DESCRIPTIVE REPORT

State  South Carolina

LOCALITY

Introcoastal Waterway,
North of Myrtle Beach
Hog Inlet to Singleton Swash
Swash Area, Proceed to Hog Inlet

1935

CHIEF OF PARTY

E. H. Kirsch
PHOTOS NO.
136 through 154

Scale: 1:50,000

DATE
August 5, 1934.

Time
9:25 A.M.

PROJECTION BY
L. C. Ripley

PROJECTION CHECKED BY
E. H. Kirsch

CONTROL PLOTTED BY
J. P. Mitchell

CONTROL CHECKED BY
E. H. Kirsch

CONTROL PLOTTED ON PHOTOS BY
W. W. King

S. L. Ethridge

J. F. Richardson

CONTROL CHECKED ON PHOTOS BY
H. J. Anderson

SMOOTH RADIAL PLOT BY
H. J. Anderson

SMOOTH RADIAL PLOT CHECKED BY
A. E. Nowell

SCALE PLOTTED BY
L. C. Lande

DETAL INKED BY
A. E. Nowell

AREA OF DETAIL INKED: 82.5 Square Statute Miles.

LENGTH OF COASTLINE: 13.5 Statute Miles.

LENGTH OF SHORELINE: None.

LENGTH OF STREAMS: 19.1 St. Miles (Rivers and Sloughs less than 200m wide)
**TOPOGRAPHIC TITLE SHEET**

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. \( \text{44} \)

**REGISTER NO. 5244**

<table>
<thead>
<tr>
<th>State</th>
<th>South Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Intracoastal Waterway</td>
</tr>
<tr>
<td></td>
<td>North of Kure Beach</td>
</tr>
<tr>
<td></td>
<td>Hog Inlet to Singleton Swash</td>
</tr>
<tr>
<td>Locality</td>
<td>Singleton Swash to Hog Inlet</td>
</tr>
</tbody>
</table>

\[ 1/20,000 \] Photographs - August 5, 1934

Scale: \[ 1/20,000 \] Date of survey: \[ \text{Dec. 27, 1934} \]

Compilation: \[ 19 \]

Vessel: Air Photo Compilation Party No. 21

Chief of party: E. H. Kirsch

Surveyed by: See data sheet in descriptive report

Inked by: A. E. Nowell

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval: \[ \text{50 feet} \]

Instructions dated: November 10, 1933

Remarks: No.

...
GENERAL INFORMATION

Statistics:
Area of Detail Inked - 82.5 Square St. Miles.
Length of Coastline - 13.5 Statute Miles.
Length of Streams - 19.1 St. Mi. streams less than 200M wide.

Report:

The area covered by this sheet is generally low with practically no relief except for a few sand dunes along the beach. These sand dunes vary in height, 3 to 5 meters above mean high water.

There are numerous swampy areas shown in the compilation of this sheet. These areas are shown by short dashed or broken lines with trees, bush, or grass symbols between the breaks in the line. These areas are locally known as bays and are wet in the rainy season. They dry up completely during dry seasons.

The rest of the compilation consists mainly of wooded areas and a few cultivated fields. The trees, generally, are of pine and oak.

The intracoastal canal, as dug at the time these pictures were taken, ends between Long. 76° 41' and 76° 42'. The proposed course or right-of-way covered by this sheet has been indicated by leaving out all conflicting detail. The right-of-way was discernable from the pictures as it had been cleared.

The boundary or sides of the intracoastal waterway are shown by solid lines when the water does not overflow the sides at high tide and by a broken line elsewhere.

No beacons have been shown on this sheet, due to the fact that none have been placed since this section of the intracoastal waterway was dug.

This compilation shows a forestry telephone line which was taken from picture 1143. The symbol as shown on page 125 (U. S. Coast and Geodetic Survey Topographic Manual, special publication No. 141, dated 1928), was used.

Photographs:

These pictures were taken with a standard U. S. Army Air Corps 5-lens camera No. H U I 33 on August 5, 1934 at 9:25 A.M., 29 minutes before low tide, by the Aero Service Corp., of Philadelphia.
CONTROL

Sources:


The control has been adjusted to 1927 datum.

The triangulation which appears within the compilation of this sheet is as follows:

Errors:

No errors were discovered in the control when making the radial plot.

Discrepancies:

No control stations established by other organizations were used in the compilation of this sheet.

COMPILATION

Method:

The standard radial line method was used in making the plot.

Adjustment:

No difficulty was encountered in compiling this sheet.

Interpretation:

The usual graphic symbols were used as approved by the Board of Surveys and Maps. (1932) except as mentioned above for the swampy areas or bays. The Forestry telephone line was also mentioned above - This line is indicated where it follows the road, and is indicated on cover sheet.

Information from other Sources:

Hog Inlet was taken from A.C.S. "AI" Reg. No. 76213 b. by B. H. Rigg, 1934.
Conflicting Names:

There are no conflicting names.

COMPARISON WITH OTHER SURVEYS

Junctions:

Satisfactory junctions were made with sheet 5243 on the east and 5245 on the west.

There are no adjoining sheets on the North or South.

Landmarks:

A list of landmarks and marked topographic stations will be furnished by Lt. E. H. Rigg on A.C. Sheet 11 Reg. No. 7-62/36 covering the north edge of the compilation. No other A.C. Sheets are available at this time.

A state fire tower was located from the pictures very near triangulation station FIRE. Its position as scaled from the compilation is: Lat. 33° 50' 1119.3m (729.3); Long. 78° 42' 253.1m (1309.7m). No prominent landmarks could be picked up along the coast from the photographs. Chart 1237 shows existence of a CHIMNEY at Lat. 33° 50.75' and Long. 78° 37.25'. A study of the photos reveals nothing in this vicinity. The above position falls about 400 meters outside the limit of topo sheet AI Reg. No. 7-62/34. The topographer, Mr. Fall, states he made a thorough search for this chimney but could find no sign of it. It is recommended that it be removed from the chart.

Bridges:

Bridge on Highway 117 across waterway near 33° 51' and Long. 78° 39' is a swing draw with 80' horizontal clearance. The vertical clearance when bridge is closed cannot be accurately determined at this time. It is 1/4 feet above U. S. Eng. datum for mean low water, however, the elevation of the mean low of the canal in reference to the U. S. Eng. datum has not been determined at present. It is thought to be between +1 and +2 feet.

RECOMMENDATION FOR FURTHER SURVEYS

This compilation is believed to have a probable error of not over .3 mm in well defined detail of importance for charting, and not more than .6 mm for other detail.

To the best of my knowledge this sheet is complete and no additional surveys are required, except the incomplete waterway which will call for further survey.

Assisted by,
E. H. Kirsch,
Chief of Party.

Submitted by,
A. E. Nowell.
Discharged
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
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<tbody>
<tr>
<td></td>
<td>Little River</td>
<td>do Ch 3254 1237</td>
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<tr>
<td>•</td>
<td>Little River Neck</td>
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<td>1237</td>
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<tr>
<td></td>
<td>Cherry Grove Beach</td>
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<td>Price Swamp</td>
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<td>Graveyard Swamp</td>
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<td>•</td>
<td>Dunn Sound</td>
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<td>Limited application Dec. 1941, U.S. 48's decision</td>
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<td>Intracoastal Waterway</td>
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Names underlined in red approved by Captain 1-30-36
**LANDMARKS FOR CHARTS**

Atlantic City, N. J.

April 11, 1935.

Director, U.S. Coast and Geodetic Survey:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

E. H. Kirch

Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Tower</td>
<td>33° 50' N 119° 5'</td>
<td>Scaled from compilation</td>
<td>1237</td>
</tr>
</tbody>
</table>

Original mailed to the Director April 11, 1935.

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may be their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it: for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) Inshore, (3) Harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

LANDMARKS FOR CHARTS  

Atlantic City, N. J.  

April 11, 1935  

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<tr>
<td>CHISLICY</td>
<td>33 59.75</td>
<td>70 37.25</td>
<td>0 1237</td>
</tr>
</tbody>
</table>

This top station should be deleted from chart No. 1237 as field inspection and photographs show no such landmark.

Original mailed to the Director - April 11, 1935.

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

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1. **Comparison with Graphic Control Survey T-6213b (1935) scale 1:10,000.**

   All detail on T-6213b within the area of this compilation is shown on the compilation except for temporary plane table stations. (See page 2 of the preceding report).

2. **Comparison with Previous Topographic Surveys.**

   This compilation covers sections of T-1296a (1873); T-1295b (1873); and T-4196 (1925). A visual comparison shows the compilation to be complete in detail and adequate to supersede the sections of these previous surveys which it covers. The larger changes noted are in the outside highwater line particularly at the inlets.

3. **Comparison with Charts 1237 and 3254.**

   The most important corrections and additions to the charts as a result of this survey consist of the intracoastal waterway changes along the outer shore line, and the deletion of the landmark mentioned on page 3 of the preceding report.

4. **Remarks.**

   The projection of this compilation has been tested in the office and is satisfactory.

   The numerous lines marking ditches and field boundaries are rather confusing. A legend has been added to the title for interpretation of this detail. The use of broken lines for field boundaries is not recommended, and the field compilation party is being instructed accordingly.

   The highwater line along Little River at the eastern end of this compilation has been revised in this office to give a clearer interpretation.

   ____________________________
   Leonard A. McLean
   June 3, 1935

   JF Jones
1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)

4. Blueprints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) None submitted.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

High water line at Hug Inlet transferred from T-6213 b. High water line in other places along sand beach obtained from field inspection photographs.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 584 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 6c)

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U.S. G.S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k) No USGS. Quadrangles of this area are available for geographic name comparison.

13. The geographic datum of the compilation is NAVD 1927 and the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.
3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. \(\checkmark\) No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved:

\[\text{E.H. Kusche} \]
Chief of Party

19. Remarks after review in office:

Examinied and approved:

\[\text{C.T. Green} \]
Chief, Section of Field Records

\[\text{L.M. Dolitt} \]
Chief, Division of Charts

\[\text{J.B. Borden} \]
Chief, Division of Hydrography and Topography.