<table>
<thead>
<tr>
<th>Topographic</th>
<th>Sheet No.</th>
<th>&quot;F&quot;</th>
</tr>
</thead>
</table>

**Localities**

- Entrance to Winyah Bay
- Vicinity of Middle Ground

**Year:** 1935

**Chief of Party:** Herman Odessey
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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. "F"

REGISTER NO. 6245

State. South Carolina

General locality. Winyah Bay, South Carolina

Vicinity of Middle Ground

Locality. Entrance to Winyah Bay

Scale 1:10000 Date of survey March 14th 1935

Vessel. "GILBERT"

Chief of party. Herman Odessa

Surveyed by. Edwin Shuffle, Jr. Surveyor

Inked by. Edwin Shuffle, Jr. Surveyor

Heights in feet above to ground to tops of trees none shown

Contour, Approximate contour, Form line interval feet

Instructions dated Office Letter 22 AB 1935 G14, Oct, 1934

Remarks: .................................................

.................................................
DESRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET - "F"

Entrance to Winyah Bay, and approach to the entrance from the three-fathom curve.

(South Jetty Wall to Lat. 33°14' N)

PROJECT - 1935

DATE OF INSTRUCTIONS: Letter from the Director, Oct. 29, 1934.
Ref: No. 22-AB, 1935, GI4.

CHIEF OF PARTY: Herman Odussey, H. & G. Engineer, Commanding Ship "GILBERT".

TOPOGRAPHER: Edwin Shuffle, Jr., Surveyor.

INSTRUMENTS: The standard alidade, telemeter rods, and plane table equipment were used with the aluminum backed sheets.

PURPOSE OF SURVEY:
The purpose of this survey was to locate signals for hydrography within the limits of the sheet.

PROCEDURE:
The hydrographic signals south of triangulation station "JET" were located by obtaining three-point fixes near them and then rodding them in. In order to locate the signals north of station "JET", a traverse was run, the distance checking accurately with a cut to the Jetty Light.

A magnetic meridian was obtained at triangulation station "JET", no local disturbances being noticed.
The sheet was inked by the topographer. Each of the hydrographic signals, topographic, and triangulation stations were indicated by a red dot - the hydrographic signals and topographic stations were marked with red circles, and the triangulation stations by red equilateral triangles.

The names of the topographic and triangulation stations were placed on the sheet along with sketches indicating the type of the signals used for the hydrography.

On the magnetic meridian was placed the time of day, the date, and the station at which the observation was made.

The cuts to all signals located by plane table methods were left on the sheet. In some cases, where these cuts were light, or had been partly erased from cleaning up the sheet, they were redrawn.

CHANGES IN PROMINENT OBJECTS

The south jetty wall is awash at 1/4 tide, while the north jetty wall is visible at all stages of the tide. The mound at the east end of the north jetty is not readily noticeable, has evidently been broken up by the wave action, while the mounds on the south jetty wall are prominent landmarks.

MISCELLANEOUS

Vertical Control - As these sheets were intended primarily for the control of aerial photographs, and for locating hydro-
graphic signals, no attempt was made at vertical control.

Geographic Names - The geographic names are correct as charted.

**SOUTH JETTY MOUNDS**

The east and west cut to the middle and west mounds on the south jetty wall were drawn using the line of direction or the wall as determined from the triangulation station "JETTY LIGHT" and the hydrographic signals located in the center of the wall on sheet "A".

Approved:

Herman Odessey, Chief of Party.

Respectfully,

Edwin Shuffle, Jr., Surveyor.
**PLANE TABLE POSITIONS - SHEET "F"**

<table>
<thead>
<tr>
<th>Name</th>
<th>Latitude D. M. Meters</th>
<th>Longitude D. M. Meters</th>
<th>Description of Objects</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Jetty, Middle Mound</td>
<td>35 11 772.2</td>
<td>79 09 9.5</td>
<td>See form #524 Description of Topographic Stations.</td>
</tr>
<tr>
<td>South Jetty, West Mound</td>
<td>35 11 774.2</td>
<td>79 09 1196.3</td>
<td>Same as above</td>
</tr>
</tbody>
</table>
LANDMARKS FOR CHARTS

Georgetown, South Carolina.

March 10, 1935

Herman Odessy
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>°</td>
<td>D.M. Meters</td>
<td>°</td>
<td>D.P. Meters</td>
</tr>
<tr>
<td>(3) Georgetown Lighthouse</td>
<td>33 13</td>
<td>643.2</td>
<td>79 11</td>
<td>181.6</td>
</tr>
<tr>
<td>Middle Ground Channel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Rear Range Beacon</td>
<td>33 12</td>
<td>17.6</td>
<td>79 11</td>
<td>235.6</td>
</tr>
<tr>
<td>Middle Ground Channel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Front Range Beacon</td>
<td>33 11</td>
<td>1679.3</td>
<td>79 10</td>
<td>1069.4</td>
</tr>
<tr>
<td>South Jetty Channel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Rear Range Beacon</td>
<td>33 11</td>
<td>1000.1</td>
<td>79 10</td>
<td>814.0</td>
</tr>
<tr>
<td>(2) Jetty Light</td>
<td>33 11</td>
<td>773.8</td>
<td>79 08</td>
<td>384.6</td>
</tr>
<tr>
<td>South Jetty Middle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) South Jetty Inner</td>
<td>33 11</td>
<td>772.2</td>
<td>79 09</td>
<td>9.5</td>
</tr>
<tr>
<td>Mound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) Mound</td>
<td>33 11</td>
<td>774.2</td>
<td>79 09</td>
<td>1197.0</td>
</tr>
</tbody>
</table>

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) 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.