DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic Section Sheet No. V 6084

Hydrographic Section

State: South Carolina

Locality
Charleston, S. C.

North Charleston,

193 4

Chief of Party
Lt. Benjamin H. Riggs.
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forward to the Office.

Field No. V

REGISTER NO. 6084

State South Carolina

General locality Charleston, S. C.

Locality North Charleston

Scale 1 - 10,000 Date of survey February 1934

Vessel Party No. 12

Chief of party Lt. Benjamin H. Rigg

Surveyed by W. H. Martin

Inked by W. H. Martin

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated October 10, 1933

Remarks

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1. **INSTRUCTIONS** - Work on this sheet was executed under instructions dated October 10, 1933.

2. **PURPOSE OF SURVEY** - This sheet was used to obtain graphical control for celluloid radial plot atlas sheet, register No. 5173. The points obtained were road intersections, railroad crossings, and other points readily spotted on the aerial photographs. The distances were obtained by chain, and the traverse was started at triangulation station **Farm**, orienting on Ref. 1, the azimuth mark. The traverse was run to point 12 where a check was obtained on triangulation stations **Port Terminal Tank 1919**, and **Maybank Tank 1932**. The error, 5 m. was distributed over the traverse to that point. A set-up was then made at point 7 and the points 2 - 11 inclusive cut in. A set-up was then made at point 2, orienting on point 7 and checking. **Maybank Tank 1932**. The error at this point, 3 m. was determined to be in orientation and this was distributed from point 7 to point 2.

The same procedure was used N. of station **Farm**, along the R.R. track. The error found at checking in on **N.E. Radio East Airways 1932** was 1 m.

This sheet was first laid out and used as a regulation graphical control sheet by Lt. Witherbee's party. While going ashore in rough water, the skiff capsized and the sheet, together with all other instruments and personnel of the party, was thrown overboard. As the sheet was then not considered suitable for continuing the topography due to the mud stain that would not come out, points already obtained were transferred to a new sheet, present projection was laid out, and the sheet was used for this work.
Aerial photographs used in field inspection with numbered points pricked on them will be forwarded by Lt. E. H. Hirsch. An index furnished with the returned pictures will refer them to this control sheet.

Respectfully submitted,

[Signature]

Forwarded by,

[Signature]

Lt. Benjamin B. Biggs
Chief of Survey
H. & H. Engineer.