State: South Carolina

DESCRIPTIVE REPORT

Topographic    Hydrographic  Sheet No. "B"

LOCALITY

Mud Bay, eastern part of

Winyah Bay, and North Island,

17° 30' - 17° 31' W to 17° 38' - 18° 4'

(Eastern Part) & Vicinity

1935

CHIEF OF PARTY

Herman Odessa

U. S. COAST & GEOFETIC SURVEY
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APR 11 1935
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. .... "B"

REGISTER NO. 62488

State. .... South Carolina

General locality. Winyah Bay, South Carolina. (Eastern Part) & Vicinity

Locality. .... Mud Bay, east part of Winyah Bay, North Island

January 12th, to

Scale. .... 1:10,000. Date of survey. .... February 19th/., 1935

Vessel. .... "GILBERT"

Chief of party. .... Herman Ossey

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

Draftsman in Lieut., B.H. Rigg's office under the

Inked by. .... supervision of Lieut. E. H. Kirsch

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 B. H. Rigg on

February 28th, 1935. .... Returned March 18, 1935. ....
DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET - "B"

Mud Bay, eastern part of Winyah Bay, and North Island,

PROJECT - 1935.

DATE OF INSTRUCTIONS Letter from the Director, Oct. 29, 1934.
Ref: No. 22-AB, 1935, CI4.

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

TOPOGRAPHER Edwin Shufli, 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 de-
lay. After the signals were located, the sheet was again taken to the
to 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
was turned over to Lieutenant E. H. Kirsch to use in verifying his photo
compilation work. A magnetic meridian was obtained at triangulation station "U.S.E", no local disturbance being noticed. All of the triangulation stations used on this work, and falling within the limits of the sheet, 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 J526. 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
had been partly erased from cleaning up the sheet, they were redrawn.

The following symbol, a, 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. H. Rigg's office under Lieutenant E. R. 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 (black)

Winyah Bay, Western Channel, Beacon #1.

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 - The marshy areas east of Mud Bay are covered with water at high tide.
continued

Approved:

Herman Odessey,
Chief or Party.

Respectfully submitted

Edwin Shurtleff, Jr.
Surveyor.
### Plane Table Positions - Sheet "B"

<table>
<thead>
<tr>
<th>NAME</th>
<th>Latitude D.M. Meters</th>
<th>Longitude D.M. Meters</th>
<th>Descriptions of Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAR</td>
<td>33 14 725.9</td>
<td>79 12 713.4</td>
<td>See form #524 Descriptions of Topographic Stations</td>
</tr>
<tr>
<td>SHAD</td>
<td>33 15 118.2</td>
<td>79 13 1420.6</td>
<td>Same as above</td>
</tr>
<tr>
<td>KAY</td>
<td>33 14 312.0</td>
<td>79 11 624.2</td>
<td>Same as above</td>
</tr>
<tr>
<td>BAKE</td>
<td>33 17 0.0</td>
<td>79 11 1373.3</td>
<td>Same as above</td>
</tr>
<tr>
<td>JIG</td>
<td>33 18 252.8</td>
<td>79 12 236.9</td>
<td>Same as above</td>
</tr>
<tr>
<td>Winyah Bay, Western Ch. Beacon #1</td>
<td>33 15 484.5</td>
<td>79 14 325.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>Winyah Bay, Western Shore, Beacon (bl'k)</td>
<td>33 14 1398.6</td>
<td>79 12 1169.8</td>
<td>Same as above</td>
</tr>
</tbody>
</table>
LANDMARKS FOR CHARTS

Georgetown, South Carolina,

February 27th, 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:

Herman Olesser /Chief of Party

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>DATUM</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3) Winyah Bay, Western Channel, Beacon #1.</td>
<td>33 15 494.5</td>
<td>79 14 323.5</td>
<td>NA-1927 Plane Table</td>
</tr>
<tr>
<td>(3) Winyah Bay, Western Channel, Beacon (black)</td>
<td>33 15 1398.6</td>
<td>79 12 1162.8</td>
<td>&quot; &quot;</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.
Review of Geographic Control Survey No T-6248a.

This survey was examined in connection with the review of air photo compilations No. T-5378, T-5379, and T-5381 and no errors or discrepancies were noted. See T-5378, T-5379, and T-5381 for complete topographic detail.

Leonard A. Peters
May 8, 1935.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S. Patton Director

State: South Carolina

DESCRIPTIVE REPORT
Topographic | Hydrographic | Sheet No. | "A"

LOCALITY

Entrance to Winyah Bay

Mother North Shoal & Vicinity

1935

CHIEF OF PARTY

Herman Ganney
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. "A"  
REGISTER NO. 6248b  

State: South Carolina  

General locality: Windey Bay, South Carolina  

Mother North Shoal & Vicinity  

Locality: Entrance of Windey Bay (L. 33° 10' N. to L. 33° 14' N)  
January 15, to/  

Scale: 1:10,000 Date of survey: February 14, 1935  

Vessel: "GILBERT"  

Chief of party: Harman Odssay  

Surveyed by: Edwin Shuffle, Jr., (Observer)  
Draftsman in Lieut. B.H. Rigg's office under the  
Inked by: supervision of Lieutenant E. H. Kirsch  

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 B. H. Rigg on February,  
28th, 1935 Returned March 16, 1935  

...
DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEET - "A"
ENTRANCE TO WINYAH BAY - (Lat. 33°-10' N to Long. 33°-14' N)
PROJECT - 1935

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

CHIEF OF PARTY
Herman Odessey, 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, 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
to locate permanently marked topographic stations, and/rod in positions of the
shore line at intervals of about one mile. The descriptions 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 was turned over to Lieutenant E. H.
Kirsch to use in verifying his photo compilation work. A magnetic meridian
was obtained at triangulation station "JET", no local disturbance being noticed. All of the triangulation stations used on this work, and falling within the limits of the sheet, 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 #528. Whenever it was possible, the plane table was set up at a triangulation station. Three-point rixes 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.

Beginning with a three-point fix, a traverse was run from the Georgetown Lighthouse dock around the south end of North Island, then north to triangulation station "JET", the HWL being rodded in. A traverse was also run on the three sand bars south of the south jetty wall, commencing from a three-point fix, and closing with one.

**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 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.
continued

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.

The following symbol, [H], used on the sheet, indicates a rod reading to the point within the square, except in cases where a hydrographic signal was roddeed in, in which case a circle was drawn about the dot. This symbol was not used in roddeing 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.H. Rigg's office under Lieutenant E.H. Kirsch's supervision.

**CHANGES IN PROMINENT OBJECTS**

The sand bar, which is shown on Chart #423, south of the entrance to Winyah Bay and south of the south jetty wall, as a continuous strip of sand running in a SW'ly direction, has broken up into three bars. These bars are covered over with water at extreme high water.

The ocean, during storm high water, has broken through the southern end of North Island in several places, and has formed a large pond there. Sand dunes are scattered on the north, east, and south sides of this pond, which is reported by the islanders to be about five feet deep. There is a small outlet from it into Winyah Bay.
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.

Approved:

Herman Odesssey,
Chief of Party

Respectfully submitted,

Edwin Shuffle Jr.
Surveyor.
## PLANE TABLE POSITIONS - SHEET "A"

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DESCRIPTIONS OF OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOP</td>
<td>33 13 146.4</td>
<td>79 12 226.0</td>
<td>See form #524 Descriptions of Topographic Stations.</td>
</tr>
<tr>
<td>SOUTH</td>
<td>33 11 995.2</td>
<td>79 12 361.5</td>
<td>Same as above</td>
</tr>
<tr>
<td>FOG</td>
<td>33 12 939.6</td>
<td>79 10 844.2</td>
<td>Same as above</td>
</tr>
</tbody>
</table>
LANDMARKS FOR CHARTS

Georgetown, South Carolina.

February 27th, 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:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
</tr>
<tr>
<td>(3) Winyah Bay, Entrance, South Jetty Ch. Front Range</td>
<td>33° 11'</td>
</tr>
<tr>
<td>(3) Winyah Bay, Entrance, Mid. Grn'Ch. Front Range</td>
<td>33° 11'</td>
</tr>
<tr>
<td>(3) Winyah Bay, Entrance, Mid. Grn'Ch. Rear Range</td>
<td>33° 12'</td>
</tr>
<tr>
<td>(3) So. Jetty Ch., Rear Range</td>
<td>33° 11'</td>
</tr>
<tr>
<td>(3) North Id., North Radio Mast.</td>
<td>33° 13'</td>
</tr>
<tr>
<td>(3) North Id., Signal Tower, Georgetown Lighthouse</td>
<td>33° 13'</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 steeple, train trestle, 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.