DESCRIPTIVE REPORT

Type of Survey SHORELINE (Photogrammetric)
Field No. Office No. T-12617

LOCALITY
State SOUTH CAROLINA
General locality CHARLESTON, S. O. TO SAVANNAH, GA.
Locality FRIPPS INLET

1964-65

CHIEF OF PARTY
J. K. Wilson, Chief, Photo Party 6420
Allen L. Powell, Director, A. M. C.

LIBRARY & ARCHIVES

DATE
DESCRIPTION REPORT - DATA RECORD
T-12617

PROJECT NO. (III):
Job PH-6407

FIELD OFFICE (III):
Beaufort, South Carolina

CHIEF OF PARTY
Joseph K. Wilson

PHOTOGRAMMETRIC OFFICE (III):
Atlantic Marine Center

OFFICER-IN-CHARGE
Allen L. Powell
Director, Atlantic Marine Center

INSTRUCTIONS DATED (III) (III):
23 April 1964 Field
28 September 1964 Office
22 December 1964 Office Amendment No. 1
17 February 1971 Office (Final Review)

METHOD OF COMPILATION (III):
Kelsh

MANUSCRIPT SCALE (III):
1:20,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:6,000 photographied to 1:20,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):
N.A. 1927

REFERENCE STATION (III):
SHELL, 1955

LAT.:
32° 21' 31.694" (976.3M)

LONG.:
80° 29' 03.509" (91.7M)

ADJUSTED

UNADJUSTED

PLANE COORDINATES (IV):

0
191,565.26 ft. x = 2,159,249.15 ft.

STATE
South Carolina

ZONE
South

ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (I) 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.
DESCRIPTIVE REPORT - DATA RECORD

FIELD INSPECTION BY (III):
Ernest W. Hartford
Matthew A. Stewart

DATE: June 1964

MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):
Air Photo Compilation
Date of Photography March 13, 1964

PROJECTION AND GRIDS RULED BY (IV):
A. E. Roundtree (WO)

DATE: Nov. 1964

PROJECTION AND GRIDS CHECKED BY (IV):
P. Hawkins (WO)

DATE: Nov. 1964

CONTROL PLOTTED BY (III):
Lowell O. Neterer, Jr.

DATE: Dec. 1964

CONTROL CHECKED BY (III):
Charles E. Blood

DATE: Dec. 1964

RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III):
L. Fritz (WO)
J. T. Gerlach (WO)

DATE: no date

STEREOSCOPIC INSTRUMENT COMPILATION (III):
Planimetry Lowell O. Neterer, Jr.
Checked: Bernice Wilson

DATE: April 1965

CONTOURS
Inapplicable

DATE

MANUSCRIPT DELINEATED BY (III):
Lowell O. Neterer

DATE: May 1965

Scribing by (III):

DATE

PHOTOGRAMMETRIC OFFICE REVIEW BY (III):
R. E. Smith

DATE: May 1966

REMARKS:
**DESCRIPTIVE REPORT - DATA RECORD**

**CAMERA (KIND OR SOURCE) (III):**

W Camera

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<tr>
<td>COORDINATE STATION:</td>
<td>Fripp Inlet, Hunting Island</td>
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**SUBORDINATE STATION:**

Atlantic Marine Center

**REVIEW BY (IV):**

C. H. Bishop

**DATE:**

April 1971

**PROOF EDIT BY (IV):**

**DATE:**

**NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III):**

9

**RECOVERED:**

7

**IDENTIFIED:**

2

**NUMBER OF BM(S) SEARCHED FOR (III):**

0

**RECOVERED:**

0

**IDENTIFIED:**

0

**NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):**

None

**NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):**

None

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<tr>
<td>Final Review</td>
<td>Apr. 1971</td>
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SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-12617

This shoreline manuscript, scale 1:20,000, is one of 18 maps that comprise Project Ph-6407, Charleston, South Carolina to Savannah, Georgia. The sketch on page 5 of this report shows the location of T-12617 in the project.

This is a stereo-instrument project. All the photographs for T-12617 are panchromatic, scale 1:30,000, taken with the "W" camera on March 13, 1964. The stereo-bridge was run and adjusted to field identified control in the Washington Office. Compilation was done with the Kelsh Plotter in the Atlantic Marine Center. Ratio prints at 1:20,000 scale were processed for photo-hydrographic support, but hydrography was never accomplished.

Field work before compilation consisted of control identification and field inspection. The map was field edited in the summer of 1965.

Final review was done at the Atlantic Marine Center in April 1971.

The compilation manuscript was a vinylite sheet 7 1/2 minutes in latitude by 7 1/2 minutes in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.
This report is submitted for nine Shoreline Maps since there are no great differences in terrain, natural or cultural features which would require special treatment.

2. AREAL FIELD INSPECTION

The area lies between Savannah River and Northeastward to a point just South of Edisto Beach. It includes the outside shoreline and a part of Savannah River, Port Royal Sound and St. Helena Sound. The photograph coverage is not complete for each map, therefore, in accordance with instructions from Washington, field inspection has been completed to the limits of the photographs.

The portion bordering the Atlantic Ocean consists of high sand dunes along the ocean with marsh and swamp behind.

The town of Savannah is located just West of the most Southern maps whereas the town of Beaufort is centrally located. Most of the land is owned by private interests and in many cases, special permission is required to enter the properties.

The photographs were taken in the spring of 1964. The photographic quality was good for the entire area. The tones were found to be similar to other areas along the South Atlantic Coast.

Photographs used for field inspection are listed below by individual maps:

<table>
<thead>
<tr>
<th>T-12613</th>
<th>T-12614</th>
<th>T-12615</th>
<th>T-12616</th>
<th>T-12617</th>
<th>T-12618</th>
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<tr>
<td>64-W-4269</td>
<td>64-S-1202</td>
<td>64-W-4298 thru 4302</td>
<td>64-W-4279 thru 4291</td>
<td>64-W-4271 thru 4283</td>
<td>64-W-4319 thru 4273</td>
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<td>1203</td>
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<td>4307 thru 4311</td>
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<td>64-W-4315 thru 4318</td>
<td>64-W-4324 thru 4327</td>
<td>64-W-4321 thru 4323</td>
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<td>4288 thru 4286</td>
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<td>thru</td>
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<tr>
<td></td>
<td>4329 thru 4334</td>
<td>4335 thru 4337</td>
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3. HORIZONTAL CONTROL

Horizontal Control recovery and identification has been completed in accordance with Project Instructions.

The identification of horizontal control was accomplished on enlarged sections of the photographs. This was the first time our party had used the enlarged sections for this purpose. In most cases there was no difficulty and it is believed that the substitute points selected enhanced the accuracy and quality of the points. However, there was difficulty at one station (VENUS 2). The station was pricked direct as there was a small steel stand
over the mark. The substitute point could only be seen good on two of the four photographs. This point has been marked doubtful.

Horizontal control stations reported "lost", "destroyed", or "not recovered" are listed below by map:

**T-12613**
ASH 1919
BCK (BEACON NO 1), 1934
BUTCHERS ISLAND 1857
CENTRAL 1913
COMBAHEE BANK LIGHT 1955
EGG 4, 1933
EGG BANK PASSAGE DAYBEACON A11, 1955
EGG BANK PASSAGE DAYBEACON A9, 1955
EGG BANK PASSAGE DAYBEACON A7, 1955
EGG BANK PASSAGE DAYBEACON A5, 1955
EGG BANK PASSAGE DAYBEACON A4, 1955
GREEN BEACON 1933
GUS (BEACON NO 2) 1934
HARBOR RIVER DAYBEACON A14, 1955
HUTCHINSON 2, 1933
PALMETTO 1933
PELICAN BANK DAYBEACON A2, 1955
PELICAN BANK DAYBEACON A1, 1935
RED BEACON 1933
SOUND 1933
WHARF 1933

**T-12614**
ED 1921

**T-12615**
ARCH 1921
ARCHE CREEK BEACON 1933
BASE 1 (USE) 1931
BEAUFORT RIVER LIGHT 17, 1955
BEAUFORT RIVER LIGHT 13A, 1955
BUG 1933
BROOKLYN 1859
CHOW 1933
FORT FREMONT OBSERVATION TOWER 1931
DOS 1931
FORT FREMONT BEACON 1931
NORTH 1931
PARRIS ISLAND WATER TANK (WHITE WITH BLACK TOP) 1932
PARRIS ISLAND, LOW WHITE STACK 1932
PARRIS ISLAND SILVER WATER TANK 1932
PARRIS ISLAND MARINE CORPS RECRUITS DEPOT AIR STRIP BEACON 1955
PARRIS ISLAND HIGH BRICK STACK 1932
PARRIS ISLAND STACK (HIGHEST OF TWINS) 1932
T-12616
BULL 1933
MID 1931
TIDE 1933

T-12617
STORY RIVER DAYBEACON A16, 1955
TEMPORARY 1955

T-12618
BACK 1931
BULLPOINT FRONT RANGE 1931
BUCK 2, 1931
FRON 1931
MAG 1931
MARSH 2, 1931
MARTIN 1933
NO 9 (USE) 1931
OCHIO 1921
SIEPE 1931
SOUTH 1931
ULMER 1933

T-12619
HILTON FRONT 1931
STONEY PLANTATION, BAPTIST CHURCH 1931
TON 1931
TON 2, 1955
VAL 3, 1955

T-12620
BARNWELL PLACE LIGHT (OGLETHORPE REAR RANGE LIGHT) 1913
BLOODY 1932
BUSH (USE) 1932
ELSA ISLAND FLATS, LIGHT NO 11, 1932
FIELDS OUT NO 1 (USE) 1932
LOWER FLATS REAR RANGE LIGHT 1932
LAZAGETTO CREEK HIGHWAY BRIDGE CENTER OF SWING SPAN 1932
LONG ISLAND CROSSING FRONT RANGE LIGHT 1933
LONG ISLAND CROSSING REAR RANGE LIGHT 1933
NEW CHANNEL REAR RANGE LIGHT 1932
NORTH CORNER OF OLD TOWER 1932
PERRY (USE) 1934
PALMETTO 1933
QUARANTINE TANK FINIAL 1932
QUARANTINE (USE) 1932
TOPO 1934
TYBEE KNOLL CUT FRONT RANGE LIGHT 1932
UPPER FLATS FRONT RANGE TARGET 1932
UPPER FLATS REAR RANGE LIGHT 1932
WALLS CUT BEACON NO 6, 1932
WALLS CUT BEACON NO 8, 1932
WILKINGTON 1897
WILMINGTON ISLAND BLACK VENTILATOR, OLGIEHORFE HOTEL 1933
WRIGHT 1932

T-126Z1

BRAD 1931
DO 1916
FORT SCERVEN WATER TANK 1932
SAVANNAH BEACH, CASINO SOUTH COPULA 1913
SAVANNAH BEACH, CASINO NORTH COPULA, 1913
TYBIRSA TANK 1932

4. VERTICAL CONTROL

A search was made for all tidal bench marks within the limits of these maps. Form 685A was submitted for each mark. One mark in each group was identified on the photograph, except in a few cases where there was no coverage.

5. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage is almost entirely composed of tidal streams. Normal drainage is generally by direct run-off into marsh, swamp or the tidal streams.

6. WOODLAND COVER

Woodland Cover was classified in accordance with the Topographic Manual.

7. SHORELINE AND ALOONGSHORE FEATURES

The high-water line has been indicated on the photographs by symbol in accordance with current instructions. No attempt was made to delineate the low-water line.

The field inspector accomplished this phase by several methods; Measurements from identifiable points of detail, by visual inspection from skiff, and by walking the shoreline.
All other shoreline features are adequately covered by field inspection notes on the photographs. The photography is recent, therefore, there have been no great changes.

8. OFFSHORE FEATURES

Several piling etc. were located either by sextant fix or theodolite cuts during this survey.

The obstruction reported at Lat. 32-01 - Long. 80-50 chart 1240, could not be seen at low-water.

Your attention is invited to the restricted area in Broad River, near Archers Creek. It is believed that the restricted area should be enlarged on the charts since most of this portion of the river is under fire by the marine guns.

9. LANDMARKS AND AIDS

All Nautical Landmarks have been investigated in the field and are reported on form 567.

All fixed Aids to Navigation were investigated and are reported on form 567. Third-order positions were obtained for the following:

- Tybee Knoll Cut Range Rear Light, 1964
- Tybee Range Front Light, 1964
- Jones Island Range Front Light, 1964
- Port Royal Entrance, Channel Front Range Light, 1964

Four private aids in the Calibogue Sound area are recommended for charting. The aids were located by several methods; Cuts from triangulation stations and photo points, by sextant fixes, or identified directly on the photograph.

10. BOUNDARIES, MONUMENTS AND LINES

There have been no boundary lines shown.

11. OTHER CONTROL

There were no topographic stations established.

12. OTHER INTERIOR FEATURES

All roads were classified in accordance with Photogrammetry Instructions number 56.

Field Inspection of buildings was done in accordance with Photogrammetry Instructions Number 54, revised September 22, 1961.

There were no bridge or cable clearances measured during this survey.

Marsh and Swamp limits have been shown on the photographs where coverage was available.
13. **GEOGRAPHIC NAMES**

The investigation of Geographic Names will be handled slightly different from that called for in Project Instructions. This change in procedure was recommended by Dr. A. J. Wraight, Chief, Geographic Names Branch.

A systematic and complete investigation of Geographic Names was made from Savannah River North and East to Latitude 32-15. The remainder of the project will be investigated for discrepancies and New Names only.

The change in procedure is due to the recent investigation of names in the project during the years 1955, 1956 and 1957.

The Geographic Names Reports will be submitted at a later date.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**

Transmitting letters for Horizontal Control Identification were mailed to Washington separately for Part 1 and Part 2 of the Project. Part 1 was mailed on 10 July 1964 and Part 2 on 7 July 1964.

Form 567 will be forwarded with this report.

17 July 1964
Submitted by:

[Signature]
Joseph K. Wilson
Chief, Photo Party 6420
November 1964

Aerotriangulation Report

Project No. 21420

Charleston, South Carolina to Savannah, Georgia

21. Area Covered

The bridging covers the Atlantic Coast Shoreline of an area between Charleston, South Carolina to Savannah, Georgia.

22. Method

Nine strips were bridged on the Zeiss C-5 and C-9 stereoplanigraphs to provide control for compilation of shoreline.

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<td>1</td>
<td>64S 1206 - 1227</td>
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<td>64W 4290 - 4294</td>
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<td>64W 4332 - 4337</td>
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<td>10</td>
<td>64W 4286 - 4290</td>
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</table>

Strip #2 consisting of photos 64S 1184 - 1203 was not bridged. However, tie points were dropped from Strip #1 to provide control for graphic compilation of the area.

All strips were 1:30,000 scale photography.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. However, the northeast end of Strip #1 was run as a separate bridge due to difficulty in holding the control. Both segments had control station Herman in common. Tie points between the two bridges were averaged.

Strip #7 was also interrupted due to a water gap and divided into two bridges, #7 and #10.

Strip #9 was ended at control station Queen because Station #1 would not hold. This was probably due to the growth in growth.
All other points held within accuracy requirements.

All common pass points between the strips were averaged.

24. **Supplemental Data**

A number of objects identified as landmarks were used as check control stations and held within accuracy requirements.

25. **Photography**

Photography was adequate as to coverage, overlap and definition.

26. **Recommendations**

Ratio prints of Strip #2, at a scale of 1:20,000, have been ordered and will be submitted separately.

Submitted by:

\[\text{JF}\]

Lawrence Fritz  
John T. Gerlach

Approved by:

\[\text{JDP}\]

John D. Ferrow, Jr.
Aerotriangulation Report
Project No. 21420
Charleston, S.C. to Savannah, Ga.

Amendment to Report of Nov. 1964

Strip 9-A, consisting of photos 64-N-4329 through 4332, was bridged using three triangulation stations as control. Station Proctor Use, 1932 (SS #1) was of very poor image quality and could not be held in the bridge. A secondary straight line adjustment was applied to the junction area of Strips 8 and 9. This junction is weak but within National Map Accuracy Standards.

Submitted by:

John D. Perrow, Jr.
COMPILATION REPORT
T-12617

31. DELINEATION

The Kelvin plotter was used. Field inspection was adequate. Photography was satisfactory.

32. CONTROL


33. SUPPLEMENTAL DATA

None

34. CONTOURS AND DRAINAGE

Inapplicable

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate and was delineated accordingly. Shoal and breaker lines were delineated by office interpretation of the photographs.

36. OFFSHORE DETAILS

None

37. LANDMARKS AND AIDS

Appropriate copies of Form 567 for Aids to Navigation have been submitted to the Washington Office under date May 13, 1965.

There are no landmarks.
38. CONTROL FOR FUTURE SURVEYS

None

39. JUNCTIONS

Junctions have been made with T-12613 to the north and T-12516 to the west. There are no contemporary surveys to the south and east.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with U. S. G. S. Quadrangle FRIPPS INLET, S. C., scale 1:24,000, dated 1958.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart 1240, scale 1:80,000, dated April 20, 1964, and Chart 793, Scale 1:40,000, 2nd edition, dated December 28, 1964.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Submitted:

Lowell O. Neterer
Cartographic Aid

Approved:

Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center
GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6407 (South Carolina)

T-12617

Atlantic Ocean
Fripps Inlet
Fripps Island
Harbor Island
Hunting Island
Hunting Island Beach
Johnson Creek
Old House Creek
Old Island

Approved by:
A. Joseph Wright
Chief Geographer

Prepared by:
Frank W. Pickett
Cartographic Technician
49. NOTE FOR THE HYDROGRAPHER

None
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<td>RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations)</td>
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<td>PHOTOGRAMMETRIC PLOT REPORT</td>
<td>DETAIL POINTS</td>
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**ALONGSHORE AREAS (Nautical Chart Data)**

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**PHYSICAL FEATURES**

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**MISCELLANEOUS**

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**REMARKS**

**FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT**

Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

**COMPILER**

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GENERAL

Photo-hydro support to the SHIP PEIRCE was started in February 1965 and ended 1 July 1965. During this period signals for hydrography were located and built for manuscripts T-12608, T-12609, T-12612 and to the mouth of the North Edisto River on T-12611.

The SHIP PEIRCE discontinued operations on 1 July 1965 and inshore hydrography is believed to have been completed on manuscripts T-12608 and T-12609, and partially completed on manuscript T-12612.

Upon close of operations signals were removed, but in all cases a center portion of the signal was left in place to aid recovery for future use.

DATA:

All data, photographs and manuscripts in possession of this party at close of operations have been forwarded to the Norfolk Regional Officer.

Chronaflex positive prints (blue-line substitutes) T-12608, thru T-12614 and manuscripts T-12608, T-12609, T-12611 and T-12612 are in possession of the Commanding Officer, SHIP PEIRCE. Manuscript T-12611 has signals located to the East shore of the mouth of the North Edisto River and will have to be returned to the field party before operations are resumed, or a new manuscript copy issued.

FIELD EDIT:

Field edit of the following manuscripts has been completed and the following discrepancy prints forwarded to the Norfolk Regional Officer; T-12608 thru T-12614, T-12617, T-12609 and T-12810.

Respectfully Submitted
July 15, 1965

John A. Brothers
Surveying Technician
I recommend that the following objects which have (excluded) been inspected from seaward to determine their value as landmarks be charted on (excluded) the charts indicated. The positions given have been checked after listing by

Lowell O. Setzer, Jr.

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<tr>
<th>State</th>
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<th>Description</th>
<th>Signal Name</th>
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This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and non-floating aids to navigation, if reetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.
61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 27 through 29), with differences noted in Items 62 through 65 is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Photogrammetric Survey T-10315, FRIPPS INLET, S.C., scale 1:10,000, surveyed in September 1955. Differences between this survey and T-12617 are shown in blue on the comparison print.

Shoreline is in good agreement, except along the ocean beach and at Fripps Inlet. At the east end of Fripps Island, it has moved in about 120 meters and at the south tip of Hunting Island it has moved out about 110 meters.

T-12617 supersedes T-10315 for charting purposes and will be superseded by TP-00269 and TP-00273, Project PH-7101, when they are completed.

A comparison was made with U.S.G.S Quadrangle FRIPPS INLET, S.C., Scale 1:24,000, dated 1958. Differences between this map and T-12617 are shown in brown on the comparison print.

There was as much as 4 mm difference in placement of Johnson Creek at Lat. 32° 22.2', Long. 80° 27.1'. Shoreline at the entrance to Fripps Inlet has extended on the north side and eroded on the south side.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with a verified copy of the smooth sheet for Survey No. H-5717, scale 1:10,000, dated July-August 1934, which was the latest survey available. Differences between this survey and T-12617 are shown in purple on the comparison print.
The shoreline along Hunting Island Beach is about 200 meters east of the T-12617 shoreline and there are changes in the Fripps Inlet area.

65. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Chart 793, scale 1:40,000, 5th edition, dated Jan. 16, 1971. Discrepancies between this chart and T-12617 are shown in red on the comparison print.

A standpipe at latitude 32° 19'10", longitude 80° 28' 7.7" and two piers and a building at the east end of Fripps Island, latitude 32° 19' 5.1", longitude 80° 27' 2.2" are charted, but do not appear on the photographs.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This survey complies with Project Instructions, Bureau Requirements, and the National Standard for Map Accuracy. No accuracy tests were run in the field.

Reviewed by:

Charles H. Bishop
Cartographer
April 6, 1971

Approved for forwarding:

Melvin J. Vebach, CDR, NOAA
Chief, Photogrammetry Division, AMC

Approved:

Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center

Approved:

Charles W. Henre, Chief, Photogrammetric Branch
Jack E. Ebright, Chief, Photogrammetry Division
COMPARISON PRINT

Blue = T-10315
Brown = USGS FRIPPS INLET, S. C.
Purple = H-5717
Red = Chart 793
## 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.

### RECORD OF APPLICATION TO CHARTS

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