

original

8226

8226

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Topographic</u>	
Field No. _____	Office No. <u>T-8226</u>
LOCALITY	
State <u>South Carolina</u>	
General locality <u>Vicinity of Georgetown</u>	
Locality _____	
194 <u>3</u>	
Lieut. Comdr. <u>W.D. Patterson</u>	
CHIEF OF PARTY	
Lieut. Comdr. <u>F. P. Gollen</u>	
Lieut. Comdr. <u>Kenneth G. Crosby</u>	
LIBRARY & ARCHIVES	
DATE <u>June 27, 1946</u>	

DATA RECORD

T- 8226

Quadrangle (II): Georgetown South

Project No. (II): CS 285

Wm. D. Patterson

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

Compilation Office: Tampa, Fla.

Chief of Party: K.G.Crosby

Instructions dated (II III): 7/15/42

Copy filed in Descriptive
Report No. T- (VI)Completed survey received in office: *July 2, 1943*Reported to Nautical Chart Section: *July 3, 1943*Reviewed: *Nov. 1, 1943*

Applied to chart No.

Date:

Redrafting Completed: *Jan. 27, 1944*

Registered:

5/46

Published:

Compilation Scale: 1:20,000

Published Scale:

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): Cooper 1932 (U.S.C.&G.S.)

Lat.: 33°15'58".002 (1786.9^{m.}) Long.: 79°21'41".832 (1082.7^{m.})
~~Unadjusted~~ ^{Adjusted}State Plane Coordinates (VI): *South Carolina South*

X = 2,500,783.55 Ft.

Y = 525,169.64 Ft.

Military Grid Zone (VI)

Zone "B"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8331	4/6/42	1:48 3/4	1:20,000	4.8 ft.
8332	"	1:50 1/2	"	4.8 ft.
8274	"	2:11	"	1.5 ft.
8275	"	2:13	"	1.5 ft.
8276	"	2:15	"	1.5 ft.

Tide from (III): Pee Dee River Bridge, Winyah Bay (Reference Station: Charleston, S.C.)

Mean Range: 3.3

Spring Range: 3.9

Camera: (Kind or source) U.S.C. & G.S. 9 lens (Focal length 8 1/4")

Field Inspection by: M.W.Burr, R.E.Nichols
D.L.Greene, G.L.Anderson

date: Nov.Dec. Feb.Mar.
April 1942

Field Edit by: D. Flippo

date: July 1943

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

Projection and Grids ruled by (III) Washington Offc. date:

" " " checked by: " " date:

Control plotted by: Previously date:

Control checked by: " date:

Radial Plot by: Tampa Office date: Jan. 1943

Detailed by: A.L.Kidwell, Jr.Topo.Engr. date: Jan.Apr.May 1943

H.W.Thune, Jr.Photo.Engr.

Reviewed in compilation office by: A.L.Kidwell date: May, June 1943

Jr.Topo.Engr.

Elevations on Field Edit Sheet

checked by: D. Flippo

date: July 24 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 48.7

Shoreline (More than 200 meters to opposite shore): 27.7

Shoreline (Less than 200 meters to opposite shore): 58.1

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles: 30 mi

Roman numerals 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:

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

This quadrangle, together with similar adjoining maps produced under Project C.S. 285, 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:

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 1942 and were published in 1942 on the scale of 1:10,000. 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.

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 and the planetable sheet.

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.

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 ~~new~~ radial plot was made for ^{part} this work, using the red-line sheet as a base.

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.

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 "blue-line" 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.

Field Report 1942 Season

DESCRIPTIVE REPORT TO ACCOMPANY GEORGETOWN-SOUTH QUADRANGLE

DEFENSE MAPPING PROJECT CS-275-3

Wm. D. Patterson, Chief of Party.

Instructions for this project were dated January 23, 1942.

SURVEY METHODS

Planetable and stadia traverse was used to located all detail added to the sheet. A line of magnetic declination was obtained by orienting the sheet on a long straight stretch of concrete highway. This was taken at Latitude $33^{\circ} 22.8'$, Longitude $79^{\circ} 17.7'$, and was subsequently checked at several widely separated points. No deviation was noted. When the three point method could not be used, the declinoire was used to orient the sheet on traversing and on the location of detail. Whenever possible, the sheet was oriented on long, straight stretches of road. All traverses for location of detail were closed with a horizontal error of ten meters or less. Where well defined detail had been located, the traverse was adjusted by the graphic method. Elevations were carried by the regular differential method. When use of the vertical angle was necessary in contouring, the vertical difference was obtained by use of vertical angle tables.

CONTROL

Planetable positions were located from identifiable planimetric detail appearing on the sheet, or by planetable traverse from triangulation stations. Control was not taken from detail which was obscured by foliage or was indistinct. No detail added to the sheet was located from positions of less degree of accuracy than the classification of the points located.

Vertical control was taken from third order level circuits run over roads and trails on this quadrangle.

REVISION WORK

Revisions to the sheet consisted of additions of planimetric detail, namely; roads, trails, houses, schools, churches, fire towers, clearings, sawdust piles, power and telephone lines, marshy or swampy areas and the classification of wooded areas. Deletions to the existing detail consisted of houses and trails.

ACCURACY OF THE WORK

It is believed that the detail located is well within the allowable limit of error.

JUNCTION OF SHEETS

Sheet three is bordered on the north by sheet two, on the east

by sheet four, and on the south by sheet six. No junction was possible with sheet two with field located detail. No discrepancies were noted in the junctions with sheets four and six.

SHORELINE

No discrepancies in shoreline detail were noted and no revisions were made with the exception of rows of pilings as shown on the sheet. Marsh areas along salt water were found to be about as shown on the sheet, and revision is not considered necessary.

AIDS TO NAVIGATION

The positions of existing aids are shown on the sheet. Those shown, but no longer in existence were marked "delete." Planetable cuts were taken to navigational aids whenever possible. The intersection of these cuts was checked by sextant angle fixes with no discrepancy of more than 5 meters.

LANDMARKS

No land marks for charts were located. The Winyah Bay State Forest Fire Tower was located by planetable traverse and Form 524 has been submitted. *See compilation report.*

GEOGRAPHIC NAMES

The geographic names for this sheet have been submitted in a separate report.

PHOTOGRAPHS

Photographs were used in the field as an aid in delineating drainage and swamp areas. They also were helpful in classifying the type of growth in wooded areas.

BRIDGES

Data for the Sampit River Bridge and the Lafayette Bridges over the Pee Dee and Waccamaw Rivers were obtained from S. C. State Highway Department, and are shown on the sheet. The small bridges crossing the many small drainages, were classed as culverts. Consequently, no data are given for them.

DRAINAGE

The drainages, with exception of rivers, shown on the sheet are seasonal, some epheneral. Information as to the character

of these streams was obtained by questioning local residents.

COMMENTS

No major discrepancies, in the planimetric detail shown on the sheet, were noted in the field. A mismatch of the South Island road occurs in Latitude 33° 152', Longitude 79° 17'. The error is within the allowable limits. No attempt to rectify the error was made in the field. The Planimetric details shown east and west of this point were used for plane-table control and no control was carried from one side to the other.

Of the many drainages shown on the sheet, all have thick borders of deciduous trees and thick brush which offer a definite impediment to passage by foot or by motor. These areas become swampy during the wet season. This condition is especially so during the winter and spring months. During the summer months the areas are dry and can be logged. Due to the relatively slight slopes, much of the upland area becomes marshy during the wet season or after the heavy rains. The extent of these wet weather swamps and marshy areas are quite difficult to determine and the dashed lines representing their boundaries are only approximate. The standing water in these areas is usually not more than six inches deep. The marshy areas dry out with the beginning of summer. Information for these statements was obtained by questioning local residents.

The major portion of the class five roads are nearly impassable during the wet season or after heavy rains. This condition is brought about by little or no maintenance, the lack of adequate drainage and the character of the country.

All roads and trails leading to the beach were located and classified as to their width and fitness for travel.

The sawdust piles shown on the planimetric detail were checked and found to be very accurate. They were used whenever possible to check planetable stations. Several more sawdust piles not shown on the sheet were located during the survey and appear on the map.

WOODED AREAS

The wooded areas have been classified as to type of growth and also in accordance with Supplemental Instructions, Project CS-278 of March 27, 1942. The character of the country is such that all areas, unless they have been cleared for cultivation, offer some concealment. The drainage areas which have thick deciduous

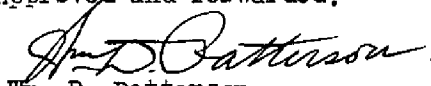
trees are impassable for motorized units and would offer a definite impediment to foot troops.

This report submitted by

Glenn L. Anderson

Glenn L. Anderson,
Senior Engineering Aid,
U. S. Coast & Geodetic Survey

Approved and forwarded:



Wm. D. Patterson,
Lieut. Comdr. U.S.C. & G.S.
Defense Mapping Field Party No.1

Jhuma

FIELD INSPECTION REPORT *1943 season*
QUADRANGLE T-8226
F. L. Gallen, Chief of Party

1. This Quadrangle includes most of the City of Georgetown, S. C., population 5,559 (1940 Census), and an extensive farming area in the eastern and northern part of the quadrangle. The Sampit River crosses the quadrangle near the northern limit and Winyah Bay is in the eastern part of the Quadrangle. It includes the western part of Waccamaw Neck. The west and southwest part of the Quadrangle is mostly wooded and extensive logging operations are being carried out. The International Paper Company, Southern Kraft Division, owns most of the land, and their logging is done under a controlled cutting plan. The elevation of the land north of the Sampit River and west of Winyah Bay varies from a height of 41 feet near the center of the Quadrangle to sea level on the north and east, and 7 to 34 feet on the south and west. The lower elevations in these areas are in the swamps and stream beds. U. S. Highway No. 17-701 crosses the area from the southwest to the northeast. It runs along a ridge which divides the area into two parts. The streams west of the Highway drain in a northerly direction into the Sampit River and those south and east of the highway drain in an easterly and northeasterly direction into Winyah Bay.

The land on Waccamaw Neck averages about 12 feet in elevation with a maximum elevation of 30 feet.

For the description of Big Kilsock Bay see the descriptive report for Quadrangle T-8227.

2. The field inspection of the eastern part of this Quadrangle was made on the compilation last spring. This was revised this year on the photographs in accordance with later instructions. The unsurveyed part of the Quadrangle was completed on the photographs. The revision work was necessary due to changes in the woods classification and minor changes in detail. The compilation and photographs were compared with the existing conditions in the field and proper notes made on the photographs. In all cases of differences between the compilation and the existing conditions the photographs should be accepted as correct. The following list will serve to show the corrections necessary:

(1) The International Paper Company built their large plant on the Sampit River since the compilation was made.

(2) There are changes in the roads and streets in the vicinity of this plant.

(3) The dwelling deleted on the compilation in Lat. $33^{\circ}20'45''$, Long. $79^{\circ}17'30''$ should be shown. See photograph number 8333.

(4) The dwelling shown on the compilation in Lat. $33^{\circ}19'45''$, Long. $79^{\circ}20'05''$ should be deleted. See photograph 8333.

(5) The dwelling shown on the compilation in Lat. $33^{\circ}20'15''$, Long. $79^{\circ}21'10''$ should be deleted. See photograph number 8333.

(6) The road deleted on the compilation in Lat. $33^{\circ}20'10''$, Long. $79^{\circ}18'10''$ should be charted as a 4U. See photograph number 8331.

(7) There is a dwelling in Lat. $33^{\circ}20'00''$, long. $79^{\circ}18'45''$ which should be charted. See photograph number 8331.

(8) The road shown on the compilation in Lat. $33^{\circ}19'30''$, long. $79^{\circ}19'10''$ should be extended as shown on photograph number 8331.

(9) The pond shown on the compilation in Lat. $33^{\circ}18'15''$, Long. $79^{\circ}18'00''$ should be charted as shown on photograph number 8331.

(10) The pond shown on the compilation in Lat. $33^{\circ}16'10''$, Long. $79^{\circ}16'40''$ should be charted as shown on photograph number 8331.

None of the work in the quadrangle north of the Sampit River (except the Lafayette Bridge) was surveyed last spring. This work was completed this year on the photographs. This included a complete and thorough ^{field} inspection of Georgetown, S. C. The area along the rivers is marsh, consisting mostly of abandoned rice fields. Back from the rivers is higher ground. There are numerous farms and plantations; in fact this is the most densely populated area in the entire project. The buildings, railroads and shoreline structures have been shown on the photographs. The buildings have been individually shown in contrasting colors except in places where they were congested (see USGS Bulletin 788, page 231) or contiguous and/or adjoining buildings. A legend showing the color scheme used is attached to this report. The only variation is in some of the larger buildings of the International Paper Company which are outlined in blue continuing from photograph number 8276 to photograph 8333. Additional railroads have been indicated on the photographs and the compilation sheets. The railroads as compiled originally have been checked. The various shoreline structures have been indicated on the photographs. Photographs numbers 8276, 8277, 8332 and 8333 were used to show the detail in the City of Georgetown, S. C.

3. The shading on the photographs was found to conform in general with the description in the Director's Instructions of October 27, 1942. Numerous notes have been placed on the photographs so the compiler should experience little difficulty in interpreting the detail. The areas that show as dark circular spots are small depressions in the higher ground. They have been classified as low ground as they hold water for a short time after heavy rains. There is usually a dense growth of both trees and underbrush in them. This party has not been able to determine the geological significance of these spots, but a theory exists locally that they were formed by the area's being peppered with meteorites. No evidence to support this theory has been found in the field.

4. That part of the Quadrangle not covered by the old planimetric maps was included in the first radial plot. The control furnished for this plot was described in the report for Quadrangle T-8238.
5. The vertical control does not vary from that previously reported except that some of the level elevations established in the spring of 1942 were used. These are shown on the black line compilation sheets and the elevations are temporary Bench Marks instead of road elevations.
6. Refer to the report for Quadrangle T-8238.
7. The Sampit River is affected by tidal action. The shoreline has been inspected and the proper symbols shown on the photographs. The meaning of the symbols used will be found on the copy of "FIELD INSPECTION SYMBOLS AND COLORS" attached to the report for Quadrangle T-8238. For additional information see the report submitted in the spring of 1942.
8. The low water line in the Sampit River could not be determined by this party. For additional information see the report submitted in the spring of 1942.
9. Notes have been placed on the photographs to indicate the wharves and shoreline structures along the Sampit River and in the vicinity of the City of Georgetown. For additional information see the report submitted in the spring of 1942.
10. The Sampit River was inspected at high tide and the spots which show on the photographs, which are usually sand bars, could not be located. For additional information see the report submitted in the spring of 1942.
11. See the report submitted in the spring of 1942.
12. No hydrographic control stations were established.
13. There are no aeronautical aids or landing fields in this Quadrangle.
see field edit report
14. Except U. S. Highway 17-701 and the vicinity of Georgetown, the roads are made of sand and clay and are not sufficiently drained to be dependable in rainy weather. There are numerous roads built by the lumbermen, which can only be used in dry weather. U. S. Highway 17-701 runs in a north and south direction through the Quadrangle. U. S. Highway 17 joins in the City of Georgetown with State Highways 521 and 701. Highway 701 runs north and south and Highway 521 runs east and west. There are many sand and clay streets which extend out to the edges of the City of Georgetown, which are sufficiently drained to maintain traffic during rainy weather.
15. There are three swing-type draw bridges and one overhead pass in this Quadrangle. The draw bridges are constructed of wood and steel with concrete piers supporting them. The overhead pass is constructed of concrete and steel. The various dimensions and load limits have been placed on the photographs and the compilation sheet for all the bridges. For the smaller bridges and culverts see the report for Quadrangle T-8233.
16. See Item No. 9.

17. The boundaries of the political districts are not shown and can be added at the time of the field edit. There are no other boundaries in this area except property lines.

18. See the report for Quadrangle T-8238.

19. The junctions to the east with Quadrangle 8225 have been checked and should be satisfactory. For the junctions to the south with Quadrangle 8231 see the descriptive report for that Quadrangle. The junctions to the west and to the north are on overlapping photographs and should be satisfactory.

All work has been completed including a field edit of those parts of the area covered by the planimetric maps except as noted in the above descriptive report. Field edit of the entire quadrangle should be accomplished on the final copy of the compilation. This field edit should include that part of the area covered by the old planimetric maps and should be accomplished after these maps have been corrected from the data submitted on the field inspection photographs.

This report is not intended to cancel the report submitted in the spring of 1942 except where proper notations have been made.

Respectfully submitted,

Morris W Burr
Morris W. Burr,
Engineering Aid.

Approved and forwarded:

F. L. Gallen
F. L. Gallen,
Chief of Party.

LEGEND

Buildings on photographs numbers 8276, 8277, 8332 and 8333.

■ Residential Buildings

▢ Residential Buildings congested.

■ Business Buildings

▢ Business Buildings adjoining or continuous.

① ■ Residential Buildings constructed since photo was taken.

② ■ Business Buildings constructed since photo was taken.

■ Public and Municipal Buildings.

① Church

② School

③ Hospital

④ Court House

⑤ U. S. O.

⑥ City Hall

⑦ Jail

⑧ Post Office.

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8226

CONTROL

All of the control stations were held to during the radial plot and checked satisfactorily, with the exception of station "Georgetown, Silver Standpipe, 1934 (U.S.C.&G.S.)". Apparently this standpipe has been rebuilt on a new location since the station was established. As a result, the plotted position for this station did not coincide with the position obtained by cutting radial lines from the point picked on the photographs. *This standpipe was picked incorrectly on the photographs (the top of the standpipe was picked on one photo and this same point was picked on all the other photos, that is, a ground point was picked and not the top of the standpipe or any part of the standpipe). After the standpipe was correctly identified on all photos and "cut-in"*

RADIAL PLOT

The main radial plot of which the western portion of this sheet was a part is included in the Descriptive Report for Sheet T-8229. The radial plot for the eastern portion was run directly on the sheet by A. L. Kidwell, Jr. Topographic Engineer.

DETAILING

This sheet is one of the partially completed quadrangles from the 1934 survey, and therefore the present detailing consisted largely of revising the old survey, and adding the detailed troop coverage, vegetation classification, contours, and probable drainage.

The detailing of this sheet was begun by A. L. Kidwell, Jr. Topographic Engineer, before this office had received the field photos. Mr. Kidwell completed detailing all of the shoreline, and all of the important highways. He also had completed the revision of the southern half of the city of Georgetown. As the field photos were not available to Mr. Kidwell he was entirely dependent upon the stereoscope for picking out all detail. Mr. Kidwell was unable to complete the quadrangle.

About the first of April, after the Field Inspection had arrived in this office, the sheet was assigned to the present draftsman for completion.

Because of the fact that within the City of Georgetown, the Field Inspection showed the location of each individual building in many blocks where Mr. Kidwell had grouped them, the present draftsman received instructions to ignore the area lying north of Sampit River to the detailing limits of the sheet and between Long. $79^{\circ} 16'$ - Long. $79^{\circ} 18'$. It was considered more expeditious to make an overlay of this area, completely redrafting the detail

it coincided with the plotted positions.

and at the same time correcting and revising the detail contained therein as shown by the Field Inspection rather than removing the detail and redrafting it on the original survey sheet. This overlay accompanies the Sheet (T-8226) of which it is to be considered a part.

The photographs and Field Inspection were satisfactory for detailing, except that photographs 8275 and 8276 were of such poor scale as to make it necessary to detail, by use of the projector, the area lying within Lat. $33^{\circ} 17' - 33^{\circ} 21'$ and Long. $79^{\circ} 15' - 79^{\circ} 17'$.

Few discrepancies were observed in connection with the Field Inspection and where noted were of such minor importance that the draftsman used his own judgment in interpreting the field data. In a few places roads were unclassified. In most of these cases the proper classification was obvious and was added during the detailing of the sheet. However, in a few cases, where the proper classification was in doubt, the roads were labeled "Rd. ?".

The Field Inspection prints show all streams with the "intermittent stream" symbol, which is also used on the survey sheet. The "P.D.U." symbol should be used for each stream, as all of the streams flow through swamp or heavily wooded areas and cannot be picked accurately on the photographs.

On the "blue line" field print of the old "1934 survey", a number of apparent errors were noted in the position of some roads, spot elevations, and buildings. For instance, there is a discrepancy of approximately 25 meters between the location determined for the Winyah Fire Tower by the recent radial plot, and that given on the "blue line" print. It is believed that the radial plot position is more accurate, therefore when such discrepancies were noted, the points obtained by means of the radial plot were used on the survey sheet and the data on the "blue line" print transferred to correspond with it. In all cases this was not possible and the information on the blue line print had to be transferred to the survey sheet with no correction as to location.

On detailing this sheet, this office did not have the necessary data with which to locate the corporate limits of the city of Georgetown. This information should be obtained and added to the survey sheet. See field edit sheet.

The southern border of this sheet does not make a perfect junction with sheet T-8231. Sheet T-8231 was completed prior to sheet T-8226 and the Field Inspection for the former was not as detailed along the junction as it is for the latter. Wherever possible this draftsman joined with the earlier work but rather than disregard the detailed field inspection supplied, it was considered best

Plane table position on the "blue line" print was apparently in error because of the distance measurement from station G-13. The radial plot position was also in error because the fire tower was picked wrong on the photographs (top of the shadow of the tower was picked instead of the tower). This was corrected and a new position of the fire tower was obtained by "cutting-in" the corrected position.

to make use of it and leave the final junction for the Field Edit. The junction edge of Sheet T-8231 is indicated on the reverse side of sheet T-8226, in blue ink. *This junction was checked and corrected in the Wash. office.*

SUPPLEMENTAL DATA

No supplemental data was available for this compilation.

LANDMARKS AND AIDS TO NAVIGATION

These are listed in the Field Inspector's Descriptive Report on Form 567. The "blue line" field print shows several Beacons and Aids to Navigation that are either to be deleted or to be added, but by comparison with U.S.C. and G.S. chart 787, it is obvious that these deletions and additions have already been made; therefore, they have not been listed for this report except as noted in the first sentence of this paragraph. Form 567 filed under Chart Letter #803, 1945, in Nautical Chart Branch.

HYDROGRAPHIC CONTROL

No recoverable hydrographic or topographic stations suitable for the control of hydrographic surveys fall within the limits of this sheet.

GEOGRAPHIC NAMES

The Geographic Name Sheet supplied for the area covered by this survey sheet gives the names for only the N.W. corner of the mapped area. A note accompanying the Geographic Name Sheet states that the names for the remainder of the survey sheet "were investigated in March 1942 and forwarded to Washington in May 1942". It is recommended that these names be added to this compilation.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

No existing topographic quadrangle sheets were available for comparison.

COMPARISON WITH NAUTICAL CHARTS

This sheet was compared with U.S.C. & G.S. Chart 787 (Scale 1:40,000) published October 1938. Any discrepancies are too slight to be distinguishable on the small scale chart compared.

Respectfully submitted,

Howard W. Thune

Howard W. Thune,
Jr. Photogrammetric Engineer

Forwarded by:

Kenneth G. Crosby
Kenneth G. Crosby,
Chief of Party....

FIELD EDIT REPORT
T-8226
PROJECT CS-275

46. The field edit was accomplished by visual inspection, making all corrections, additions, and deletions on the map manuscript in the field, 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
Contours	BROWN
Civil boundaries	VIOLET
Geographic names	BLUE

47. The position and amount of detail is believed to be complete and adequate.
48. A horizontal accuracy test was run in Quadrangle No. T-8227.
The vertical accuracy tests are the subject of a special report for project CS-285. *The nearest vertical accuracy test was in Quadrangle T-8227.*
13. A naval airport, which is now under construction, and located approximately five miles south of Georgetown and east of U. S. Highway No. 17, has been added on the map manuscript by the field edit party.
The airport boundaries were transferred from the available blue prints, which were obtained from the C. A. A. engineers at the airport. If any other information is needed, the blue prints can be obtained from the Regional Manager, Civil Aeronautics Administration, Municipal Airport, Atlanta, Georgia.

Submitted by

Donald G. Flippo
Donald G. Flippo
Engineering Aid

Approved and Forwarded

F. L. Gallen

F. L. Gallen, Chief of Party

Quadrangle No. 3

Georgetown-South

Remarks.

Decisions

1	Apply this name instead of Black River pending revision of Board's decision. (No change)	333792	U S G B
2		"	U S G B
3		"	
4		"	
5		"	
6		"	
7		333793	
8		333792	
9		"	
10		"	
11		"	
12		"	
13		"	
14	Use this form instead of Fraser, pending action by Board towards revising its older decision (U.S.G.B. re-affirmed Frazier Pt.)	"	U S G B
15		"	
16		"	
17		332792	U.S.G.B.
18		"	
19		"	
20	Most common present chart and map usage is to omit the "and"	"	
21		333792	
22		333793	
23		332793	
24		"	
25		"	
26		332793	
27			

GEOGRAPHIC NAMES

Survey No.

Quadrangle No. 3

Georgetown-South

Name on Survey

	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Pee Dee River</u>	✓		✓						1
<u>Waccamaw River</u>	✓		✓						2
<u>Waccamaw Point</u>	✓		✓						3
<u>Georgetown</u>	✓		✓						4
<u>Sampit River</u>	✓		✓						5
<u>Sampit Point</u>	✓		✓						6
<u>Whites Creek</u>	✓		✓						7
<u>Maryville Heights</u>	✓		✓						8
<u>Rabbit Island</u>	✓		✓						9
<u>Hare Island</u>	✓		✓						10
<u>Strawberry</u>	✓		✓						11
<u>Hoboaw (Plantation)</u>	✓		✓						12
<u>Waccamaw Neck</u>	✓		✓						13
<u>Frazier Point</u>	✓		✓						14
<u>Barnes Ridge</u>	✓		✓						15
<u>Horse Island</u>	✓		✓						16
<u>Winyah Bay</u>	✓		✓						17
<u>Cat Island</u>	✓		✓						18
<u>Estherville (Plantation)</u>	✓		✓						19
<u>Estherville Minim Creek Canal</u>	✓		✓						20
<u>Belle Isle Gardens</u>		✓	✓						21
<u>Turkey Creek</u>		✓	✓						22
<u>White Oak Bay</u>		✓	✓						23
<u>Flat Bay</u>		✓	✓						24
<u>Winyah Fire Lookout Tower</u>		✓	✓						25
<u>Friend Field Plantation</u>									26
									27

L Hech 5/15/42

Remarks

Decisions

1		
2		Road Maps
3		2
4		Railway Guide
5		
6		
7		
8		
9		
10		
11		
12		332792
13		333793
14		"
15		"
16	Pending with U.S.G.B.	" <u>USGI</u>
17		"
18		333792
19		"
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GEOGRAPHIC NAMES

Survey No. T-8226

GEORGETOWN SOUTH

quadrangle
Name on Survey

	A	B	C	D	E	F	G	H	K	
Georgetown County	✓		✓							1
U.S. Highway 701-17	✓									2
State Highway 716										3
(same as South Island Road, below)										
Seaboard Air Line Railway		✓	✓							4
Georgetown Airport (Navy), under construction: older Georgetown			✓					✓		5
Georgetown Twp 3	✓		✓							6
Santee Twp 1	✓		✓							7
Murrell's Inlet-Waverly Mills Twp 7			✓							8
Deer			✓							9
Peedee-Choppee Twp 5			✓							10
Andrews (Pt) Black River Twp 4			✓							11
										12
Western Channel	✓	✓	✓							13
Moyd	✓		✓							14
Pennyroyal Creek	✓		✓							15
Pennyroyal Road	✓		✓							16
Ports Creek	✓		✓							17
Canaan Branch	✓		✓							18
Belle Isle Gardens Road		✓	✓							19
South Island Road	✓		✓							20
(same as State Highway 716, above)										
										21
Lafayette Bridge	✓		✓							22
(see p. 2 of Field Inspection Report)										
										23
										24
										25
										26
										27

Names checked and approved

by L. Heck on 11/9/43

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.
published quadrangle at 1:20,000 scale
Black and white cloth-mounted copy of the map manuscript. 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.

Division.

Filed in the Photogrammetric Section--Surveys Branch

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-8226

GEORGETOWN-SOUTH 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 nearest horizontal accuracy test was run in quadrangle T-8227.

The nearest vertical accuracy test was run in quadrangle T-8227.

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.

T-526	1:20,000	1853-57
T-834	1:20,000	1851-58
T-1276	1:20,000	1872
T-4165	1:20,000	1925
T-5255	1:10,000	1934
T-5277	1:10,000	1934
T-5378	1:10,000	1934

Comparison with Nautical Charts Nos. 787, 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:

The details of T-8226 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. 30, 1943 By Harlan E. Rees
under direction of D. H. Benson *per D.H.*

Inspected by B. G. Jones *B.G. Jones 5/46*

Examined and approved:

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

~~Chief, Topography Section~~

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

Ramond E. Egan
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T. 8226

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.