

Control checked by (III): B. Kurs
Date: 9/13/55

Radial Plot on Stereoscopic
Stereoscopic Instrument compilation (III):

B. F. Lampton

Planimetry

Date: 12/15/55

Contours

Date:

Manuscript delineated by (III):

B. Wilson
J. Councill

Date: 7/8/58

Photogrammetric Office Review by (III): R. Glaser
Date: 7/17/58

Elevations on Manuscript
checked by (II) (III): R. Glaser
Date: 7/17/58
Photographs (III)

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From Predicted Tables

Reference Station: Savannah River Entrance
Subordinate Station: Seabrook
Subordinate Station: Watts Cut Entrance

Washington Office Review by (IV):

Final Drafting by (IV):
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 55 Mi
Shoreline (More than 200 meters to opposite shore) (III): 57 Mi
Shoreline (Less than 200 meters to opposite shore) (III): 88 Mi

Control Leveling - Miles (II): 14
Number of Triangulation Stations searched for (II): 33 Recovered: 18 Identified: 22
Number of BMs searched for (II): 13 Recovered: 10 Identified: 5
Number of Recoverable Photo Stations established (III): 41
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* Includes 3 picture points on Green Pond-Wiggins traverse.

Land area N/2: 29 mi - S/2: 26 mi
Shoreline (over 200m) N/2: 23 mi - S/2: 31/2 mi
Shoreline (under 200 m) N/2: 39 mi - S/2: 49 mi

** Others listed in item 11 (Other Control) are in Ph-154

Form T-Page 4
SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT

TH123 is one of 7 similar maps in Project PH-51. This project, comprised of topographic maps, covers the South Carolina coastline southwest of Charleston from the mouth of the North Edisto River southwestally 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 (6 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 1969. 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 7-23 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Cresar" and a lithographic print in colors of the published Geological Survey quadrangle.
FIELD INSPECTION REPORT
Project 481
Quadrangle T-11123

2. AREAL FIELD INSPECTION

The area comprising this map lies along the northern shore of St. Helena Sound and generally between the Ashepoo and South Edisto Rivers, except for the southwest portion of the area which is west of the Ashepoo River.

The major part of the area is either swamp or marsh with the fast land being low islands surrounded by marsh and water, or by marsh alone.

The Intracoastal Waterway crosses the area in a generally northeast to southwest direction along the natural streams and through dredged cuts connecting these streams.

All cleared land is devoted to truck farming or is used as graze for cattle. The former is more predominate and is the chief source of income of the area.

A paved highway, maintained by the South Carolina Highway Department, connects the area with U. S. Highway 17. This highway was formerly designated as S. C. 323, but has no officially assigned designation now. (See Field Inspection Report for Map T-11120 (——)).

Land under cultivation is drained by a series of small, parallel ditches, which in turn drain into larger ditches carrying ground water run-off 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 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 four photographic tones in the tidal marsh. The first is the dark gray tone of the normal grass-covered marsh. The second is the medium gray tone of mud, devoid of vegetation, baring shortly before low water and comprising the mud flats. The third is a light gray tone, also mud and devoid of vegetation, but which is found only along the banks of the tidal streams and which bares soon after high water. The fourth varies from a very light
gray to white and is caused by sand eroding from the adjacent fast
land and spreading out over the marsh. The variation in tone re-
sults from dampening by the tide.

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

Marsh has been reclaimed in two general areas, namely the Bear
Island Game Management Area, and on the eastern side of the north-
er part of Fenwick Island.

The first area is covered by photographs 35686, 35687 and
35748; the second area by photograph 40800.

Reclamation in each area is done by construction of dikes,
ditches and floodgates. These areas can be drained or flooded at
will. (See Field Inspection Report, Map T-11120 (—)).

At the time of field inspection these areas were either under
cultivation or were kept drained to allow natural leaching of the
salt in the soil.

A final decision had not been made whether either area would
be cultivated, partly cultivated, or used as waterfowl refuge as
described in Field Inspection Report, Map T-11120 (—).

The field editor should investigate each area for extension
of the reclaimed areas and the use to which the areas have been
put.

Attention is invited to the layout for this project. Con-
touring has been accomplished on ASHE, HUTCHINSON, OTTER and PINE
ISLANDS, south of the quadrangle limits to St. Helena Sound. The
shoreline and planimetry for this area has been included in Maps
T-10302 (—) and T-10303 (—), Project 9154.

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

35683, 35685 thru 35687, 35745 thru 35752, 35790
thru 35794, 35887 thru 35870, 35988 thru 35990,
40796 thru 40802, 49262, 49263, 49268, 49312 and
49313.

3. HORIZONTAL CONTROL

Supplemental horizontal control west of the northwest corner
of the area was established by a third-order traverse, as dis-
cussed in the Field Inspection Report for Map T-11120 (—).
The following Coast and Geodetic Survey traverse and triangulation stations were reported lost:

- ABE, 1934
- BUG, 1934
- BUZZ, 1934
- CUT, 1933
- FENWICK, 1933
- FLASH, 1933
- GREEN BEACON, 1933
- HUTCHINSON 2, 1933
- ONE, 1934
- RAC, 1933
- RED BEACON, 1933
- SCAN, 1933
- SOUND, 1933
- TUG, 1934
- ZEB, 1924

FENWICK REFERENCE MARK 2 and HUTCHINSON 2 REFERENCE MARK 2 were identified since only the one reference mark at each station was recovered.

HANGMAN 2 REFERENCE MARK 1 was identified as the station was not recovered in 1954. The station was recovered after a second search made in 1955.

Station 249430,43 (600 ft. Lt.), 1941, established by the U. S. Engineers, was recovered and identified. Neither the method of establishment nor the order of accuracy is known by the field party.

4. VERTICAL CONTROL

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

- BRICKYARD FERRY, ASHEPOO RIVER, TIDAL BENCH MARK 1
- HUTCHINSON ISLAND (HANAHAN WHARF), ASHEPOO RIVER, TIDAL BENCH MARKS 1 and 3
- PINE LANDING, EDISTO ISLAND, SOUTH EDISTO RIVER, TIDAL BENCH MARKS 1, 2 and 3
- SEABROOK, FENWICK ISLAND, ASHEPOO RIVER, TIDAL BENCH MARKS 1, 2 and 3. (Tidal Bench Mark 4 was established by this party.)

U. S. Geological Survey Bench Mark 9, 1918 was recovered. Information furnished the field party does not give the order of accuracy of this bench mark.

Twenty-one miles of Wye leveling were run as supplemental con-
trol for contouring.

Level Points established were designated 23-01 through 23-29.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by plane table methods directly on 1:10,000 scale field photographs.

Elevation ranges up to 33 feet above mean sea level.

All checked elevations are shown in violet ink, and unchecked elevations are shown in black ink.

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.

Woodland cover classification placed in some areas which are apparently open appear incongruous. These areas are now covered by pines from natural seeding or by reforestation. The latter is the case in two areas on the northern section of Fenwick Island.

7. SHORELINE AND ALONGSHORE FEATURES

Field inspection notes of the mean high-water line of the Atlantic Ocean, St. Helena Sound, and part of the lower section of the Ashepoo and South Edisto Rivers were applied to nine-lens photographs made in March 1955.

The mean high-water line was indicated at intervals by symbol, in accordance with Fig. 5.22, Topographic Manual, Part II.

The approximate low-water line was indicated by symbol in accordance with Fig. 5.22, Topographic Manual, Part II, along the Ashepoo and South Edisto Rivers, the Atlantic Ocean, and St. Helena Sound, except for the sections between the mouths of Rock Creek and the Ashepoo River where the mean low-water line was indicated by symbol.

A large area in St. Helena Sound between the Ashepoo and South Edisto Rivers bares at low water. The 1955 photography was made at
a minus tide, at which time much more of the area was bare than at mean low-water. The approximate low-water line was indicated in the areas which bared the most when the area was inspected. Field inspection notes on the low-water line in this area appear on photographs 49312 and 49313.

There are no bluffs or cliffs of landmark value in the area.

An old dock, now charted at Lat. 32°36.0, Long. 80°27.0 on Chart 793, has completely deteriorated. This area of Mosquito Creek is now above a large dike.

All other shoreline structures are adequately covered by the field inspection photographs.

8. OFFSHORE FEATURES

The foreshore of the Ashpoo and South Edisto Rivers and the tidal creeks is mud except where it is sand, or sand and mud, along truncated beach ridges. The foreshore of St. Helena Sound is sand except for a few small areas along the offshore edge of marsh.

The mean low-water line along St. Helena Sound between Rock Creek and Ashpoo River, as discussed in the preceding section, follows the abruptly dropping edge of the tidal flat. The approximate low-water line was indicated elsewhere due to the more gently sloping foreshore and the difficulty of positively identifying the mean low-water line.

The limits of shoals and shallow areas along the St. Helena Sound shore just west of the mouth of South Edisto River were indicated on photograph 49268.

No visible evidence of a stake, now charted at Lat. 32°33.7, Long. 80°29.9 on Chart 793, was found during field inspection.

9. LANDMARKS AND AIDS

There are no landmarks in the area.

All Fixed Aids to Navigation were located by photogrammetric methods — either direct identification, or by sextant fixes, using points of identifiable detail.

A point on Ashpoo-Coosaw Cutoff Daybeacon Range 177 was identified by the substitute station method.
There is one Aeronautical Aid. According to the Charleston, S. C. Office of the C.A.A., the aid is designated Site No. 16 J-R Airway, Bennett Point, S. C. It is Coast and Geodetic Survey triangulation station Air Beacon #16, 1932.

10. BOUNDARIES, MONUMENTS AND LINES

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

The Charleston-Colleton County boundary follows the South Edisto River and also affects this map.

For legal descriptions and detail information for mapping these boundaries, see "Special Report, Boundaries, Project 1881".

11. OTHER CONTROL

Recoverable photo-topo stations listed below were established:

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<td>LITE</td>
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<td></td>
<td>Wick (Seabrook)</td>
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12. OTHER INTERIOR FEATURES

Roads were classified in accordance with the Topographic Manual, Section 5441, except that Class 5 and Class 6 roads were all 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 the date of photography were inked solid in red ink to size and shape, 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.
Bridge clearances are:

1. **Highway bridge over Ashpoo River**
   Swing Draw
   Horizontal Clearance, North Draw - 65.0 feet
   South Draw - 64.0 feet
   Vertical Clearance, closed - 9.7 feet

2. **Highway bridge over Mosquito Creek**
   Fixed Bridge
   Horizontal Clearance - 11.0 feet
   Vertical Clearance - 0.9 foot

An overhead power cable crossing over the Ashpoo River immediately downstream from the highway bridge has a vertical clearance of 63 feet.

The vertical clearance of the highway bridge and the overhead cable crossing over Ashpoo River were referred to BRICKYARD FERRY, ASHEPOO RIVER, TIDAL BENCH MARK 1.

13. **GEOGRAPHIC NAMES**

See "Special Report, Geographic Names, Project 681".

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**


"Special Report, Geographic Names, Project 681", forwarded to the Director in Pkg. No. 55-16, 10 June 1955.

Coast Pilot Notes forwarded to the Director on 27 May 1954.

Original copies of Forms 526 and 685 were forwarded to the Director in Pkg. No. 54-56, 12 November 1954. Additional original copies are to be forwarded at a later date.

Field records, Green Pond-Wiggins traverse, forwarded to the Director on 25 and 26 November 1954.
Forms 567 forwarded to the Director in Pkg. No. 55-17, 10 June 1955.


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


Data for Map T-11123 forwarded to the Baltimore District Officer in Pkg. Nos. 55-29 and 55-30, 26 August 1955. Part of this data was returned to the field party. This returned data was again forwarded with remaining data for this map in Pkg. No. 55-38, 12 October 1955.

Submitted by: 12 OCT 1955

Isaiah Y. Fitzgerald
Photogrammetric Engineer

Approved & Forwarded: 12 OCT 1955

J. E. Waugh
CDR, C & GS
Chief of Party
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DATE 8/31/55
CHECKED BY: J. Steinberg
DATE 9/12/55
COMM: DC-57043
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<th>LONGITUDE OR ( x )-COORDINATE</th>
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<td>G-1669 p. 58</td>
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1 FT = 30.48006 METER

COMPUTED BY: B. Kurs  DATE: 8/31/55  CHECKED BY: J. Steinberg  DATE: 9/12/55
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COMPILATION REPORT

T-1123

The photogrammetric plot report is a part of Descriptive Report, T-11125.

31. **Delineation**

   Graphic methods were used to delineate this survey. Field inspection was adequate.

32. **Control**

   The density and placement of horizontal control was adequate.

33. **Supplemental Data**

   A blueprint of BEAR ISLAND GAME MANAGEMENT AREA was obtained by the field party for delineation of its boundaries. The USGS, EDISTO ISLAND quadrangle, edition of 1919, scale 1:62,500 was used as geographic names standard.

34. **Contours and Drainage**

   No comment.

35. **Shoreline and Alongshore Details**

   Shoreline inspection was adequate. Approximate low water lines were mostly by office interpretation on photographs taken at low tides based on some field inspection in the southern area of the survey.

36. **Offshore Details**

   No comment.

37. **Landmarks and Aids**

   Forms 567 have been submitted for one landmark and 17 aids to navigation.
38. **CONTROL FOR FUTURE SURVEYS**

Forms 52h for four recoverable topographic stations were submitted in October 1955. They are SUNK, 1954; ROAD, 1954; BANK, 1954; and WICK, 1954. Since these forms were furnished for use of the hydrographic party in 1955, they are not included in item 49.

39. **JUNCTIONS**

Junctions have been made and are in agreement with T-11120 to the north, T-11121 to the east, with T-10302 and T-10303 (Project Ph-151h) to the south, and with T-10337 (Ph-151h) to the west of the south-half. There is no contemporary survey to the west of the north-half.

40. **HORIZONTAL AND VERTICAL ACCURACY**

No comment.

41 - 45

Not applicable.

46. **COMPARISON WITH EXISTING MAPS**

This survey has been compared with:

- T-5156, Ashapoo River - Big Bay Creek, scale 1:20,000, made from 1933 photographs.
- T-5168, South Edisto River - Jehoesie Island, scale 1:10,000, made from 1933 photographs.
- T-5169, St. Helena Sound - Scanawah Island, scale 1:10,000, made from 1933 photographs.
- T-5186, Hutchinson Island - New Chehaw River, scale 1:10,000, made from 1933 photographs.

47. **COMPARISON WITH NAUTICAL CHARTS**

This survey was compared with Chart 793, scale 1:40,000, edition of 14 September 1937, corrected to 16 June 1956, and Chart 838, scale 1:40,000 published 24 March 1952, corrected to 10 July 1957.

Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
14 July 1958

Frank J. Tarcza
Super. Carto. (Photo.)

Approved and forwarded

William F. Deane, CDR C&GS
Baltimore District Officer
FIELD EDIT REPORT
PROJECT PH-81
QUADS. T-11123 & T-10303

51. Methods. All roads were ridden out to check their classification and to visually inspect the planimetry and contours, except on that part of Fenwick Island south of Fenwick Cut, where the roads were walked out. Some road 7's that have been abandoned and have become impassable through disuse were deleted. Roads that have been constructed since the field inspection have been classified on the 1959 photographs and cross referenced on the field edit sheets.

Additional acreage has been added to the Bear Island Game Management Area south of Crooked Creek. The section of the new boundary line appearing on photograph 59S-9084 was taken from an aerial photograph (approx. 1:4,800 scale) which is on file at the Game Management Headquarters on Bear Island. A small scale map, as furnished to hunters, showing this area is a part of the data for T-11123 and is labeled Field Edit Sheet No. 5.

Features that are new since the field inspection, principally dikes and ditches, appear on the 1959 photography. These have been classified and cross referenced on the field edit sheets. New buildings and others that were not mapped have been circled on the 1959 photographs where they are discernible. Those that have been built since photography or are obscured by trees have been blocked in and circled. All buildings are class 1 unless otherwise classified.

The Intracoastal Waterway and other inland waters, where questions arose, were inspected by boat and changes noted on the photographs, in many areas. Note old boat wreckage on shoal approximately one mile Northwest of Fenwick Cut, on photograph 59S-9061.

Aids to navigation that are known to have been moved or rebuilt since the field inspection were located by direct identification on the photographs where clearly discernible and by sextant fixes for others. Azimuths of the ranges were determined by occupying the front range and measuring the angle from a triangulation station to the rear range with a sextant held directly over the front range.
All aids are charted except Daybeacon 5 at Lat. 32 32.0
Long. 80 23.6 (approx.) and a Marker (large single pile) at Lat.
32 31.5 Long 80 22.5 (approx.).

Forms 567 are being submitted for all aids located since 1
June 1960 when forms 567 for aids prior to this date were submitted
with Quad. T-11122. These forms are being submitted to the Photogram-
metric Office only and are to be forwarded to their proper designations
when accurate positions are determined.

The M H W L along the Sound side of Otter Island in T-10303
was inspected and located by walking the shoreline. Inspection by boat
was impractical because of the vast area offshore which was bare or
very shallow when the area was inspected.

Field edit information is shown on the following: Five field
edit sheets for T-11123 and one field edit sheet for T-10303. One
ratio print each of photographs Nos. 598-9048, 9050, 9052, 9054, 9059,
9061, 9063, 9082, 9084 and 9086.

Violet ink was used for all additions and corrections and green
ink was used for all deletions on all photographs and sheets.

52. Adequacy of The Compilation. Due to the long lapse of time
since the field inspection many changes have occurred and new features
built. The M H W L along the sound side of Otter Island should be cor-
rected from the inspection of 5 Aug. 1960, on photograph 598-9054 and
the 5 foot contour should be corrected as discussed in letter to Chief,
Photogrammetry Division dated 11 June 1960 and reply No. 762/AKH dated
21 June 1960. When these and other corrections and additions are ap-
plied from the field edit data the compilation will be adequate and com-
plete.

53. Map Accuracy. No horizontal accuracy tests were made. Con-
tours were tested in two separate areas in T-11123. A total of 33
points on the contours were tested all of which were in error less
that one half contour interval. See form 187 (Summary and abstract
of vertical accuracy test) attached. Contours along the Sound side
of Otter Island in T-10303 were visually inspected while walking the
area. Except for the 5 foot contour, which has shifted with the M H W L
in places, the contours are good as to shape and size.

* This is classified as a privately owned "marker"

Nota Daybeacon 5
See review report
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 was believed to be qualified.

Respectfully submitted,
18 August 1960

George E. Varnadoe
Supervisory Cartographer.
61. General Statement

The positions of the aids to navigation located by this survey and shown on the two manuscripts have been verified through a check of the 1963 "Light List" and records in the Chart Division. Field inspection of this project was accomplished in August 1960. Some changes in aids to navigation, that occurred between the times of the field checks, were not accounted for during field review. South Edisto River Range Rear Light 150 was moved during field review, on range to 275 yards from Front Light 150 in accordance with a letter of June 4, 1956 from the Commander of the 5th Coast Guard District. The object designated "South Edisto River Daybeacon 5" (Form 567) was labeled "Marker" during final review. The Coast Guard has no record of a "Daybeacon" in this area.

Air Beacon No. 16 was removed in March 27, 1960 according to records in the Nautical Chart Division.

62. Comparison with Registered Topographic Surveys

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<th>Scale</th>
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<td>5186</td>
<td>1:10,000</td>
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These prior surveys are superseded by T-11123, in the Common Areas, for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Edisto Island, S. C. - AMS quadrangle - scale 1:50,000 (1946)
(based on older sources)

T-11123 will replace this map.

64. Comparison with Contemporary Hydrographic Surveys

Inapplicable
65. Comparison With Nautical Charts

793  1:40,000  revised 12/4/61

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

66. Adequacy of Results and Future Surveys

This map meets Bureau requirements and complies with National Standards of Accuracy.

67. Junctions

Junction with the 1:24,000 scale Geological Survey St. Helena Sound of 1956 is in agreement. Junctions were made with Bureau surveys during compilation.

Reviewed by:

S. G. Blankenbaker

Approved by:

Charles J. Stevens
Chief, Cartographic Branch

Chief, Nautical Chart Division

M. C. Martin
Chief, Photogrammetry Division
Acting
48. Geographic Names List

Alligator Creek
Ashe Island
Ashepoo-Coosaw Cutoff
Ashepoo River

Bailey Creek
Bank Creek
Bear Island
Beck Island
Bennetts Point
Bluff Islands
Boulders Island
Bull Cut

Crooked Creek

Edisto Island

Fenwick Cut
Fenwick Island
Fish Creek

Hole in the Wall
Hutchinson Island

Jefford Creek

Long Ashepoo Creek

Mosquito Creek
Musselboro Creek
Musselboro Island

North Creek

Raccoon Island
Rock Creek

St. Helena Sound
Sampson Island
Sampson Island Creek
Sawyers Island
Scanawah Island
Seabrook
Settlement Islands
South Edisto River

Two Sister Creek

Watts Cut
White House Woods
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 Ph-61. The new bridge and power cable over the Dawkoh River was reported to you on 4/14/55.

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

The Seaboard Air Line Railroad bridge over the Ashpoo River has been referred to MHW through fly level points in the area.

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

J. E. Naugh
CDR, USCGS
Chief of Party

Enclosures
cc: 70
Compilation Office
Coast Pilot
JEN/F
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Office of the District Engineer
Charleston District
Corps of Engineers
Custom House
Charleston, S. C.

Lot: Bridge Clearances

Dear Sirs,

During the course of field work in the Atloe River-Anhopoe
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 1946. 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. E. Vaughan
Cdr., USC&GS
Officer in Charge

Encel.
Act. Director
FM/F
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<td></td>
<td></td>
<td>L 67.3 R 69.5</td>
<td>11.6 5.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>37.5</td>
<td>15.0 9.3</td>
</tr>
</tbody>
</table>

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

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.

| 36.1 | Sumbo River, S. C. | S. C. Ry. Dept. | SE | L 92.3 R 90.5 | 23.8 7.4      |
PHOTOGRAMMETRIC OFFICE REVIEW


ALONGSHORE AREAS  (Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines  32. Public land lines

MISCELLANEOUS


40. Reviewer  41. Supervisor, Review Section or Unit

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.

Harry R. Rudolph  Supervisor

43. Remarks:
I recommend that the following objects which have (have, not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by Capt. Closer.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Galler, brick, 3-story, lt. 54.4 ft.</td>
<td>33° 34' 42.97&quot; N 0° 23' 44.42&quot; W</td>
<td>U.S. and plot</td>
<td>1927</td>
<td>2-11-23</td>
<td>1955</td>
</tr>
</tbody>
</table>

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* Tabulate Seconds and Meters
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The positions given have been checked after listing by

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**TABULATE SECONDS AND METERS**
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The positions given have been checked after listing by ____. Chosar

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>o</td>
<td>m</td>
<td>D.M. METERS</td>
<td>D.P. METERS</td>
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</tr>
<tr>
<td></td>
<td>159</td>
<td></td>
<td></td>
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<td>29.00</td>
<td>Und.</td>
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<td>161</td>
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<td>Co 25</td>
<td>3.46</td>
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<tr>
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<td>163</td>
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<td></td>
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<td>16.23</td>
<td>Co 24</td>
<td>6.02</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>164</td>
<td></td>
<td></td>
<td>32 32</td>
<td>6.51</td>
<td>Co 24</td>
<td>6.55</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>165</td>
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<td></td>
<td>32 32</td>
<td>29.21</td>
<td>Co 25</td>
<td>1.05</td>
<td>Und.</td>
</tr>
<tr>
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<td>167</td>
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<td>51.97</td>
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<td>3.65</td>
<td>Und.</td>
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<td></td>
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<td>17.67</td>
<td>Co 27</td>
<td>8.93</td>
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<td>32 31</td>
<td>27.03</td>
<td>Co 27</td>
<td>55.90</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>173</td>
<td></td>
<td></td>
<td>32 31</td>
<td>27.02</td>
<td>Co 27</td>
<td>55.90</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>174</td>
<td></td>
<td></td>
<td>32 31</td>
<td>27.02</td>
<td>Co 27</td>
<td>55.90</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>176</td>
<td></td>
<td></td>
<td>32 31</td>
<td>11.20</td>
<td>Co 23</td>
<td>25.66</td>
<td>Und.</td>
</tr>
<tr>
<td></td>
<td>177</td>
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<td></td>
<td>32 31</td>
<td>1.11</td>
<td>Co 20</td>
<td>5.21</td>
<td>Und.</td>
</tr>
</tbody>
</table>

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The positions given have been checked after listing by B. Clever

<table>
<thead>
<tr>
<th>COUNTY</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 &amp; SURVEY</th>
<th>DATE OF LOCATION</th>
<th>HARRIS CHART</th>
<th>OFFICIAL CHART</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td></td>
<td>Blurb Creek 277</td>
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<td></td>
<td>32 31 25 56</td>
<td>30 25 56</td>
<td>1927</td>
<td>LSS</td>
<td>1954</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Blurb Creek 278</td>
<td></td>
<td></td>
<td>22 21 15 00</td>
<td>30 27 15</td>
<td>1927</td>
<td>LSS</td>
<td>1954</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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* TABULATE SECONDS AND METERS
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS  

Baltimore, Maryland  
July 1958  

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 R. Glaser.

<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>
</tr>
</thead>
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<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>32 32</td>
<td>15.16</td>
<td>103.17</td>
<td>N.A. Rad. Plot</td>
<td>1956</td>
<td>793, 838, 1239, 1240</td>
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<td></td>
<td></td>
<td>Ashpoo - Coosaw Cutoff</td>
<td></td>
<td></td>
<td>32 32</td>
<td>17.34</td>
<td>122.15</td>
<td>n</td>
<td>n</td>
<td>793, 838</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Daybeacon 170</td>
<td></td>
<td></td>
<td>32 31</td>
<td>15.34</td>
<td>1100</td>
<td>n</td>
<td>n</td>
<td>1210</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South Edisto River</td>
<td></td>
<td></td>
<td>32 32</td>
<td>15.74</td>
<td>59.09</td>
<td>n</td>
<td>n</td>
<td>793, 838</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rant e Front Light 150</td>
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<td></td>
<td>32 35</td>
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<td>34.33</td>
<td>n</td>
<td>n</td>
<td>793, 838</td>
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<td></td>
<td></td>
<td>Watts Cut Daybeacon 111</td>
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<td></td>
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<td>61.88</td>
<td>89.5</td>
<td>n</td>
<td>n</td>
<td>793, 838</td>
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</table>

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<table>
<thead>
<tr>
<th>STATE</th>
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<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Date of Location</th>
<th>Howing Chart</th>
<th>Chart Notes</th>
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<tbody>
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<td>LIGHT 143</td>
<td>Watts Cut Light 143</td>
<td>32 36</td>
<td>1719 80 23 166</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BN 149</td>
<td>South Edisto River Daybeacon 149</td>
<td>32 35</td>
<td>1715 80 23 1105</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LIGHT 151</td>
<td>South Edisto River Light 151</td>
<td>32 34</td>
<td>1614 80 23 1019</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>BN 153</td>
<td>South Edisto River Range Front Daybeacon 153</td>
<td>32 33</td>
<td>1608 80 23 915</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
<td></td>
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</tr>
<tr>
<td>BN 153</td>
<td>South Edisto River Range Rear Daybeacon 153</td>
<td>32 33</td>
<td>1514 80 23 1005</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>BN 157</td>
<td>South Edisto River Daybeacon 157</td>
<td>32 33</td>
<td>1517 80 24 912</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
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<tr>
<td>BN 159</td>
<td>South Edisto River Daybeacon 159</td>
<td>32 33</td>
<td>1553 80 25 118</td>
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<td>8/3/60</td>
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<td>LIGHT 156</td>
<td>South Edisto River Range Rear Light 156</td>
<td>32 33</td>
<td>1531 80 25 732</td>
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<td>8/3/60</td>
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<td>LIGHT 156</td>
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<td>1519 80 25 707</td>
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<td>8/3/60</td>
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<tr>
<td>LIGHT 161</td>
<td>Ashepoo-Coosaw Cut-off Light 161</td>
<td>32 32</td>
<td>1502 80 26 1013</td>
<td>1927 T-11123</td>
<td>8/3/60</td>
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<td>1513 80 28 26</td>
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</tbody>
</table>

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<table>
<thead>
<tr>
<th>STATE</th>
<th>LOCATION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
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<td>EN 179</td>
<td>11 12 13</td>
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<td></td>
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<td>MARKER</td>
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<td>8/2/60</td>
<td></td>
</tr>
</tbody>
</table>

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@ TABULATE SECONDS AND METERS
### 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>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>1240</td>
<td>10-20-65</td>
<td>J. Velas</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 25</td>
</tr>
<tr>
<td>793</td>
<td>11-14-74</td>
<td>E. Bodovinac</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. Consider fully applied</td>
</tr>
</tbody>
</table>

Full Part Before After Verification Review Inspection Signed Via Drawing No.

Full Part Before After Verification Review Inspection Signed Via Drawing No.

Full Part Before After Verification Review Inspection Signed Via Drawing No.

Full Part Before After Verification Review Inspection Signed Via Drawing No.

Full Part Before After Verification Review Inspection Signed Via Drawing No.