Form 504
U. S. COAST AND GEOETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>6126</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-11306</td>
</tr>
</tbody>
</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>South Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Charleston County</td>
</tr>
<tr>
<td>Locality</td>
<td>James Island</td>
</tr>
</tbody>
</table>

1955-56

CHIEF OF PARTY
I.R. Rubottom, Chief of Field Party
V.R. Sobiersalski, Portland Photo. Off.

LIBRARY & ARCHIVES

DATE-May 23, 1958
DESRIPTIVE REPORT - DATA RECORD

T = 11306

Project No. (II): 6126
Quadrangle Name (IV): CHARLESTOWN COUNTY, S.C.

Field Office (II): Charleston, S. C.
Photogrammetric Office (III): Portland, Oregon
Instructions dated (II) (III): 13 December 1955
Amendment dated: 20 March 1956
Portland Office assignment Letter 73-mkl dated 2 August 1956
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): OCT 1937
Date reported to Nautical Chart Branch (IV):
Applied to Chart No. Date: Date registered (IV): 3 May 1958

Publication Scale (IV): Publication date (IV):
Geographic Datum (III): N.A. 1927
Vertical Datum (III):
Mean sea level except as follows: X
Elevations shown as (25) 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): OSWALD 1934
Lat.: 32° 43' 01.599" N 48.1m
(1800.2m)
Long.: 79° 56' 15.199" N 395.8m
(1166.7m)
Adjusted X
Unadjusted

Plane Coordinates (IV):
Y = State: Zone:
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)
(II) (III)
DESCRIPTIVE REPORT - DATA RECORD

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

Date: Jan., Feb. 1956
Feb., Mar. 1956

Planetary contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): From field inspection of March 1956 made on 9-lens photographs of March 1955. Supplemented by office examination and refinements.

Projection and Grids ruled by (IV): A. Riley

Date: 8/7/55

Projection and Grids checked by (IV): A. Riley

Date: 1/5/56

Control plotted by (III): LTJG Clinton D. Upham

Date: 10/10/56

Control checked by (III): J. L. Harris

Date: 10/11/56

Radial Plot or Stereoscopic: LTJG Clinton D. Upham

Date: 12/3/56

Control extension by (III):

Date:

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. L. Harris (Rough draft)
L. L. Graves (Scribing)
D. N. Williams (Stick-up)

Date: 3/22/57
4/25/57
7/17/57

Photogrammetric Office Review by (III): J. E. Deal

Date: 7/18/57

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

Date:
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): C&GS 9-lens - focal length 8.25 inches

<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>49245 &amp; 49246</td>
<td>3/23/55</td>
<td>13:38</td>
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<td>0.1 ft. below M.L.W.</td>
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<tr>
<td>49290</td>
<td>3/23/55</td>
<td>14:10</td>
<td>1:10,000</td>
<td>0.3 ft. below M.L.W.</td>
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</table>

**Tide (III)**

Reference Station: Charleston, S. C.
Subordinate Station: Legarville, S. C.
Subordinate Station: Wappoo Creek (hwy. bridge)

Washington Office Review by (IV): [Signature]
Final Drafting by (IV): [Signature]
Drafting verified for reproduction by (IV): [Signature]
Proof Edit by (IV): [Signature]

Date: [Signature]  Date:  Date:  Date:

Land Area (Sq. Statute Miles) (III): 16
Shoreline (More than 200 meters to opposite shore) (III): 9
Shoreline (Less than 200 meters to opposite shore) (III): 11 (measured along middle line of stream)
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 12 * Recovered: 7 * Identified: 3 **
Number of BMs searched for (II): 6 # Recovered: 6 Identified: 1
Number of Recoverable Photo Stations established (III): None
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
* Plus five north of map
** Plus one north of map
# Tidal Bench Marks north of map
SUMMARY

This is a planimetric survey project consisting of ten sheets. It covers an area south of Charleston, South Carolina from the southeasterly entrance to Charleston Harbor, south-west to the Kiawah River. It is bounded on the west by project PH-81.

Two sheets T-11308 and T-11314 are 4½' in longitude by 3 3/4' in latitude. The other eight are the standard 3 3/4' in longitude by 3 3/4' in latitude.

Field inspection was executed from January through March of 1956 under the direction of Ira R. Rubottom, in accordance with instructions issued 13 December 1955 and amended 20 March 1956.

One radial plot was laid for the project. The report is bound with Descriptive Report T-11306.

The sheets were compiled and scribed at the Portland Photogrammetric Office. At a scale of 1:10,000, from 1952, 1953 and 1955, nine-lens photography. This was accomplished under the direction of V. Ralph Sobieralski.

All sheets were given a final Washington Office Review in February 1958. One Review Report was submitted and is bound with descriptive report T-11306.
OFFICIAL MILEAGE FOR COST ACCOUNTS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>AREA SQ.</th>
<th>MILES</th>
<th>LIN.MI.</th>
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<tr>
<td>11306</td>
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<td>5</td>
<td></td>
</tr>
<tr>
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<td>9</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>11308</td>
<td>1</td>
<td>3</td>
<td></td>
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<tr>
<td>11309</td>
<td>15</td>
<td>3</td>
<td></td>
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<tr>
<td>11310</td>
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<tr>
<td>11315</td>
<td>14</td>
<td>5</td>
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TOTALS 96 70
FIELD INSPECTION REPORT

Project Ph-126
Map Manuscript T-11306

Refer to Field Inspection Report, Project 6126, Map Manuscripts T-11306 to T-11315 inclusive, year 1956, Ira R. Rubottom, Chief of Party. *Filed in Project completion report in Library*
PHOTOGRAHMATIC PLOT REPORT

Map Manuscripts No'd. T-11306 thru T-11308,
   T-11311 and T-11318
   Project Ph-126

21. **Area Covered:**

   This photogrammetric plot covers a land area approximately seven miles wide adjacent to the South Carolina Coast-
   line from the Entrance to Charleston S. C. Harbor to The Stono River. It comprises Map Manuscripts No'd. T-11306
   thru T-11308, T-11311 and T-11312.

22. **Method:**

   A radial line photogrammetric plot was completed, utilizing hand templets of nine lens photographs which were drawn
   on acetate material. These were assembled on five joined polyconic projections, scale 1:10,000 which were ruled on
   Mylar material in the Washington, D. C. Office. Master Tem-
   plet No. 48340 was used for the correction of transforming
   errors and paper distortion of the nine lens photograph prints.
   One triangulation station, which is listed in Paragraph 23 of
   this report, was not held. The radials of all other identified horizontal control stations were rigidly held to their
   plotted positions on the map manuscripts. Except as stated in 23, "Adequacy of Control", excellent locations were ob-
   tained for the pass points selected for resection in this horizontal control extension.

23. **Adequacy of Control:**

   Horizontal control identification was not furnished for the one triangulation station situated on the south jetty at
   the Entrance to Charleston Harbor. For this reason the tem-
   plets of the photographs covering the jetties were subject
to swing during the orientation and there is a possibility
   that the pass points which were located on both jetties are
   of sub normal horizontal accuracy. Poor photograph coverage,
   which also contributed to the presumed sub normal horizontal
   accuracy at this place, is discussed in Paragraph 25,
   "Photography" of this report.

   Elsewhere in the radial plot area the identification and density of horizontal control stations were adequate.
Refer to copies of correspondence included in this descriptive report relative to triangulation station FORT MOUTHLIE, NEW TANK, 1953 which was not held in the radial plot.

24. **Supplemental Data:**

None.

25. **Photography:**

Photograph coverage was insufficient to accurately delineate the jetties at the Entrance to Charleston Harbor. The offshore end of the north jetty appears on one photograph only. Part of this north jetty appears on two photographs and these give radial resections of slim angles. The inshore part of the jetty and the south jetty are covered by three photographs. A pass point was selected as far offshore as possible on the north jetty which would have a resection of three radials. Poor definition and the slim angle of the intersection made the accuracy of the location of this pass point doubtful. Methods used to compile these jetties are described in the Descriptive Report for Map Manuscript T-11308, Paragraph 31, "Delineation". Elsewhere in the radial plot area the photographs were adequate as to coverage, overlap and definition.

Approved:

[Signature]

V. Ralph Sobieralski  
LCOR C&G Survey  
Officer-in-Charge

Respectfully submitted;

[Signature]

J. Edward Deal  
Cartographer  
C&GS
<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>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>LAWTON 1934</td>
<td>G-2125 Pg. 167</td>
<td>32 44</td>
<td>50.301</td>
<td>1549.5 (298.8)</td>
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<tr>
<td></td>
<td>1927</td>
<td>79 56</td>
<td>46.319</td>
<td>1205.8 (356.3)</td>
<td></td>
</tr>
<tr>
<td>KING 1933</td>
<td>G-1922 Pg. 130</td>
<td>32 43</td>
<td>16.953</td>
<td>522.2 (1326.1)</td>
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<tr>
<td></td>
<td>&quot;</td>
<td>79 59</td>
<td>21.159</td>
<td>551.0 (1011.5)</td>
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<tr>
<td>OSWALD 1934</td>
<td>G-2134 Pg. 174</td>
<td>32 43</td>
<td>01.559</td>
<td>148.1 (1800.2)</td>
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<td>&quot;</td>
<td>79 56</td>
<td>15.199</td>
<td>395.8 (1166.7)</td>
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<tr>
<td>SAXBY 1933</td>
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<td>SECESSION 1933</td>
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<tr>
<td>North Windmill 1933</td>
<td>G-1922 Pg. 136</td>
<td>32 42</td>
<td>01.63</td>
<td>50.2 (1798.1)</td>
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<td>&quot;</td>
<td>79 59</td>
<td>04.36</td>
<td>113.6 (1449.2)</td>
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<td>41.91</td>
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<td>79 59</td>
<td>01.88</td>
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</table>
31. Delineation:

Graphic methods were used to compile this map manuscript. The rough draft planimetric details were drafted in ink. Methods used are described in "General Instructions for Compiling, Scribing, Reviewing and Registering Photogrammetric Manuscripts", dated 11 January 1956, paragraphs as follows:

5 COMPILATION
5.2 Method 2 and 5.21

7 SCRIBING
7.2 Method 2, 7.21, 7.22, 7.23, and 7.3

Film base used for the contact positive is "Photolith Ortho A on Cronar material .004" thick.

Numerous buildings were not field inspected and others appear to be incorrectly circled on the field photographs. These were delineated in the office by careful stereoscopic examination of the photographs. This condition was general throughout most of the project and examples may be observed on field photographs No'd. 35852, 49245 and 49290 on which the buildings in question have been indicated by circles in yellow wax crayon pencil.

32. Control:

Refer to 23, "Adequacy of Control", of the Photogrammetric Plot Report which is included in this Descriptive Report.

33. Supplemental Data:

None.

34. Contours and Drainage:

Not applicable for contours.

35. Shoreline and Alongshore Details:

The inspection of the shoreline was adequate.
Low-water and shoal lines were based on data furnished by the field party and from careful study of the photography of 23 March 1955 which was taken at the time of a predicted minus low tide.

36. **Offshore Details:**

None.

37. **Landmarks and Aids:**

Form 567 is submitted for two landmarks falling within the limits of this map manuscript.

38. **Control for Future Surveys:**

None

39. **Junctions:**

Satisfactory junctions were made with T-11307 on East, T-11315 on West and T-11311 on South. Any contemporary survey that may have been made to the North was not available for junction purposes.

40. **Horizontal and Vertical Accuracy:**

46. **Comparison with Existing Maps:**

Comparison was made with the Army Map Service, James Island, S. C. 7½ minute quadrangle, Scale 1:25,000, first edition 1943.

Comparison was made with C&GS Air Photo Compilations of 1933 Nos. T-5182 and T-5185, Scale 1:10,000.

47. **Comparison with Nautical Charts:**

Comparison was made with nautical chart No. 792, Scale 1:40,000, Published June 1941 (2nd edition), last correction 6/27/55.
A landmark, "WINDMILL", shown on the chart at Lat. 32° 42' 15" and Long. 79° 59' 45" is not shown on the manuscript because identification of the structure was not made by the field party. Neither was Form 567 submitted by the field party for its deletion. Examination of the photographs at this place does not reveal a structure that can definitely by determined to be a windmill. For this reason a deletion of this landmark is not recommended by the photogrammetric office unless further investigation is made in the field.

"Items to be Applied to Nautical Charts Immediately"

None

"Items to be Carried Forward"

None

Approved:

V. Ralph Sobieralski
LCBR C&G Survey
Officer-in-Charge

Respectfully submitted:

J. Edward Deal
Cartographer
C&GS
T-11306

Baptist Church

Carolina Skyways (private airfield)
Centerville
Charleston County
Elementary School
Folly Beach Road
Folly Creek

Goat Island

James Island
James Island Creek
James Island High School
James Elementary School
James Island Presbyterian Church and Cemetery
Johns Island
Johns Island Airport

Kings Highway

Payne Chapel

Seaside
Seaside Creek
Secessionville
Secessionville Creek
Simpson Creek
South Carolina
Stone River

West Gresham Meggett School
Wolf Point Creek Run

Names approved 12-6-57
L. Heck
L. H.

Geographic Names.
PHOTOGRAMMETRIC OFFICE REVIEW
T. 11306

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

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy X
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) None
7. Photo hydro stations None
8. Bench marks None
9. Plotting of sextant fixes None
10. Photogrammetric plot report X
11. Detail points X

ALONGSHORE AREAS
(Nautical Chart Data)

12. Shoreline X
13. Low-water line X
14. Rocks, shoals, etc. X
15. Bridges X
16. Aids to navigation None
17. Landmarks X
18. Other alongshore physical features X
19. Other alongshore cultural features X

PHYSICAL FEATURES
20. Water features X
21. Natural ground cover X
22. Planetary contours None
23. Stereoscopic instrument contours None
24. Contours in general None
25. Spot elevations None
26. Other physical features X

CULTURAL FEATURES
27. Roads X
28. Buildings X
29. Railroads None
30. Other cultural features X

BOUNDARIES
31. Boundary lines None
32. Public land lines None

MISCELLANEOUS
33. Geographic names X
34. Junctions X
35. Legibility of the manuscript X
36. Discrepancy overlay None
37. Descriptive Report X
38. Field Inspection photographs X
39. Forms X

40. 
Reviewer
J. Edward Deal

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:

Compiler
Supervisor

M-2603-12
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 J. R. Deal

<table>
<thead>
<tr>
<th>STATE</th>
<th>SOUTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>WINDMILL</td>
<td>steel, 28 ft. high (33)</td>
</tr>
<tr>
<td></td>
<td>(North Windmill 1933)</td>
</tr>
<tr>
<td>WINDMILL</td>
<td>steel, 29 ft. high (34)</td>
</tr>
<tr>
<td></td>
<td>(South Windmill 1933)</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.
49. Notes to the Hydrographer:

None
REVIEW REPORT T-11306 thru T-11315
PLANIMETRIC
12 February 1958

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale (1:10,000)</th>
<th>Survey</th>
<th>Scale (1:10,000)</th>
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<tr>
<td>296</td>
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<td>899</td>
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<td>491</td>
<td>1:20,000</td>
<td>1854</td>
<td>8943</td>
<td>1:20,000</td>
<td>1921</td>
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<td>714</td>
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<td>4856</td>
<td>1:10,000</td>
<td>1934</td>
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<td>6074</td>
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</table>

These manuscripts supercede all the above surveys in common areas as source material for charts.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

James Island 1:25,000 AMS
The Jetties " "
Legareville " "
Kiawah Island " "

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

None

65. COMPARISON WITH NAUTICAL CHARTS

<table>
<thead>
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<th>Survey</th>
<th>Scale (1:40,000)</th>
<th>Edition</th>
<th>Revised</th>
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<tr>
<td>792</td>
<td>1:40,000</td>
<td>2nd Ed. 1941</td>
<td>Revised 9/9/57</td>
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<td>491</td>
<td>1:20,000</td>
<td>1st Ed. 1936</td>
<td>Revised 1/21/57</td>
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66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

These maps comply with instructions and meet the National Standards of Map Accuracy.

They are of adequate accuracy for use as a base for future hydrographic surveys.

Pertinent comments applicable to each survey follows:

**T-11306**

Attention is directed to Item 47 for investigation by future hydrographic surveys.

The overhead power cable over Simpson Creek was not verified by field inspection.
66. ADEQUACY OF RESULTS AND FUTURE SURVEYS CONTINUED

T-11307

Refer to Item 46 and 47 of the Compilation Report.

T-11308

It is recommended that the positions of the north and south jetties be checked by the hydrographer. Refer to Item 25 of the Plot Report and Item 31 of the Compilation Report.

T-11311

Several Differences exist in clearances between the manuscript and the chart.

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<th>Location</th>
<th>Feature</th>
<th>Chart</th>
<th>Manuscript</th>
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</thead>
<tbody>
<tr>
<td>East of Peas Island</td>
<td>OVHD CAB</td>
<td>48'</td>
<td>59'</td>
</tr>
<tr>
<td>Folly Beach Acr.</td>
<td>Fixed Bridge Vt.</td>
<td>61.10'</td>
<td>11'</td>
</tr>
<tr>
<td>Folly Cr.</td>
<td>Horiz. 61.57'</td>
<td></td>
<td>54'</td>
</tr>
<tr>
<td>Oak Island Cr.</td>
<td>Fixed Bridge Vt.</td>
<td>61.3'</td>
<td>Skiff cl.</td>
</tr>
<tr>
<td></td>
<td>Horiz. 61.28'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Reviewed by

A. K. Heywood

Approved

L. C. Lande
Chief, Review Branch
Photogrammetry Division

T. Bruce
Chief, Photogrammetry Division

Chief, Nautical Chart Branch
Charts Division

Chief, Coastal Surveys Division
AIR MAIL

To: The Chief, Photogrammetry Division
    Coast and Geodetic Survey
    Department of Commerce
    Washington 25, D. C.

Subject: Triangulation Station, FORT MOULTRIE, NEW TANK 1953

27 November 1956

When laying the combined photogrammetric plot for T-11306 thru T-11308, T-11311 and T-11312, Project 25190, Charleston, S.C. the published position of station "FORT MOULTRIE, NEW TANK, 1953" cannot be held. A radial intersection of the identified tank was obtained 0.5mm north of the plotted published geographic position.

All operations performed at this office have been double checked and found to be correct. Ten other control stations within the area hold well when the published position of this tank is disregarded in the orientation of the templets. The intersection at the tank from WILT (USE), MILL (USE), BETTERT 3 (USE) shown on Page 307, 01Z-0-10090, Geographic positions appears very slim. The tank is No. 22 on Project 25190 index map.

Also the angles to the reference marks for PLUM 2, 1919 on Page 31, Pamphlet No. 203, South Carolina Coast appear to be listed 90 degrees minus in error.

J. Edward Deal
Cartographer
for:
Fred Matella
Comdr., C&G Survey
Officer-in-Charge
AIR MAIL

27 November 1956

To: The Chief, Photogrammetry Division
Coast and Geodetic Survey
Department of Commerce
Washington 25, D. C.

Subject: Triangulation Station, FORT MOUTHIE, NEW TANK 1953

When laying the combined photogrammetric plot for T-11306 thru T-11308, T-11311 and T-11312, Project 25190, Charleston, S.C., the published position of station "FORT MOUTHIE, NEW TANK, 1953" cannot be held. A radial intersection of the identified tank was obtained 1.5mm north of the plotted published geographic position.

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J. Edward Deal
Cartographer

for:
Fred Matella
Condr., CGS Survey
Officer-in-Charge

JED/bpo
# Nautical Charts Branch

**Survey No. T-11306**

Record of Application to Charts

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
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<tr>
<td>4/16/70</td>
<td>1239</td>
<td>E.E. Howe</td>
<td>Exam, Consider fully applied until After Verification and Review</td>
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<td>792</td>
<td>E. Bodouare</td>
<td>Before After Verification and Review</td>
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<td>Exam No Corr Consider Adequately Applied</td>
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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.