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

State: South Carolina

DESCRIPTIVE REPORT
Topographic Sheet No. "D"

LOCALITY

Northem part of Winyah Bay,
Peedee River, and Waccamaw River,

13° 34' 10" N. 95° 13' 53" W. 399 ft.

35

19...

CHIEF OF PARTY

Herman Odessaey.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

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

Field No. "D"

REGISTER NO. 627A

State........ South Carolina

Locality.............. Winyah Bay, South Carolina

General locality........ Pee Dee River, and Waccamaw River

Pee Dee River, part of Winyah Bay (4, 338, lat. N to 30\degree 30' N)

Locality No........... January 26th to

Scale.................. 1:10,000

Date of survey........ February 6th, 1935

Vessel.............. "GILERA"

Chief of party........ Herman C. Messey

Surveyed by........ Edwin Shuffle, Jr. (Surveyor), Rigg's Office under the supervision of Lt. J. Hirsch.

Inked by............

Heights in feet above ground to tops of trees none shown

Contour, Approximate contour, Form line interval feet

Instructions dated Office Letter No. 22, A.B. 1934

Remarks.............. Unlinked sheet transferred to part February 26th, 1935

Returned on March 18, 1935
DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET - "D"

Northern part of Winyah Bay, PeeDee River, and Waccamaw River (Lat. 33°-18' N. to Long 33°-22'-20" N).

PROJECT 1935.

DATE OF INSTRUCTIONS Letter from the Director, Oct. 29, 1934.

CHIEF OF PARTY Herman Odessa, E. & C. Engineer,
Commanding Ship "GILBERT".

TOPOGRAPHER Edwin Shufle, 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, to obtain data
needed for reducing aerial photographs of this area to an accurate
scale, and to establish at intervals of about one mile along the shore,
a permanently marked recoverable station.

PROCEDURE The hydrographic signals were located first,
in order that the hydrography could be undertaken without unnecessary
delay. After the signals were located, the sheet was again taken to
the field to locate permanently marked topographic stations, and rod in
positions of the shore line at intervals of about one mile. The des-
criptions of the topographic stations are submitted on Form #534, and a
list of their positions is attached. Various features were located as required by the photo compilation party. As soon as this sheet was finished, it was turned over to Lieutenant H. Kirsch to use in verifying his photo compilation work. A magnetic meridian was obtained at triangulation station "BELLE", no local disturbance being noticed. All of the triangulation stations used in this work, and falling within the limits of the sheets, were recovered as the survey reached them.

In a few cases, the descriptions were revised according to the changes that had taken place, the recovery notes being submitted on Form J525. Whenever it was possible, the plane table was set up at a triangulation station. Three-point fixes with a check on a fourth station were used in locating the plane table at the topographic stations, and in most cases, for set-ups from which to cut in hydrographic signals.

**SHEETS**

The sheet was not inked by the topographer except for marking the hydrographic signals, topographic, and triangulation stations. Each of these was 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 the 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 sheets. In some cases, where these cuts were light, or had been partly erased from cleaning up the sheet, they were redrawn.

The following symbol, , used on the sheet, indicates a rod reading to the point within the square, except in cases where a hydrographic signal was rodded in, in which case a circle was drawn about the dot. This symbol was not used in rodding in docks and other similar features, so that it would not be confused with a part of the topography.

The detail between the rod readings on the shore line was taken from the aerial photographs, and inked in by one of the draftsmen in Lieutenant B. L. Rigg's office under Lieutenant E. H. Kirsch's supervision.

**CHANGES IN PROMINENT OBJECTS**

The new Waccamaw and Pee Dee River bridges are shown on Sheet "D". The Pee Dee River Bridge is a draw (or swing type) bridge, clearance of 15.7 feet at MHW and 19.0 feet at MLW, and has a width of 60 feet (between fender pilings) on each side of the draw. The Waccamaw River Bridge is a draw (or swing type) bridge with a stationary span on each side of the draw. The draw has a clearance of 12.7 feet at MHW and 16 feet at MLW, and is 120 feet wide (between fender pilings) on each side.

The following list of landmarks were moved, and have been
relocated by plane table methods, and a list of their positions is attached.

Winyah Bay, Western Channel, Beacon #15.

Winyah Bay, Opposite Rabbit Island, Beacon #2.

Waccamaw River, Beacon #17.

MISCELLANEOUS

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

Geographic Names - The geographic names are correct as charted. A small island about 1/4 mile south of Hare Island and west of Frazier Point has the local name of Horse Island.

PROMINENT LANDMARKS

The most prominent landmarks to be seen in Georgetown, South Carolina, from Winyah Bay, are the A.C.L. Corporation brick stock, the Georgetown Silver Standpipe, and the A.C.L. Corporation tank (black).

Approved:

Herman Odessa
Chief of Party.

Respectfully submitted

Edwin Shuford, Jr.
Surveyor.
1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5255-5377, with particular attention to the following details:

   (a) Projection has been checked in the Field.

   (b) Accuracy of location of plane table control points.

   (c) Discrepancies between detail on this survey and the air photo compilations listed above.

   (d) Discrepancies found in descriptions submitted on Form 526 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-, , , for a more complete discussion of any errors or discrepancies found.

   Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

   Notes and corrections resulting from the review are shown on this survey in green.

   Leonard A. Buckman
<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE D.M. Meters</th>
<th>LONGITUDE D.M. Meters</th>
<th>DESCRIPTIONS or OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BASE</td>
<td>33 21 1244.4</td>
<td>79 15 1197.0</td>
<td>See From #524 Descriptions of Topographic Stations</td>
</tr>
<tr>
<td>STAR</td>
<td>33 19 127.6</td>
<td>79 17 934.2</td>
<td>Same as above</td>
</tr>
<tr>
<td>PEN</td>
<td>33 20 311.6</td>
<td>79 17 584.6</td>
<td>Same as above</td>
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<tr>
<td>WACCAMAW RIVER,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beacon # 17.</td>
<td>33 21 1257.6</td>
<td>79 15 822.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>BOATHOUSE, WEST</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GABLE, Baruch's</td>
<td>33 19 1183.0</td>
<td>79 15 1315.8</td>
<td>Same as above</td>
</tr>
<tr>
<td>WACCAMAW RIVER,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beacon #4A</td>
<td>33 20 1499.0</td>
<td>79 15 1500.2</td>
<td>Same as above</td>
</tr>
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<td>HARE ISLAND,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beacon #1</td>
<td>33 20 743.6</td>
<td>79 15 1445.9</td>
<td>Same as above</td>
</tr>
<tr>
<td>HARE ISLAND,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beacon #3</td>
<td>33 19 1832.5</td>
<td>79 15 1410.0</td>
<td>Same as above</td>
</tr>
<tr>
<td>WINYAH BAY, Western Ch.,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beacon #15</td>
<td>33 19 174.1</td>
<td>79 17 430.0</td>
<td>Same as above</td>
</tr>
<tr>
<td>WINYAH BAY, Opposite Rabbit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is., Beacon #2.</td>
<td>33 20 347.0</td>
<td>79 16 1318.2</td>
<td>Same as above</td>
</tr>
</tbody>
</table>
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Georgetown, S. C.

March 6th 1935

Herman Odessy, 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>Waccamaw River, Beacon #17</td>
<td>33°21'</td>
<td>1257.6</td>
<td>79°15'</td>
</tr>
<tr>
<td>Waccamaw River, Beacon #4</td>
<td>33°20'</td>
<td>1499.0</td>
<td>79°15'</td>
</tr>
<tr>
<td>Haral Island</td>
<td>33°20'</td>
<td>743.5</td>
<td>79°15'</td>
</tr>
<tr>
<td>Haral Island</td>
<td>33°19'</td>
<td>1832.5</td>
<td>79°15'</td>
</tr>
<tr>
<td>Winyah Bay, Western Channel, Br. #16</td>
<td>33°19'</td>
<td>174.1</td>
<td>79°17'</td>
</tr>
<tr>
<td>Winyah Bay, opposite Rabbit Isl., Br. #18</td>
<td>33°20'</td>
<td>347.0</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit R.F.R. Bn.</td>
<td>33°20'</td>
<td>1097.7</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit R.R.R. Bn.</td>
<td>33°20'</td>
<td>504.8</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit R.R.R. Bn.</td>
<td>33°21'</td>
<td>3.8</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit training wall, Bn.</td>
<td>33°22'</td>
<td>220.3</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit Church, Corner, Cross Arm.</td>
<td>33°22'</td>
<td>300.9</td>
<td>79°16'</td>
</tr>
<tr>
<td>Sampit, Silver Standpipe</td>
<td>33°22'</td>
<td>585.4</td>
<td>79°17'</td>
</tr>
<tr>
<td>A.C.L. Corp. water tank</td>
<td>33°21'</td>
<td>1748.1</td>
<td>79°17'</td>
</tr>
<tr>
<td>A.C.L. Corp. brick stack</td>
<td>33°21'</td>
<td>1617.17</td>
<td>79°17'</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 to the Chief of Party in 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 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.

U. S. GOVERNMENT PRINTING OFFICE: 1935 250773
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: South Carolina

DESCRIPTIVE REPORT

Topographic Hydrographic

Sheet No. "G"

LOCALITY

Western part of Winyah Bay,
(L. 33° 15' N to L. 33° 18' N.)
(Western Part)

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. "C"...........

REGISTER NO. 6247b

State........South Carolina.................................................................

General locality........Winyah Bay, South Carolina......................

Locality........(Western Part) of Winyah Bay. (Lat. 33° 16' 0" to 33° 16' N) January 11th to

Scale........1:10,000.........Date of survey./February 20th...., 1935...

Vessel........"GILBERT".................................................................

Chief of party.............Herman Odessy.................................

Surveyed by.............Edwin Shuffle, Jr. (Surveyor)

Draftsman in Lieut. E. H. Rigg's office under the supervision of Lieut. E. H. Kirch.

Inked by.................................

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

Contour, Approximate contour, Form line interval....../feet


Remarks: Uninked sheet transferred to party of E. H. Rigg on

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

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

TOPOGRAPHER
Edwin Shuffie, 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, to obtain data
needed for reducing aerial photographs of this area to an accurate scale,
and to establish at intervals of about one mile along the shore, a per-
manently marked recoverable station.

PROCEDURE
The hydrographic signals were located first,
in order that the hydrography could be undertaken without unnecessary
delay. After the signals were located, the sheet was again taken to the
field to locate permanently marked topographic stations, and/rod in pos-
tions of the shore line at intervals of about one mile. The descrip-
tions of topographic stations are submitted on Form #524, and a list of
their positions is attached. Various features were located as required
by the photo compilation party. As soon as this sheet was finished, it
it was turned over to Lieutenant E. H. Kirsch to use in verifying his

- 1 -
continued

photo compilation work. A magnetic meridian was obtained at triangulation station "FRAZIER", no local disturbance being noticed. All of the triangulation stations used on this work, and falling within the limits of the sheets, were recovered as the survey reached them. In a few cases, the descriptions were revised according to the changes that had taken place, the recovery notes being submitted on Form # 520. Whenever it was possible, the plane table was set up at a triangulation station. Three-point fixes with a check on a fourth station were used in locating the plane table at the topographic stations, and in most cases, for set-ups from which to cut in hydrographic signals.

SHEETS

The sheet was not inked by the topographer except for marking the hydrographic signals, topographic, and triangulation stations. Each of these was 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 the sketches indicating the type or 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 sheets. In some cases, where these cuts were light, or
continued

or had been partly erased from cleaning up the sheet, they were redrawn.

The following symbol, •, used on the sheet, indicates a rod reading to the point within the square, except in cases where a hydrographic signal was rodded in, in which case a circle was drawn about the dot. This symbol was not used in rodding in docks and other similar features, so that it would not be confused with a part of the topography.

The detail between the rod readings on the shore line was taken from the aerial photographs, and inked in by one of the draftsmen in Lieutenant B. E. Rigg's office under Lieutenant E. H. Kirsch's supervision.

CHANGES IN PROMINENT OBJECTS

The following list of landmarks were moved, and have been relocated by plane table methods, and a list of their positions is attached.

Winyah Bay, Western Channel, Beacon #2 (red)

"   "   "   "   "   "   #13

MISCELLANEOUS

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

Geographic Names - The geographic names are correct as charted.

Marshes - There are many dykes and drainage ditches north of the Estherville-Minim Creek Canal which have been built to prevent the
marshes from flooding in this area.

Approved:

Herman Odessy,
Chief of Party.

Respectfully submitted

Edwin Shufle, Jr.
Surveyor.
<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DESCRIPTIONS OF OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAR</td>
<td>33 17 380.2</td>
<td>79 17 567.0</td>
<td>See form #524 Descriptions of Topographic Stations</td>
</tr>
<tr>
<td>ACE</td>
<td>33 18 383.7</td>
<td>79 14 567.6</td>
<td>Same as above</td>
</tr>
<tr>
<td>RAGS</td>
<td>33 16 57.3</td>
<td>79 15 1224.2</td>
<td>Same as above</td>
</tr>
<tr>
<td>TOH</td>
<td>33 15 1140.9</td>
<td>79 14 708.3</td>
<td>Same as above</td>
</tr>
<tr>
<td>WHY</td>
<td>33 16 227.2</td>
<td>79 13 770.6</td>
<td>Same as above</td>
</tr>
<tr>
<td>PARK</td>
<td>33 16 1848.7</td>
<td>79 13 636.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>BAR</td>
<td>33 17 1472.3</td>
<td>79 13 1068.1</td>
<td>Same as above</td>
</tr>
<tr>
<td>WINYAH BAY, Cottage, West gable</td>
<td>33 15 361.1</td>
<td>79 14 862.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>WINYAH BAY, Western Ch., Beacon #13</td>
<td>33 18 109.0</td>
<td>79 17 327.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>WINYAH BAY, Western Ch., Beacon #2.</td>
<td>33 15 746.4</td>
<td>79 15 757.7</td>
<td>Same as above</td>
</tr>
</tbody>
</table>
### LANDMARKS FOR CHARTS

#### Georgetown, S. C.

**March 5th, 1935**

**Chief of Party:** Herman Odessey

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#### DESCRIPTION | POSITION | METHOD OF DETERMINATION | CHARTS AFFECTED
--- | --- | --- | ---
(3) Winyah Bay, Western Channel, Bu. #3 | 33° 15' 993.9 | 79° 15' 338.6 | N.A. - 1927 Triangulation 3255 | S76
(3) Winyah Bay, Western Channel, Bu. #5 | 33° 15' 995.4 | 79° 15' 340.3 | N.A. - 1927 Plane Table 428 | S76
(3) Winyah Bay, Western Channel, Bu. #7 | 33° 16' 1464.2 | 79° 16' 1219.3 | N.A. - 1927 Triangulation | S76
(3) Winyah Bay, Western shore, tide gauge | 33° 16' 257.0 | 79° 16' 547.9 | " | S76
house, peaked roof. | 33° 16' 556.1 | 79° 16' 839.2 | " | S76
(3) Winyah Bay, Western Channel, Bu. #9 | 33° 16' 1154.5 | 79° 16' 1285.2 | " | S76
(3) Winyah Bay, Western channel, Bu. #11 | 33° 17' 255.8 | 79° 17' 114.7 | " | S76
(3) Winyah Bay, wreck of the HARVEST MOON (covered at HWL) | 33° 17' 235.9 | 79° 15' 741.3 | " | S76
(3) Winyah Bay, Western Channel, Bu. #13 | 33° 18' 109.0 | 79° 17' 327.5 | Plane Table | S76
(3) Winyah Bay, Western shore, white house, chimney | 33° 18' 287.1 | 79° 17' 1095.1 | Triangulation | S76
(3) Winyah Bay, eastern channel, piles (group of three) | 33° 17' 409.2 | 79° 14' 1457.5 | Plane Table | S76
(3) Winyah Bay, Western Channel, Beacon #2 | 33° 15' 748.0 | 79° 15' 257.2 | " | S76

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Review of Topographic Control Survey No T-62470.

This sheet was examined in connection with the review of aerial photo compilations. No T-5378, T-5381 and no errors or discrepancies were noted. See T-5378 and T-5381 for complete topographic detail.

L.A. Metcalf
May 8, 1935.