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<tr>
<th>Type of Survey</th>
<th>SHORELINE (Photogrammetric)</th>
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<tr>
<td>Field No.</td>
<td>T-12810</td>
</tr>
<tr>
<td>LOCALITY</td>
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<tr>
<td>State</td>
<td>SOUTH CAROLINA</td>
</tr>
<tr>
<td>General locality</td>
<td>CHARLESTON, S. C. TO SAVANNAH, GA.</td>
</tr>
<tr>
<td>Locality</td>
<td>SCARBOROUGH HEAD</td>
</tr>
<tr>
<td>1964-65</td>
<td></td>
</tr>
<tr>
<td>CHIEF OF PARTY</td>
<td>Joseph K. Wilson, Chief, Photo Party 6420</td>
</tr>
<tr>
<td></td>
<td>Allen L. Powell, Director, A. M. C.</td>
</tr>
<tr>
<td>LIBRARY &amp; ARCHIVES</td>
<td></td>
</tr>
<tr>
<td>DATE</td>
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</table>
PROJECT NO. (III):

Job PH-6407

FIELD OFFICE (III):

Beaufort, South Carolina

CHIEF OF PARTY

Joseph K. Wilson

PHOTOGRAHMNETIC OFFICE (III):

Atlantic Marine Center

OFFICER-IN-CHARGE

Allen L. Powell

Director, Atlantic Marine Center

INSTRUCTIONS DATED (III) (III):

23 April 1964 Field
28 Sept. 1964 Office
22 Dec. 1964 Office, Amendment No 1
17 Feb. 1971 Office (Final Review)

METHOD OF COMPILATION (III):

Kelsh

MANUSCRIPT SCALE (III):

1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

1:6,000 pantographed to 1:10,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEORGIC DATUM (III):

N.A. 1927

REFERENCE STATION (III):

WAL 4, 1955

LAT.:

32° 11' 06.609 (203.6m)

LONG.:

82° 40' 39.925 (1,045.3m)

ADJUSTED

STATE

South Carolina

ZONE

South

PLAN COORDINATES (IV):

116,348.07 ft.

x = 2,099,648.86 ft.

roman numerals indicate whether the item is to be entered by (iii) 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.
<table>
<thead>
<tr>
<th><strong>FIELD INSPECTION BY (II):</strong></th>
<th>Erwest W. Hartford</th>
<th>DATE:</th>
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<tr>
<td>Mathew A. Stewart</td>
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**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**

Air Photo Compilation  
Date of Photography 13 March 1964

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<th><strong>PROJECTION AND GRIDS CHECKED BY (IV):</strong></th>
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<td>P. Hawkins (WO)</td>
<td>Jan. 1965</td>
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<tr>
<td>C. Blood</td>
<td>Apr. 1965</td>
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<tr>
<th><strong>CONTROL CHECKED BY (III):</strong></th>
<th>DATE</th>
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<td>H. Cordell</td>
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<tr>
<td>L. Fritz (WO)</td>
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<td>J. T. Gerlach (WO)</td>
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<tr>
<td></td>
<td>Reviewed by: R. E. Smith</td>
<td>May 1965</td>
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<tr>
<td></td>
<td>CONTOURS</td>
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<td></td>
<td>Inapplicable</td>
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**REMARKS:**
## PHOTOGAPHS (III)

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<td>1:30,000</td>
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<td>64 W 4287</td>
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<td>0937</td>
<td>&quot;</td>
<td>5.2</td>
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<td>64 W 4314</td>
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<td>1003</td>
<td>&quot;</td>
<td>3.7</td>
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## TIDE (III)

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<th>RATIO OF RANGES</th>
<th>MEAN RANGE</th>
<th>SPRING RANGE</th>
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<tbody>
<tr>
<td>Predicted</td>
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<td>6.9</td>
<td>8.1</td>
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<table>
<thead>
<tr>
<th>REFERENCE STATION: Fripp Inlet, Hunting Island, S.C.</th>
<th>RATIO OF RANGES</th>
<th>MEAN RANGE</th>
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<tbody>
<tr>
<td>Predicted</td>
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<td>6.2</td>
<td>7.3</td>
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## ATLANTIC MARINE CENTER

**REVIEW BY (IV):** C. H. Bishop  
**DATE:** 07-22-71

**NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III):** 3  
**RECOVERED:** 2  
**IDENTIFIED:** 1

**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

**REMARKS:**

---

USCOBB--DC 583995C-PE6
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<th>Completion Date</th>
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<td>Field edit applied</td>
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<td>Compilation complete</td>
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<tr>
<td>Final Review</td>
<td>July 1971</td>
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PROJECT 21420

SHORELINE MAPPING
Georgia & So. Carolina
CHARLESTON to SAVANNAH

SCALES = 1:10,000 & 1:20,000
SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-12810

This shoreline manuscript, scale 1:10,000, 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-12810 in the project.

This is a stereo-instrument project. All of the photographs for T-12810 are 1:30,000 scale panchromatic taken with the "W" Camera on March 13, 1964. The stereo-bridge was run and adjusted to field identified control at the Rockville Science Center. Compilation was done with the Kelsh Plotter at the Atlantic Marine Center. Ratio prints at 1:10,000 scale were prepared for photo-hydro support, but hydrography was not accomplished as of July 1971.

Field work before compilation consisted of control identification and field inspection. The map was field edited; no discrepancies were noted.

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

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds 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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</thead>
<tbody>
<tr>
<td>64-W-4269</td>
<td>64-S-1202</td>
<td>64-W-4298 thru</td>
<td>4302</td>
<td>64-W-4279</td>
<td>64-W-4319</td>
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<tr>
<td>4270</td>
<td>1203</td>
<td>4289 thru</td>
<td>4291 thru</td>
<td>thru</td>
<td>thru</td>
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<tr>
<td>64-S-1206</td>
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<td>4307 thru</td>
<td>4311</td>
<td>4283</td>
<td>4273</td>
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<table>
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<th>T-12619</th>
<th>T-12620</th>
<th>T-12621</th>
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<tbody>
<tr>
<td>64-W-4315 thru</td>
<td>64-W-4318</td>
<td>64-W-4324 thru</td>
</tr>
<tr>
<td>4286 thru</td>
<td>4288</td>
<td>4329 thru</td>
</tr>
</tbody>
</table>

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
BEE (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, 1955
RED BEACON 1933
SOUND 1933
WHARF 1933

T-12614
BD 1921

T-12615
ARCH 1921
ARCHIE CREEK BEACON 1933
BASE 1 (USE) 1931
BEAUFORT RIVER LIGHT 17, 1955
BEAUFORT RIVER LIGHT 13A, 1955
BUG 1933
BROOKLYN 1859
CION 1923
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 RECRUIT DEPOT AIR STRIP BEACON 1955
PARRIS ISLAND HIGH BRICK STACK 1932
PARRIS ISLAND STACK (HIGHEST OF TWINS) 1932
PARRIS ISLAND MARINE CORPS, RECRUIT DEPOT, AIR CONTROL TOWER 1955
PARRIS (USE) 1931
FORT ROYAL SOUND LIGHT NO 1, 1955
SKULL CREEK DAYBEACON 4, 1955
SKULL CREEK ENTRANCE LIGHT 3, 1955
SKULL CREEK DAYBEACON 5, 1955
SPIT 1933
TRIANGULAR BEACON 1931

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
OCHE 1921
SIEFE 1931
SOUTH 1931
ULMER 1933

T-12619
HILTON FRONT 1931
STONY PLANTATION, BAPTIST CHURCH 1931
TON 1931
TON 2, 1955
WAL 3, 1955

T-12620
BARNWELL PLACE LIGHT (COLEYTHORPE REAR RANGE LIGHT) 1913
BLOODY 1932
BUSH (USE) 1932
ELBA ISLAND FIATs, LIGHT NO 11, 1932
FIELDS CUT NO 1 (USE) 1932
LOWER FIATs REAR RANGE LIGHT 1932
LAWACCTO 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
WILMINGTON 1857
WILMINGTON ISLAND BLACK VENTILATOR, OGISTORPE HOTEL 1933
WRIGHT 1932

T-12621

BRAD 1931
DO 1916
FORT SCREVEN WATER TANK 1932
SAVANNAH BEACH, CASINO SOUTH COPOLA 1913
SAVANNAH BEACH, CASINO NORTH COPOLA, 1913
TYRISIA 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 ALONGSHORE 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 stereo-planigraphs to provide control for compilation of shoreline.

<table>
<thead>
<tr>
<th>Strip No.</th>
<th>Photos</th>
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<tr>
<td>1</td>
<td>64S 1206 - 1227</td>
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<tr>
<td>2</td>
<td>64W 4269 - 4273</td>
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<tr>
<td>3</td>
<td>64W 4276 - 4284</td>
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<tr>
<td>4</td>
<td>64W 4306 - 4312</td>
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<tr>
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<td>64W 4295 - 4302</td>
</tr>
<tr>
<td>6</td>
<td>64W 4290 - 4294</td>
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<tr>
<td>7</td>
<td>64W 4314 - 4327</td>
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<td>8</td>
<td>64W 4332 - 4337</td>
</tr>
<tr>
<td>9</td>
<td>64W 4286 - 4290</td>
</tr>
</tbody>
</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 Erector (one) could not hold. This was probably due to error in azimuth.
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:
L F

Lawrence Fritz
John T. Gerlach

Approved by:
John D. Perrow, 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-W-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.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</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>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>WAL 4, 1955</td>
<td>PCs 164; P # 112; GPs p. 309</td>
<td>NA</td>
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<td>80° 14' 39.925&quot; (1,043.3)</td>
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<td>HILTON HEAD B (USE)</td>
<td>GP s p. 310</td>
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<td>&quot;</td>
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1 FT = 0.3048006 METER

COMPUTED BY: BLB
DATE: 2-2-65
B.H. Barnes
CHECKED BY: B.H. Barnes
DATE: 2-3-65
31. **DELINEATION**

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

32. **CONTROL**


33. **SUPPLEMENTAL DATA**

   None

34. **CONTOURS AND DRAINAGE**

   Contours are inapplicable.

   Drainage was delineated as inspected or from office interpretation of the photography.

35. **SHORELINE AND ALONGSHORE DETAILS**

   The shoreline inspection was adequate and was delineated accordingly.

   The approximate low waterline and breakers were delineated from office interpretation of the photographs.

36. **OFFSHORE DETAILS**

   None

37. **LANDMARKS AND AIDS**

   Appropriate copies of Form 567 for Landmarks were forwarded to the Washington Office under date April 26, 1966. There are no Aids to Navigation.
38. **CONTROL FOR FUTURE SURVEYS**
   None

39. **JUNCTIONS**
   Junctions were made with T-12808 to the north and T-12619 to the south and west. The Atlantic Ocean is to the east.

40. **HORIZONTAL AND VERTICAL ACCURACY**
   No statement

46. **COMPARISON WITH EXISTING MAPS**
   Comparison has been made with U.S.G.S. Quadrangle HILTON HEAD, S. C., scale 1:24,000, dated 1956.

47. **COMPARISON WITH NAUTICAL CHARTS**
   Comparison has been made with Chart 1240, scale 1:80,000, 6th edition, revised 4-20-64.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY**
None

**ITEMS TO BE CARRIED FORWARD**
None

Submitted:

R. E. Smith
Cartographer

Approved:

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

PH-6407 (South Carolina)
T-12810

Atlantic Ocean
Coggins Point
Fish Haul Creek
Folly Field
Fort Sherman
Greenlawn Beach
Hilton Head
Hilton Head Island
Joiner Bank
Port Royal Plantation
Port Royal Sound
Scarborough Head

Approved by:
A. Joseph Wraight
Chief Geographer

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

None.
<table>
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<th>Item</th>
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<td>Projection and Grids</td>
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<td>Title</td>
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<td>Horizontal control stations of third-order or higher accuracy</td>
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<td>6.</td>
<td>Recoverable horizontal stations of less than third-order accuracy (Topographic stations)</td>
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<td>Supervisor, review section or unit</td>
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<td>45.</td>
<td>Remarks (See attached sheet)</td>
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</table>

**Field completion additions and corrections to the manuscript:**

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

**Compiler:**

RES: P. E. Smith

**Supervisor:**

ACR: Albert C. Rausch, Jr.

**Remarks:**

RES: P. E. Smith

ACR: Albert C. Rausch, Jr.
GENERAL

Photo-hydro support to the SHIP PSIRCS 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 PSIRCS 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 PSIRCS. 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-12809 and T-12810.

Respectfully Submitted
July 13, 1965

John A. Brothers
Surveying Technician
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

R. E. Smith  
J. Bull, Director, Atlantic Marine  
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>SOUTH CAROLINA</th>
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<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<tr>
<td>HILTON HEAD ISLAND</td>
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<td>TOWER</td>
<td>(HILTON HEAD B (USE) 1955)</td>
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<td>ht=66(71)</td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-19, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, 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.

* Tabulate seconds and meters
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 and 63, is bound with the original of this report.

62. **COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS**

   A comparison was made with Survey T-10321, scale 1:10,000, dated 1955. Differences between this survey and T-12810 are shown in blue on the comparison print.

   Only shoreline differences were shown on the comparison print. Roads in the area and the airstrip have been relocated.

   T-12810 supersedes T-10321 for charting purposes and will be superseded by TP-00276, Project PH-7101, when it is completed.

63. **COMPARISON WITH MAPS OF OTHER AGENCIES**

   A comparison was made with U.S.G.S. Quadrangle HILTON HEAD, S. C., scale 1:24,000, dated 1956. Shoreline differences between this map and T-12810 are shown in brown on the comparison print.

   The general trend of the shoreline is the same although there are differences of as much as 100 meters in placement.

64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS**

   None available.

65. **COMPARISON WITH NAUTICAL CHARTS**

   A visual comparison was made with Chart 571, scale 1:40,000, 16th edition, dated October 31, 1970. The shoreline appears to be the same as the shoreline mapped on T-10321. No chart differences are noted on the comparison print.
Adequacy of Results and Future Surveys

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

Reviewed by:

Charles H. Bishop
Charles H. Bishop
Cartographer
July 22, 1971

Approved for forwarding:

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

Approved:

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

Approved:

Charles Thomas
Jack C. Smith
Chief, Photogrammetric Branch
Chief, Photogrammetry Division
COMPARISON PRINT

Blue = T-10321
Brown = U.S.G.S.

Hilton Head

WAL 4 1950

Brock's Fishing Club

WAL 4 1950

Brown "Addison Field"
LTON HEAD
ISLAND

PORT ROYAL PLANTATION

HILTON HEAD B (USEI) 1955
TOWER H=66 (71)

Coggins Point

Scarborough Head

64-W4315

COMPARISON PRINT
Blue = T-10321
Brown = U.S.G.S.
COMPARISON PRINT

Blue = T-10321
Brown = U. S. G. S.