original

8211

Diag'd. on Diag. Ch. No. 1237

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Air Photo. Compilation

Field No.: Office No.: T-8211

LOCALITY

State: South Carolina

General locality: Horry County

Locality: Bucksville

194 3

CHIEF OF PARTY
Lieut. Comdr. K. G. Crosby
Lieut. Comdr. F. L. Gallen

LIBRARY & ARCHIVES

DATE: September 19,1946

B-1870-1 (1)

8211

Form T-1

DATA RECORD

T- 8211

Quadrangle (II): Bucksville **Project No. (II):** CS-275

Field Office: Myrtle Beach, S. C. **Chief of Party:** F. L. Gallen

Compilation Office: Tampa, Florida **Chief of Party:** K. G. Crosby

Instructions dated (II III): Jan. 23, July 15, Oct. 19, Oct. 23, Oct. 27, 1942 **Copy filed in Descriptive Report No. T-** (VI)

Completed survey received in office: 8/43

Reported to Nautical Chart Section: 1/45

Reviewed: 11/29/43 **Applied to chart No.** **Date:**

Redrafting Completed: 2/44

Registered: **Published:** 4/44

Compilation Scale: 1:20,000 **Published Scale:** 1:31680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 **Datum Plane (III):** M.S.L. 1929

Reference Station (III): Enterprise, 1934

Lat.: 33°40'03".091 (95.2 m.) **Long.:** 79°03'37".506 (966.3 m.) **Adjusted** ~~Unadjusted~~

State Plane Coordinates (VI): South Carolina, North

X = 2,590,154.64 feet Y = 248,557.02 ft.

Military Grid Zone (VI) "B"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
8234	April 2, 1942	12:48	1:20,000	Inshore sheet
8235	"	12:50	"	5/6 of high tide
8236	"	12:57	"	
8244	"	1:10	"	
8245	"	1:11		

Tide from (III): -- Enterprise Lat: 33° 40' ; Long. 79° 04'

Mean Range:-- 2.0 ft. **Spring Range:** -- 2.4 ft.

Camera: (Kind or source) U.S.C. and G.S. Nine lens

Contouring and
Field Inspection by: C.W.A. Supp and K.B.Roche **date:** March, April, 1942
Feb. Mar. 1943

Field Edit by: L. Levin **date:** Sept. 1943

Date of Mean High-Water Line Location (III): --

Red line celluloid print
Projection and Grids ruled by (III) Washington Offc. **date:** --

" " " **checked by:** " **date:**

Control plotted by: (Previous Compilations) **date:**

Control checked by: " " **date:**

Radial Plot by: " " **date:**

Revised
Detailed by: M. R. Blake, Jr.Engr.Drafts. **date:** July-Aug. 1943

Reviewed in compilation office by: A.L.Kidwell, Jr. Topo.Engr. **date:** August 1943
J.H.S.Billmyer, Asst.Photo.Engr.

Elevations on Field Edit Sheet checked by: L. Levin **date:** Sept. 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): Previously reported

Shoreline (More than 200 meters to opposite shore): Previously reported

Shoreline (Less than 200 meters to opposite shore): " "

Number of Recoverable Topographic Stations established: 2

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles: 42

Roman numberals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

T-8211 is a revision of sections of previous compilations combined, on a scale of 1:20,000, on a $7\frac{1}{2}$ minute celluloid sheet.

Revisions and additions were made from paper field sheets and from photographs.

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.275, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

1.

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in April 1942 and were published in 1944 on the scale of 1:20,000 Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

2.

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the photographs entirely.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

3.
COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. A ~~AMS~~ radial plot was made for this work, using the red line print as a base.

4.
FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc. Steps 2 and 4 were completed simultaneously.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blueline" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT TO ACCOMPANY
BUCKVILLE QUADRANGLE

DEFENSE MAPPING PROJECT CS-275-14
Wm. D. Patterson, Chief of Party.

Instructions for this project were dated January 23, 1942.

GENERAL DESCRIPTION OF AREA

The area covered by this survey lies in the northeast portion of the quadrangle. It may be described briefly as consisting mainly of a rather flat plateau which is dissected by several well developed drainage systems. In general, the streams flow in a northeast-southwest direction and drain into a low swampy area bordering the Waccamaw River. Drainage into the Intracoastal Waterway is developed to a lesser degree and is mainly of an intermittent character.

It is of some interest to note that the portion of the quadrangle bounded by the Intracoastal Waterway and the Waccamaw River can be classified in terms of three rather well defined zones. Along the Waccamaw River is a belt of deciduous swamp which will be described in further detail below. It varies in width from one half to one mile, and is entirely undeveloped except for small scale hardwood lumbering operations. Adjoining the swamp area, and bounded on the east by U.S. Highway 501, is a belt which includes almost all the cultivated land in the locality. In most cases areas under cultivation extend to the very edge of the swamp, and are broken up by narrow, dense bands of deciduous trees which characteristically follow all drainage. Because of the low relief of these cultivated areas, numerous ditches are necessary to provide proper drainage, and are a conspicuous feature of the compilations of this vicinity. Extending eastward from U.S.Highway 501 to the limits of the quadrangle is the third zone, an area above the 20 foot contour and which rises to a probable 40 foot elevation in the extreme northeast corner of the quadrangle. Pine, varying from dense stands to scattered growths in logged over areas, predominates, altho the course of all streams are marked by the extremely dense growths of deciduous trees mentioned above. Near the eastern boundary of the quadrangle are extensive open areas of marsh and brush which are known locally as "bays." Very little of the land in this zone is under cultivation.

SURVEY METHODS

All planimetric details and contours were located by plane table-stadia traverses. Orientation of the plane table was accomplished by means of the declinatoire. Before commencing other work on the quadrangle, the table was set up on a long straight stretch of highway which appeared on the compilation, and a magnetic meridian was drawn on the sheet for use in subsequent setups. It was checked thereafter at every opportunity. With few exceptions, the work was planned so that traverses were closed completely or tied into previously located points. When this was not possible, closure was made into some sharply defined detail.

In several cases involving the location of details such as swamp boundaries, drainage, etc. in areas of dense woods or underbrush, it was not considered advantageous to clear a line all the way to the point in question. A sight was obtained to a point as close to the detail as possible, and the remaining distance was carefully paced in two directions. This procedure was used only in cases where the actual location of the detail was of a somewhat indefinite nature.

CONTROL

Basic vertical and horizontal control for this quadrangle was a series of South Carolina Geodetic Survey control stations having USC&GS elevations (1934). In addition, supplemental level lines had been run from these stations along some of the roads of the area in order to set elevation stakes at convenient intervals. Elevations were carried with the plane table using the differential leveling method. Vertical angle shots were used when necessary, in which cases differences of elevation were computed by the hypsograph. Whenever possible, elevations were checked into the control stations or elevation stakes. The methods used in carrying horizontal control have already been discussed briefly under the above heading "Survey Methods." In all cases traverses were closed well within an error of 1 foot in elevation and a horizontal error of 10 meters.

REVISION WORK

Almost all the revisions made on the compilation were with regard to roads and timber areas. Deletions of roads have been indicated by crosses in red ink. In most cases the roads were originally used in lumbering operations and may have been in fair condition at the time the photographs were flown. With one possible exception, they have fallen into disuse and can no longer be considered passable. The long woods road running east of and parallel to U. S. Highway 501 has been marked for deletion in some sections.* However, due to the fact that this is the only road in a considerable area, the deletion is recommended with some reservation. In several places where the road crosses drainage, the boggy nature of the ground would make it impassable except to a light vehicle in very dry weather. The decayed remains of timber corduroy may be seen in several places, which would seem to indicate that the wet condition is not entirely seasonal.

* This road will be shown on the quadrangle as a class 4

Some other additions and changes in roads have been made, notably in the vicinity of Socastee Consolidated High School. It is believed that such changes are self explanatory.

One of the characteristics of the area is the fact that rather extensive changes have been made in the boundary of timber areas due to logging operations and the expansion of cultivation. The

recently flown 1:20,000 scale photographs were not available at the time of this work, so wherever possible such changes have been mapped and indicated in pencil together with an appropriate note. It is suggested, however, that when the remainder of this quadrangle is completed, the recent photographs be used to delineate such areas, since such procedure would undoubtedly be more efficient than locating the changes by field methods.

ACCURACY

Generally speaking, the accuracy of the planimetric compilation was found to be within the allowable limits. In the case of a road 500 meters to the north of the Intracoastal Waterway at the intersection with U. S. Highway 501, the centerline was found to be in error by about 10 meters. This is the largest such discrepancy that was noted.

ADDITIONS TO PLANIMETRIC DETAIL

It will be noted that this quadrangle is composed of several compilations whose junctions run north and south at approximately the center of the quadrangle. The compilation on the east side was drafted on a 1:20,000 scale, while those comprising the western half were originally drafted on a 1:10,000 scale and reduced to 1:20,000 scale. Virtually all the completed work fell on the original 1:20,000 compilation in the eastern half. A peculiarity of this compilation is the fact that the boundaries of wooded areas adjoining fields are invariably shown by a full line. In many cases this line was investigated to make certain that it represented a boundary rather than a ditch. It is recommended that all such lines be considered to represent boundaries. The compilation was found to be somewhat deficient in the matter of showing buildings and drainage. The latter showed up rather poorly on the photographs but a number of buildings which could be distinguished on the photographs did not appear on the compilation, and it was necessary to locate them.

JUNCTIONS

No junctions have been made with quadrangles to the north, west or south because of the incomplete status of the work in this area. Comparison was made with the U.S.G.S. 1:62,500 scale Myrtle Beach, South Carolina quadrangle to the east, and the 20 foot contour and other detail was found to check satisfactorialy. It would appear from comparison with the U.S.G.S. quadrangle and observations in the field that the presence of a 40 foot contour in the extreme northeast corner of Quadrangle 14 is a strong possibility.

contour added on photo 8234 in field + subsequently to compilation.

SHORELINE

The only shoreline in the vicinity of the completed work is that along the Intracoastal Waterway and the shoreline of Mills' Mill Pond, a small previously unmapped lake which is described below under "Geographic Names." Much of the shoreline of the waterway was almost inaccessible from land and it is recommended that the section of it in the vicinity of Socastee be inspected by a launch party. A small yacht basin to the west of Socastee was not mapped for the above reason.

PHOTOGRAPHS

The only photographs available at the time of this work were five lens photographs, August 4-5, 1934. Some material was transferred from them to the topographic sheet to aid in locating drainage, but for other purposes they were too obsolete and lacking in clarity to be of great value. It is recommended that the recent nine lens photographs be used exclusively for further work on this quadrangle. The new photographs were not available when field work was started. Field work covered in this section of the report was done using the planimetric map referred to on the first page. MJF

GEOGRAPHIC NAMES

The only new geographic name added to the topographic sheet is "Mills' Mill Pond." This is the name of a small artificial lake located at Lat. 33-42.3 and Long. 79-01.7. It was formerly used as a mill pond and is formed by an earthen dam and spillway at its northern end. The name was furnished by two local residents who have, for many years, owned and lived on property adjoining the lake. This lake was not shown on the compilation and the photographs were examined to determine the reason for the omission. It was found that the foliage of deciduous trees growing in the lake obscured the water to some extent and the appearance of the lake on the photograph approximated that of a marsh.

MARSH AREAS

The previously mentioned extensive deciduous swamp bordering the eastern shore of the Waccamaw River is considered to be of sufficient importance to warrant further description here. It is a low lying area covered by a dense growth of deciduous trees, and there is some disagreement among local residents as to the extent to which it is passable at different seasons of the year. The probability is that conditions vary somewhat along its length. Abandoned tram roads which were originally used in hardwood lumbering operations are in evidence in several sections and they can probably be negotiated on foot in dry weather without much difficulty. Other areas appear to be almost impenetrable in all seasons of the year. Differences in texture of the vegetation as it

appears on the photographs and information gathered from local residents indicate that there are "pine islands" of relatively higher ground out in the swamp. Time did not permit investigation, but there is some possibility that isolated 20 foot contours may encircle these areas. The boundary of the swamp was plotted as carefully as possible but in several areas it was sketched in from photographs. These areas have been noted on the sheet in pencil and it is suggested that they be checked by means of the more recent nine lens photographs.

REMARKS

As mentioned above, it is recommended that a slight amount of additional work be done along the Intracoastal Waterway and in the extreme northeast corner of the quadrangle. Further investigation of the deciduous swamp previously mentioned also may be desirable. With these exceptions, it is considered that this survey of the area described may be considered complete in every detail, and no further work is recommended.

Considerable difficulty was encountered in locating the contours in some parts of the completed area because of the densely wooded character of the terrain. It is considered however, that the southern and northwestern portions of the quadrangle will offer much less difficulty on this account.

Respectfully submitted,

Carl W. A. Supp

Carl W. A. Supp,
Senior Photogrammetric Aid
U. S. Coast and Geodetic Survey

Approved and forwarded:

Wm. D. Patterson

Wm. D. Patterson,
Chief of Party

The preceding report covers the first season's work in 1942. The following report covers the next field season when field work on this quadrangle was completed. BJJ.

FIELD INSPECTION REPORT
TO ACCOMPANY
QUADRANGLE NO. T-8211
PROJECT CS-275
F. L. GALLEN, CHIEF OF PARTY.

(This report supplements the Descriptive Report for this quadrangle written by C. W. A. Supp in the spring of 1942 for the work done at that time on the blue line print of the compilation.

1. The area covered by this quadrangle lies entirely within Horry County, South Carolina. Most of the drainage in the area flows into the Waccamaw River, which flows southward through the central part of the quad and has extensive swamps on either side. The maximum elevation in the quad is 44 feet in the extreme northwest corner. A considerable part of the area is wooded with cypress and gum trees in the swamps and mostly pine on the higher ground.

Roads, except for U. S. Routes 501 and 701, are poorly maintained. The only towns in the area are Bucksport (population 73), Bucksville (population 50) and a small settlement named Socastee, where Route 501 crosses the Intracoastal Waterway. There are numerous small farms along most of the roads.

The southeast portion of this quadrangle is very flat, consisting of a plateau which rises immediately from the swamp land along the Intracoastal Waterway and the Waccamaw River. The twenty-foot contour approximately follows the edge of the swamp. This plateau is grass covered, with few trees, and is uncultivated.

The western section of this quadrangle consists also of a flat plateau which rises to 20 feet at the swamp; just west of Bucksport is an area similar to Sandy Island, mentioned in report for T-8215, being composed of sandy ridges covered with scrub oak.

It will be noted that there are numerous spoil piles along the Intracoastal Waterway from Enterprise Landing to Socastee. Their appearance on the photo gives the impression, because of the light tone, that they are above the twenty-foot contour. While cutting in the lights and beacons on the waterway these areas were inspected. They do not appear to be over 5 feet.

2. Field inspection is practically complete. Structures were noted with red circle, roads were classified. Measurements were made on a swing-span bridge over the Intracoastal Waterway. Other bridges were not measured, this being left for the field edit party. A sketch of the locality around Socastee was made in an attempt to clarify what was not evident on the photographs.

3. The swamp areas(cypress and gum)are of a lighter tone than the areas with evergreen trees.

4. Horizontal control stations in this quadrangle which were recovered have been pricked on the photographs and forwarded to the Tampa Office. No additional stations were established.

5. See report for Quadrangle T-8238. No discrepancies were found in this quadrangle.

6. Contours were run on the photographs except those on the blue line compilation by C. W. Supp in 1942. Streams were located by inspection.

7.

8.

9. Wharves at Socastee, Enterprise and Bucksport are indicated.

10. No further investigation by hydrographic party is necessary.

11. Lights and beacons along the Intracoastal Waterway from Socastee to Enterprise and the Waccamaw River were located on the blue line compilation by planetable cuts, and sextant angles with stadia where a planetable could not be used. There are no beacons on the Waccamaw River from Enterprise to Conway.

12.

13.

14. See report for Quadrangle T-8238.

15. See paragraph 2 in this report.

16. See report for Quadrangle T-8238 and paragraph 2 in this report.

17. Boundaries will be added during field edit.

18. Geographic Names are the subject of a special report for Project 275.

19. Junctions with U. S. G. S. Quadrangle on the east, T-8209 on the north, T-8215 on the south, and T-8212 on the west were checked in the field.

Respectfully submitted,

K B Roche

K. B. Roche,
Senior Photogrammetric Aid.

Approved and forwarded:

F. L. Gallen

F. L. Gallen,
Chief of Party.

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8211

26. CONTROL

As this sheet is made up from previous compilations, the control was used only to assist in "cutting in" radial points, where they were needed, and to check the accuracy of the old detail.

Two Coast Survey triangulation stations and sixteen South Carlina State Geodetic Survey traverse stations were plotted on the photographs and all were held to in "cutting in" new points. Nine other stations were not picked on the photographs due to lack of suitable photographic ties.

27. MAIN RADIAL PLOT

The main radial plot for the sheets that were used to make up T-8211 was run on a previous project. However, new radial points were "cut in" as a check on the previously detailed area, and their positions agreed with the old detailing well within the limits of the prescribed accuracy.

28. DETAILING

All of the detailing consisted of additions, deletion, and revisions of the area mapped previously and furnished this office on a red line celluloid print.

The new work is shown in black and the deletions were scraped off on the red print.

The radial points and the old detail was held to when tracing from the photographs.

The photographs were clear and the field inspection was complete, therefore, no difficulty was encountered in the detailing.

29. SUPPLEMENTAL DATA

A blue line print on paper of T-8211 with notes by the field inspection party was the only map used to supplement the photographs.

34. LANDMARKS AND AIDS TO NAVIGATION

Navigational beacons along the Intracoastal Waterway were located on the blue line print with a plane table by the field party. These beacons were transferred directly to the celluloid sheet by the detailer.

The ~~correct~~ scaled geographic positions of these beacons have been submitted by the field party on Form 567 attached to the Field Inspection Report. Forms 567 are filed in Nautical Chart Div. Chart letter 283, 1943.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

No existing topographic quadrangle maps were available in the Tampa office with which a comparison could be made.

45. COMPARISON WITH NAUTICAL CHARTS

T-8211 was compared with Intracoastal Waterway Chart No. 836 published August 1942 on a scale of 1:40,000. No discrepancies of any importance were noted.

Respectfully submitted,

Marie R. Blake

Marie R. Blake,
Jr. Engineering Draftsman

Forwarded by:

Kenneth G. Crosby,
Chief of Party

FIELD EDIT REPORT
QUADRANGLE T-8211
PROJECT CS-275

46. The field edit was accomplished by visual inspection making all additions and corrections on the map manuscript and transferring all detail to a smooth copy while inking.

The following color scheme was used:

FEATURES	COLORS
Additions, bench marks, wye level elevations and crosses	Red
Deletions	Green
Drainage features	Blue
Contours	Brown
Civil boundaries	Violet

47. The position and amount of detail on this map manuscript is believed to be complete and adequate.

48. A horizontal accuracy test was run in Quadrangles T-8209 and T-8212.

The vertical accuracy test is the subject of a special report for Project CS 275.

12. One Hand T. Station was established by the field edit party along the Waccamaw River at Bucksville, S. C. Form No. 524 has been submitted.

Approved and forwarded

F. L. Gallen
Chief of Party

Submitted by

Louis Levin
Louis Levin
Photogrammetric Aid

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

283(1943)

T-8211
Page 1 of 2

~~LANDMARKS FOR CHARTS~~
AIDS TO NAVIGATION

TO BE CHARTED
~~TO BE DELETED~~ } STRIKE OUT ONE

Myrtle Beach, S. C. April 27th, 1943

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (~~deleted from~~) the charts indicated.

The positions given have been checked after listing.

F. L. Gallen - - - - - - - - - - *Chief of Party.*

GENERAL LOCALITY: Pee Dee River-Winyah Bay
INTRACOASTAL WATERWAY

NAME AND DESCRIPTION	POSITION				DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE								
	° ′	D. M. METERS	° ′	D. P. METERS							
Beacon No. 47	33 40	1703	79 01	163	N.A. 1927	Plane-table	April 1943				836
Beacon No. 48	33 41	169	79 02	630	"	"	"				"
Beacon No. 50	33 41	22	79 02	1222	"	"	"				"
Light No. 52	33 40	1665	79 03	195	"	"	"				"
Beacon No. 53	33 40	1237	79 03	432	"	"	"				"
Beacon No. 55	33 40	772	79 03	704	"	"	"				"
Beacon No. 57	33 40	330	79 03	983	"	"	"				"
Light No. 59	33 39	1803	79 03	1214	"	"	"				"
Beacon No. 60	33 39	1775	79 03	1376	"	"	"				"
Beacon No. 62	33 39	1663	79 04	85	"	"	"				"
Light No. 63	33 39	1498	79 04	445	"	"	"				"
Beacon No. 64	33 39	1423	79 04	718	"	"	"				"
Beacon No. 66	33 39	1195	79 04	1091	"	"	"				"

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

T-8211

~~LANDMARKS FOR CHARTS~~
AIDS TO NAVIGATION

TO BE CHARTED
~~TO BE DELETED~~ } STRIKE OUT ONE

Myrtle Beach, S. C. April 27, 1943

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (~~deleted from~~) the charts indicated.

The positions given have been checked after listing.

F. L. Gallen - - - - - - - - - *Chief of Party.*

GENERAL LOCALITY INTRACOASTAL WATERWAY NAME AND DESCRIPTION	POSITION				DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE								
	° ′	D. M. METERS	° ′	D. P. METERS							
Beacon No. 67	33 39	891	79 04	1442	N. A. 1927	Plane-table	April 1943				836
Light No. 68	33 39	819	79 05	99	"	"	"				"
~~Beacon~~ Light No. 69	33 39	653	79 05	738	"	"	"				"
Beacon No. 71	33 39	447	79 05	919	"	"	"				"
Light No. 72	33 39	243	79 05	1071	"	"	"				"
Light No. 74	33 38	1505	79 05	914	"	"	"				"
Light No. 75	33 38	481	79 05	978	"	"	"				"
Light No. 76	33 37	997	79 05	1377	"	"	"				"
			Scaled by E. L. M.								
			Checked by T. B. R.								

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DISCONTINUED }

, 19

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.
The positions given have been checked after listing.

(Chief of Party)

GENERAL LOCALITY NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED			
	LATITUDE		LONGITUDE		DATUM					
	° ′	D. N. METERS	° ′	D. P. METERS						

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

T-8211

No. 1.

	Remarks	Decisions
1		U.S.G.B.
2		"
3		
4		
5		Road Maps
6		"
7		
8		
9		
10		336790
11		"
12		"
13		"
14	Note recommendee change in location of name	" (336791)
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-8211

BUCKSVILLE quadrangle

1 Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Waccamaw River	✓		✓							1
Intracoastal Waterway	✓		✓							2
Horry County	✓		✓							3
Georgetown County	(very little on this quadrangle)		✓							4
U.S. Highway No. 701	✓		✓							5
U.S. Highway No. 501	✓	(not 117)	✓							6
Bucks Township	(Horry County)		✓							7
										8
										9
Socastee	✓		✓							10
Silvers Creek	name shown Brookgreen Quad.		X							11
Righthand Creek	✓		✓							12
Old Dock Creek	✓		✓							13
Bucksport	✓		✓							14
Old River	✓		✓							15
Nimrod Creek	✓		✓							16
Seven Prongs	✓		✓							17
Clark Creek	✓		✓							18
Peach Creek	✓		✓							19
Oatbed Island	✓		✓							20
Oatbed Creek	✓		✓							21
Enterprise Landing	✓		✓							22
Enterprise Creek	✓		✓							23
Socastee Creek	✓		✓							24
Peachtree Landing	✓		✓							25
Peachtree Lake	✓		✓							26
Big Buckskin Creek	✓		✓							27

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T-8211

	Remarks	No. 2 Decisions
1		336790
2		336791
3		" U.S.G.B.
4		337791
5		"
6		337790
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16	See p. 4 for location ✓	337790
17		
18		
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GEOGRAPHIC NAMES

Survey No. T-8211

2

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Big Swamp	✓		✓							1
Klondike	✓		✓							2
Bull Creek	✓		✓							3
Bucksville Road	✓		✓							4
Lucas Bay Road	✓		✓							5
Bucksville	✓		✓							6
Old Mill Lake	✓		✓							7
Rheuark Landing	✓		✓							8
Old Womans Lake	✓		✓							9
Upper Mill	✓		✓							10
Strons Lake	✓		✓							11
Keys Field	✓		✓							12
Ransoms Bluff	✓		✓							13
Halfway Swamp	✓		✓							14
Gravely Gully	name shown		✗		Conway quad.					15
Mills Pond	✓		✓							16
										17
										18
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Names underlined in red approved by L. Heck on 12/15/43

M 234

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the ~~map manuscript~~ published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries, woodland, marsh, and swamp limits,~~ refer to the published quadrangle for the finally adopted ~~positions~~ outlines.

Descriptive Report.

Filed in the Photogrammetric ~~Section — Surveys Branch~~ Division

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing ~~Unit~~ Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8211

BUCKSVILLE QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

The closest horizontal accuracy test was run in quadrangle T-8212.

The closest vertical accuracy test were run in quadrangles T-8209 and T-8210.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

There are no previous topographic surveys covering this area.

Comparison with Nautical Charts Nos.1237,836.

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

Chart 836 is an intracoastal waterway chart.

The details of T-8211 are complete and adequate for chart correction.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Oct. 13, 1943 By Zaira E. Schwanger (per W. M.)
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 8/46.

Examined and approved:

K. T. Adams
Chief, ~~Surveys Branch~~
Division of Photogrammetry

Robert W. Knox
Chief, ~~Div. of Charts~~
Robert W. Knox
Chief, Nautical Chart Branch

~~Chief, Topography Section~~

Raymond Hyman
Chief, Div. of Coastal Surveys