# DESCRIPTIVE REPORT

**Map No.**
TP-01245

**Edition No.**
1

**Job No.**
QM-8303.

**Map Classification**
CLASS III FINAL

**Type of Survey**
SHORELINE

## LOCALITY

**State**
SOUTH CAROLINA

**General Locality**
LITTLE RIVER INLET TO BULLS BAY

**Locality**
MURPHY ISLAND

1984 TO 19

REGISTERED IN ARCHIVES

DATE
# DEScriptive Report - DATA Record

## PHOTOGRAMMETRIC Office
Norfolk, VA
Coastal Mapping Unit, Atlantic Marine Ctr.

## OFFICER-IN-CHARGE
C. Dale North, Jr., CDR

## Last PRECEDING MAP EDITION

<table>
<thead>
<tr>
<th>TYPE OF SURVEY</th>
<th>JOB PH.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGINAL</td>
<td></td>
</tr>
<tr>
<td>RESErvEY</td>
<td></td>
</tr>
<tr>
<td>REVISED</td>
<td></td>
</tr>
</tbody>
</table>

## Type of Survey
- Original
- Revised

## Description

### 1. Instructions Dated

#### 1. Office
Aerotriangulation - None

#### 2. Field
Control - November 22, 1983
Compilation - November 8, 1988

### 2. DATUMS

#### 1. Horizontal: 1927 North American

#### 2. Vertical:
- Mean High-Water
- Mean Low-Water
- Mean Lower Low-Water
- Mean Sea Level

### 3. MAP Projection
Lambert Conformal Conic Projection

### 4. Grid(s)
- State: South Carolina
- Zone: South

### 5. Scale
1:20,000

## History of Office Operations

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Control and Bridge Points By Method: Kongsberg Plotter</td>
<td>B. Thornton</td>
<td>Oct 1987</td>
</tr>
<tr>
<td>5. Office Inspection Prior to Final Review</td>
<td>F. Mauldin</td>
<td>Mar 1989</td>
</tr>
<tr>
<td>6. Application of Field Edit Data By</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>7. Compilation Section Review Class III</td>
<td>F. Mauldin</td>
<td>Mar 1989</td>
</tr>
<tr>
<td>10. Data Examined in Photogrammetric Branch By</td>
<td>P. Damery</td>
<td>Jan 1989</td>
</tr>
</tbody>
</table>

### NOAA FORM 76-36a
Supercedes FORM CGS 181 Series

- U. S. G. P. O. 1972-769382/582 REG. #6
## 1. COMPILATION PHOTOGRAPHY

<table>
<thead>
<tr>
<th>Camera(s)</th>
<th>Types of Photography</th>
<th>Time Reference</th>
<th>Zone</th>
<th>Meridian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wild RC10(B) (B=152.7/44mm)</td>
<td>(C) Color</td>
<td>Eastern</td>
<td>75°</td>
<td>Meridian</td>
</tr>
<tr>
<td>Wild RC10(Z) (Z=153.15mm)</td>
<td>(P) Panchromatic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(I) Infrared</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Tide Stage Reference

- **X** Predicted Tides
- **X** Reference Station Records
- **X** Tide Coordinated Photography

<table>
<thead>
<tr>
<th>Number and Type</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>B4Z(P) 1194-1198</em></td>
<td>02-18-84</td>
<td>10:35</td>
<td>1:40,000</td>
<td>4.2 ft above MLLW</td>
</tr>
<tr>
<td><strong>B4Z(R) 1609-1611</strong></td>
<td>03-01-84</td>
<td>12:38</td>
<td>1:40,000</td>
<td>0.3 ft below MLLW</td>
</tr>
<tr>
<td><strong>B4Z(R) 9189-9191</strong></td>
<td>03-31-84</td>
<td>07:55</td>
<td>1:40,000</td>
<td>0.3 ft above MHW</td>
</tr>
<tr>
<td><em>B4Z(P) 1057-1058</em></td>
<td>02-15-84</td>
<td>14:44</td>
<td>1:40,000</td>
<td>1.3 ft above MLLW</td>
</tr>
</tbody>
</table>

Mean Tide Range=5.1 ft

### Remarks

*Compilation/bridging photographs based on predicted tide data. ** Tide coordinated MHW and MLLW photographs based on actual tide data and are referenced to the tide stations at South Santee Bridge and Myrtle Beach.*

## 2. SOURCE OF MEAN HIGH-WATER LINE:

The Mean High Water Line was compiled from office interpretation of the above listed compilation/bridging photography using stereo instrument methods. The black and white infrared contact photographs were used to assist in the interpretation of the Mean High Water Line.

## 3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

The Mean Lower Low Water Line was compiled graphically from the above listed black and white infrared ratio photographs.

## 4. CONTEMPORARY HYDROGRAPHIC SURVEYS

*List only those surveys that are sources for photogrammetric survey information.*

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
</tr>
</thead>
</table>

## 5. FINAL JUNCTIONS

<table>
<thead>
<tr>
<th>North</th>
<th>East</th>
<th>South</th>
<th>West</th>
</tr>
</thead>
<tbody>
<tr>
<td>TP-01242</td>
<td>No survey</td>
<td>No survey</td>
<td>TP-01244</td>
</tr>
</tbody>
</table>

### Remarks
## HISTORY OF FIELD OPERATIONS

### 1. FIELD MEASUREMENT OPERATION

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>P. Walbolt</td>
<td>Apr 1984</td>
</tr>
<tr>
<td>2. HORIZONTAL CONTROL</td>
<td>NA</td>
<td>Feb 1984</td>
</tr>
<tr>
<td>3. VERTICAL CONTROL</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

### 5. GEOGRAPHIC NAMES INVESTIGATION

<table>
<thead>
<tr>
<th>TYPE OF INVESTIGATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ COMPLETE</td>
</tr>
<tr>
<td>☐ SPECIFIC NAMES ONLY</td>
</tr>
<tr>
<td>☒ NO INVESTIGATION</td>
</tr>
</tbody>
</table>

### 6. PHOTO INSPECTION

<table>
<thead>
<tr>
<th>CLARIFICATION OF DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
</tr>
</tbody>
</table>

### 7. BOUNDARIES AND LIMITS

<table>
<thead>
<tr>
<th>SURVEYED OR IDENTIFIED BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
</tr>
</tbody>
</table>

### II. SOURCE DATA

#### 1. HORIZONTAL CONTROL IDENTIFIED

- paneled

#### 2. VERTICAL CONTROL IDENTIFIED

- None

<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>STATION NAME</th>
<th>PHOTO NUMBER</th>
<th>STATION DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>842(P) 1195</td>
<td>CROW, 1933</td>
<td>842(P) 1114</td>
<td></td>
</tr>
</tbody>
</table>

#### 3. PHOTO NUMBERS (Clarification of details)

- None

#### 4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

- None

#### 5. GEOGRAPHIC NAMES:

- ☐ REPORT
- ☒ NONE

#### 6. BOUNDARY AND LIMITS:

- ☐ REPORT
- ☒ NONE

#### 7. SUPPLEMENTAL MAPS AND PLANS

- None

#### 8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

- 1 form 76-53, 1 form 75-63, 1 form 76-86, 2 forms 76-19
NOAA FORM 76-36D
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

TP-01243
RECORD OF SURVEY USE

I. MANUSCRIPT COPIES

<table>
<thead>
<tr>
<th>DATA COMPILED</th>
<th>DATE</th>
<th>REMARKS</th>
<th>MARINE CHARTS</th>
<th>HYDRO SUPPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compilation Complete</td>
<td>Mar 1989</td>
<td>Class III Manuscript</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Review</td>
<td>Oct 1989</td>
<td>Final Class III Map</td>
<td>Dec 1945</td>
<td>Dec 1945</td>
</tr>
</tbody>
</table>

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

<table>
<thead>
<tr>
<th>NUMBER PAGES</th>
<th>CHART LETTER NUMBER ASSIGNED</th>
<th>DATE FORWARDED</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Dec 1945</td>
<td>Cartographic Features of Charting Interest</td>
</tr>
</tbody>
</table>

2. REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED:

3. REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED:

III. FEDERAL RECORDS CENTER DATA

1. BRIDGING PHOTOGRAPHS; DUPLICATE BRIDGING REPORT; COMPUTER READOUTS.
2. CONTROL STATION IDENTIFICATION CARDS; FORM NOS SUBMITTED BY FIELD PARTIES.
3. SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C. ACCOUNT FOR EXCEPTIONS:

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)

<table>
<thead>
<tr>
<th>SECOND EDITION</th>
<th>SURVEY NUMBER</th>
<th>JOB NUMBER</th>
<th>TYPE OF SURVEY</th>
<th>MAP CLASS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>II. II.</td>
</tr>
<tr>
<td>THIRD EDITION</td>
<td>SURVEY NUMBER</td>
<td>JOB NUMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>III. III.</td>
</tr>
<tr>
<td>FOURTH EDITION</td>
<td>SURVEY NUMBER</td>
<td>JOB NUMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IV. IV.</td>
</tr>
</tbody>
</table>

NOAA FORM 76-36D
© U.S. GPO: 1977-765-092/1106 Repro by
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

TP-01245

This 1:20,000 scale map is one of fifteen maps in project CM-8303, which extends from Little River Inlet to Bulls Bay, South Carolina. The project extends from latitude 32° 59' 00" north to latitude 33° 56' 00" and longitude 78° 30' 00" west to longitude 79° 40' 00".

Field work prior to compilation was accomplished during January and February 1984. It consisted of premarking horizontal control stations to satisfy aerotriangulation requirements.

Photographic coverage was provided in February 1984 using panchromatic film with the "Z" camera (focal length 153.15 millimeters). Black and white infrared photography was acquired in February and March 1984 using the "Z" camera and "B" camera (focal length 152.74 millimeters).

Analytic aerotriangulation was performed at the Washington Science Center in October 1987.

Compilation was performed at the Atlantic Marine Center in March 1989 by office interpretation of the panchromatic and the black and white infrared mean high water and mean lower low water photography.

Final Review was accomplished at the Atlantic Marine Center in October 1989. A Chart Maintenance Print for the Marine Chart Branch and Notes to the Hydrographer Print for the Hydrographic Branch were prepared and forwarded to the Washington Science Center for registration.

This map is to be registered as a Class III, Final Map. The original base manuscript and all pertinent data were forwarded to the Washington Science Center for final registration.
21. AREA COVERED

This shoreline mapping project covers the area from Little River Inlet down to Bulls Bay, South Carolina. There are ten sheets at 1:20,000 scale and five sheets at 1:10,000 scale. The sheets are numbered consecutively TP-01231 to TP-01245.

22. METHOD

This project, which consists of five strips of 1:40,000-scale panchromatic photographs: 84Z(P) 889 to 908, 84Z(P) 1421 to 1451, 84Z(P) 1387 to 1405,84Z(P) 1051 to 1067, 84Z(P) 1192 to 1201, was bridged by analytical aerotriangulation methods and adjusted to ground as a block with the General Intergrated Analytical Triangulation Program (GIANT), using premarked paneled control. Office identified intersection stations were used as checks.

Two strips of 1:30,000-scale photographs: 84Z(P) 1216 to 1224, 84Z(P) 1229 to 1240, were pugged with compilation points for use in compiling the 1:10,000-scale sheets in the project.

Tie points were used to ensure adequate junctions of all strips and were used as supplemental control.

Ratio values were determined for the bridging photographs and the tide-coordinated black-and-white infrared photographs. A copy of the ratio values is included in this report.

Base manuscripts were plotted on the Kongsberg plotter in the South Carolina State Plane Coordinate System (South Zone). This is based on the Lambert conformal conic projection. The datum is NAD 27. Two each of the fifteen base manuscripts have been ruled as per Aerotriangulation Instructions.

23. ADEQUACY OF CONTROL

The control for this project is adequate. A listing of closures to control is attached. The project meets NOS requirements for horizontal accuracy.

24. SUPPLEMENTAL DATA

USGS topographic quadrangles were used to obtain vertical control for bridging.
25. **PHOTOGRAPHY**

The coverage, overlap, and quality of the photographs were adequate for the job.

Submitted by,

Brian Thornton

Approved and Forwarded:

Don O. Norman
Chief, Aerotriangulation Unit
<table>
<thead>
<tr>
<th>Station Name</th>
<th>Point No.</th>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sauce Rm4, 1934 Sub Pt.A</td>
<td>889101</td>
<td>+0.1</td>
<td>-0.4</td>
</tr>
<tr>
<td>Fire, 1934 Sub Pt.A</td>
<td>897101</td>
<td>+0.1</td>
<td>0</td>
</tr>
<tr>
<td>Myrtle Beach Radio</td>
<td>903100</td>
<td>-0.2</td>
<td>+0.7</td>
</tr>
<tr>
<td>Sta. WYMB Mast, 1962</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enterprise, 1934 Sub Pt.A</td>
<td>908101</td>
<td>+0.2</td>
<td>-0.8</td>
</tr>
<tr>
<td>Planter, 1932 Sub Pt.A</td>
<td>OFF PHOTOGRAPHY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H3-SC-79 Sub Pt.</td>
<td>440101</td>
<td>-0.6</td>
<td>+0.3</td>
</tr>
<tr>
<td>Inlet, 1934 Sub Pt.A</td>
<td>63101</td>
<td>+0.5</td>
<td>-0.2</td>
</tr>
<tr>
<td>Wood, (USE) 1934 Sub Pt.A</td>
<td>434101</td>
<td>+0.2</td>
<td>+0.1</td>
</tr>
<tr>
<td>Wedge, 1934 Sub Pt. A</td>
<td>430101</td>
<td>+0.5</td>
<td>-0.2</td>
</tr>
<tr>
<td>McClellan Rm.5, 1965 Sub Pt.A</td>
<td>427101</td>
<td>-0.3</td>
<td>+0.4</td>
</tr>
<tr>
<td>Mitchell 2, 1976 Sub Pt.A</td>
<td>421101</td>
<td>-0.1</td>
<td>+0.2</td>
</tr>
<tr>
<td>Little River, 1932 Sub Pt.A</td>
<td>895101</td>
<td>-0.1</td>
<td>+0.1</td>
</tr>
<tr>
<td>Reive, 1934 Sub Pt.A</td>
<td>391101</td>
<td>0</td>
<td>+0.1</td>
</tr>
<tr>
<td>Campfield 2, 1965 Sub Pt.A</td>
<td>394101</td>
<td>0</td>
<td>-0.1</td>
</tr>
<tr>
<td>Georgetown, 1932 Rm.1 Sub Pt.A</td>
<td>398101</td>
<td>-0.2</td>
<td>+0.2</td>
</tr>
<tr>
<td>Dyke, 1934 Sub Pt.A</td>
<td>192101</td>
<td>+0.3</td>
<td>-0.3</td>
</tr>
<tr>
<td>Crow, 1933 Sub Pt.A</td>
<td>196101</td>
<td>-0.8</td>
<td>+0.3</td>
</tr>
<tr>
<td>Devil, 1934</td>
<td>201100</td>
<td>+0.4</td>
<td>-0.4</td>
</tr>
<tr>
<td>Little River, 1932 Sub Pt.B</td>
<td>895102</td>
<td>-0.2</td>
<td>+0.4</td>
</tr>
</tbody>
</table>
### RATIO VALUES

**1:40,000-scale bridging photographs:**

- 84Z(P) 889 to 908 Ratio 2.047
- 1387 to 1405 Ratio 2.027
- 1421 to 1451 Ratio 2.019
- 1051 to 1067 Ratio 2.048
- 1192 to 1201 Ratio 2.049

**1:40,000-scale non bridging photographs:**

- 84Z(P) 1175 to 1185 Ratio 2.046

**1:30,000-scale MHW infrared photographs:**

- 84B(R) 9166 to 9183 Ratio 3.000

**1:40,000-scale MHW infrared photographs:**

- 84B(R) 9145 to 9164 Ratio 1.976
- 84B(R) 9145 to 9155 (1:10,000) Ratio 3.952
- 84B(R) 9048 to 9084 Ratio 1.990
- 84Z(R) 1651 to 1666 Ratio 2.024
- 84Z(R) 1668 to 1674 Ratio 2.022
- 84B(R) 9096 to 9106 Ratio 1.972
- 84B(R) 9199 to 9210 Ratio 2.005
- 84B(R) 9185 to 9197 Ratio 2.004
- FRAME 84B(R) 9195 Ratio 2.580

**1:30,000-scale MLLW infrared photographs:**

- 84Z(R) 1587 to 1603 Ratio 2.966

**1:40,000-scale MLLW infrared photographs:**

- 84Z(R) 1262 to 1282 Ratio 2.031
- 1262 to 1273 (1:10,000) 4.062
- 84Z(R) 1284 to 1302 Ratio 2.038
- 84B(R) 9086 to 9094 Ratio 2.049
- 84Z(R) 1638 to 1649 Ratio 2.009
- 84Z(R) 1304 to 1322 Ratio 2.040
- 84Z(R) 1605 to 1617 Ratio 2.010
- 84Z(R) 1324 to 1341 Ratio 2.042
1) SAND 1934 RM 4
2) FIRE 1934
3) MYRTLE BEACH RAD STA W/MB MAST 1962
4) ENTERPRISE 1934
5) PLANter 1922
6) N2 SC 79
7) INLET 1934
8) Wood (USE) 1934
9) WEDGE 1934
10) McClellanvilie Rm E 1965
11) Mitchell 2, 1976
12) Little River 1932
13) REIVE 1934
14) CAMFIELD 2, 1965
15) Georgetown 1932, RM #1
16) DYKE 1934
17) CROW 1933
18) DEVIL 1934

JOB CM-8303
LITTLE RIVER INLET TO BULLS BAY
SOUTH CAROLINA
SHORELINE MAPPING
CONTROL
JOB CM-8303
LITTLE RIVER INLET TO BULLS BAY
SOUTH CAROLINA
SHORELINE MAPPING

MHW
INFRARED PHOTOGRAPHS
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>SOURCE OF INFORMATION (Index)</th>
<th>AEROTRI-ANGULATION POINT NUMBER</th>
<th>COORDINATES IN FEET</th>
<th>GEOGRAPHIC POSITION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CROW, 1933</td>
<td>Quad 330792</td>
<td>Sta 1031</td>
<td>196100</td>
<td>N.A. 1927</td>
<td></td>
</tr>
</tbody>
</table>

| x= | y= | | \( \phi \) | \( \lambda \) | |
|----|----||---------|---------||
| \( \phi \) 33 09 53.557 | \( \lambda \) 79 17 24.581 |

COMPUTED BY DATED

LISTED BY R. R. Kravitz DATED 2-15-89

HAND PLOTTING BY DATED 3-1-89
31. **DELINEATION:**

Delineation was accomplished using Wild B-8 stereo instrument and graphic compilation methods. Instrument and graphic compilation were used to delineate shoreline, alongshore, and interior detail based upon office interpretation of the 1:40,000 scale bridging/compilation panchromatic photographs and the tide coordinated mean high water infrared contact photographs.

Tide coordinated mean lower low water infrared ratio photographs were used to graphically compile the approximate mean lower low water line. Control for all graphic delineation was provided by instrument compilation of coastal detail and common image points.

All photographs used to compile this map are listed on NOAA form 76-368. The photography was adequate.

32. **CONTROL:**

The horizontal control was adequate. Refer to the Aerotriangulation Report, dated October 1987.

33. **SUPPLEMENTAL DATA:**

None.

34. **CONTOURS AND DRAINAGE:**

Contours are not applicable to this project. Drainage was compiled from office interpretation of the photographs.

35. **SHORELINE AND ALONGSHORE DETAILS:**

The mean high water line was compiled from office interpretation of the 1:40,000 scale bridging/compilation panchromatic photographs and was complimented by the tide coordinated mean high water infrared contact photographs. There were no mean high water infrared ratio photographs available for this map.

36. **OFFSHORE DETAIL:**

Offshore detail was compiled by instrument methods using the 1:40,000 scale bridging/compilation panchromatic photographs.
The tide coordinated mean lower low water infrared ratio photographs were used to compile the approximate mean lower low water line as described in item #31.

37. LANDMARKS AND AIDS:

Within the limits of this map, one charted aid to navigation and none of the charted landmarks were located/verified photogrammetrically.

38. CONTROL FOR FUTURE SURVEYS:

None.

39. JUNCTIONS:

Refer to the Data Record Form 76-36B, item 5, of the Descriptive Report.

40. HORIZONTAL AND VERTICAL ACCURACY:

See item #32.

46. COMPARISON WITH EXISTING MAPS:

A comparison was made with the following U.S. Geological Survey Quadrangles:

Minim Island, South Carolina; dated 1943, photorevised 1973; scale 1:24,000
Cape Roman, South Carolina; dated 1942, photorevised 1973; scale 1:24,000
Santee Point, South Carolina; dated 1942, photorevised 1973; scale 1:24,000

47. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with the following National Ocean Service charts:

11009; 31st edition; dated August 9, 1986; scale 1:1,200,000
11520; 29th edition; dated February 8, 1986; scale 1:432,720
11531; 15th edition; dated July 21, 1984; scale 1:80,000
11532; 15th edition; dated October 10, 1987; scale 1:40,000
11534; 23rd edition; dated January 9, 1988; scale 1:40,000
ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:

None.

ITEMS TO BE CARRIED FORWARD:

None.

Submitted by:

Robert R. Kravitz
Cartographic Technician
February 23, 1989

Approved:

James L. Byrd, Jr.
Chief, Coastal Mapping Unit
61. **GENERAL STATEMENT:**
   See Summary included with this Descriptive Report.

62. **COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:**
   Not applicable.

63. **COMPARISON WITH MAPS OF OTHER AGENCIES:**
   A comparison was made with the following USGS quadrangles:
   - CAPE ROMAIN, SOUTH CAROLINA, dated 1942, photorevised 1973,
   - MINIM ISLAND, SOUTH CAROLINA, dated 1943, photorevised 1973,
   - Santee Point, South Carolina, dated 1942, photorevised 1973.
   All three are 1:24,000 scale.

64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:**
   There are no contemporary hydrographic surveys within the limits of this map.

65. **COMPARISON WITH NAUTICAL CHARTS:**
   A comparison was made with the following National Ocean Service charts:
   - 11009, 31st edition, dated August 9, 1986, scale 1:1,200,000
   - 11531, 15th edition, dated July 21, 1984, scale 1:80,000
   - 11532, 15th edition, dated October 10, 1987, scale 1:40,000
   - 11534, 23rd edition dated January 9, 1988, scale 1:40,000
66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This map complies with the Project Instructions and meets the requirements for National Standards of Map Accuracy.

Submitted by:
Lowell O. Neterer, Jr.
Final Reviewer
October 1989

Approved for Forwarding:
Billy H. Barnes
Chief, Quality Assurance Group

Approved:
Chief, Photogrammetric Sect. for Chief, Photogrammetry Br.
CARTOGRAPHIC FEATURES OF CHARTING INTEREST

PROJECT: CM-8303

MAP NUMBER (Scale): Locality: TP-01245; (1:20,000) Little River Inlet to Bulls Bay, SC

GEODETIC DATUM: N.A. 1927

CHART AFFECTED: 11009, 11520, 11531, 11532, 11534

The following cartographic features have been identified as being of possible landmark value. These features have been identified and measured during photogrammetric operations. Refer to Nautical Charting Division Standard Digital Data Exchange Format documentation for quality code (QC) criteria and clarification of cartographic codes (CC).

<table>
<thead>
<tr>
<th>FEATURE DESCRIPTION</th>
<th>NCD</th>
<th>GEOGRAPHIC POSITION -&quot;-&quot;</th>
<th>NCD</th>
<th>DATE OF</th>
</tr>
</thead>
<tbody>
<tr>
<td>WINYAH BAY-CHARLESTON HARBOR LIGHT 22</td>
<td>200</td>
<td>33 08 55.825 79 19 08.556</td>
<td>4</td>
<td>2-18-84</td>
</tr>
</tbody>
</table>

Listing approved by: [Signature]

FINAL REVIEWER

DATE
INSTRUCTIONS
A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
</tbody>
</table>