DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: South Carolina

DESCRIPTIVE REPORT

Locality:
Beaufort River
Port Royal Sound

1933

Chief of Party
I. E. Rittenburg.
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. A

REGISTER NO. 602

State South Carolina

General locality Port Royal Island

Locality Beaufort River

Scale 1/10000 Date of survey Dec. 1933, 19

Vessel Shore Party # 15

Chief of party I. E. Rittenburg

Surveyed by H. S. Cole

Inked by H. S. Cole

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Nov. 2, 1933, 19

Remarks: ..............................................................................................................
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. B

REGISTER NO. 6703

State: South Carolina

General locality: Port Royal Island

Locality: Beaufort River

Scale: 1/10000 Date of survey: Dec. 1933 19

Vessel: Shore Party # 15

Chief of party: I. E. Rittenburg

Surveyed by: J. A.? McCormick

Inked by: A. O. Dority

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval: feet

Instructions dated: Nov. 2, 1933 19

Remarks: 

...
1  Date of Instructions

This work was done in accordance with instructions of Nov. 2, 1933

2  Area covered

These two sheets cover the location of signals in the Beaufort River from the S. entrance to Lat 30° 24.9 N., Ballast Creek, Archer Creek and Battery Creek.

3  Surveys methods and control.

Control for these two sheets was based on the triangulation of 1931-1933. All supplemental signals were located by three intersections from triangulation stations or previously located topographic signals. No traverses were run. There were no triangles of error encountered on these two sheets. No shoreline was rodded as the shoreline detail is now in the process of compilation by an air photo reduction party of Lieut. S. B. Grennel.

4  Landmarks for charts, list of recoverable topo signals.

A separate list is attached to this report covering the above two subjects.

I. E. Rittenburg, Lieut.,
Coast & Geodetic Survey,
Chief of Party.
LANDMARKS FOR CHARTS

Beaufort, S. Car.,

Jan. 26, 1934

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.

I. E. Rittenburg
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></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATE</td>
</tr>
<tr>
<td></td>
<td>D.M. METERS</td>
<td>D.P. METERS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>32° 21' 390</td>
<td>80° 41' 339</td>
<td>W. A. 1927 Topo</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>571, 1240</td>
</tr>
</tbody>
</table>

With the exception of signals Kil and Hen, all the landmarks

have already been charted and those charted are still good.

(Kil) Silver steel Stack

(Hen) Brick Stack

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 by 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) leeward, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
LIST OF RECOVERABLE TOPOGRAPHIC SIGNAL AND AIR PHOT CONTROL POINTS.

<table>
<thead>
<tr>
<th>NAME</th>
<th>DESC.</th>
<th>LAT.</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAD</td>
<td>Railroad Tank</td>
<td>32° 36' 738&quot;</td>
<td>80° 42' 322&quot;</td>
</tr>
<tr>
<td>CAP</td>
<td>S.E. Gable of Warehouse on Dock</td>
<td>32° 22' 585&quot;</td>
<td>80° 41' 536&quot;</td>
</tr>
<tr>
<td>Bin</td>
<td>Lighted Beacon</td>
<td>32° 22' 192&quot;</td>
<td>80° 41' 121&quot;</td>
</tr>
<tr>
<td>Fat</td>
<td>Light on Draw Archers Creek Bridge</td>
<td>32° 22' 543&quot;</td>
<td>80° 45' 346&quot;</td>
</tr>
<tr>
<td>Hen</td>
<td>Brick Stack</td>
<td>32° 22' 777&quot;</td>
<td>80° 41' 609&quot;</td>
</tr>
<tr>
<td>Kil</td>
<td>Silver Steel Stack</td>
<td>32° 21' 390&quot;</td>
<td>80° 41' 339&quot;</td>
</tr>
<tr>
<td>Min</td>
<td>Stack at Marine Sta., Parris Island</td>
<td>32° 21' 65m</td>
<td>80° 40' 448&quot;</td>
</tr>
<tr>
<td>NUN</td>
<td>Tank at Marine Sta., Parris Island</td>
<td>32° 21' 586&quot;</td>
<td>80° 40' 23m</td>
</tr>
<tr>
<td>Pea</td>
<td>Steel Stack</td>
<td>32° 20' 861&quot;</td>
<td>80° 40' 196&quot;</td>
</tr>
<tr>
<td>How</td>
<td>Flag pole at Ballast Creek</td>
<td>32° 20' 614&quot;</td>
<td>80° 40' 43m</td>
</tr>
<tr>
<td>So</td>
<td>So. Gable E. Hanger Parris Island</td>
<td>32° 20' 575&quot;</td>
<td>80° 40' 354&quot;</td>
</tr>
<tr>
<td>Hik</td>
<td>Dirigible Mooring Mast</td>
<td>32° 19' 996&quot;</td>
<td>80° 41' 89m</td>
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</tbody>
</table>

All the above are suitable for air photo control points.