

5190

U. S. COAST & GEODETIC SURVEY
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Form 504
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Field 38

Air
Photo

Topographic

~~Hydrographic~~

Sheet No. Reg. 5190

State SOUTH CAROLINA

LOCALITY

BROAD RIVER

~~BROAD RIVER and COMPANEE RIVER~~

Pocotaligo River & Vicinity

1934

CHIEF OF PARTY

E. H. KIRSCH

U. S. GOVERNMENT PRINTING OFFICE: 1934

1246

5190

Applied to chart 794 Oct. 4, 1935 H. MacEwen

PHOTOS NO.
828 through 840
1083 through 1105
1034 through 1038

DATE
September 29, 1933
October 10, 1933
October 10, 1933

TIME
1:15 - 1:20 P.M.
11:45 - 11:50 A.M.
11:15 A.M.

PROJECTION BY

L. C. Ripley
L. C. Ripley

5-28-34

PROJECTION CHECKED BY

E. H. Kirsch
E. H. Kirsch

5-28-34

CONTROL PLOTTED BY

J. H. Wulbern
J. H. Wulbern

5-29-34

CONTROL CHECKED BY

E. S. Ethridge
E. S. Ethridge

5-30-34

CONTROL PLOTTED ON PHOTOS BY

SAVANNAH OFFICE

CONTROL CHECKED ON PHOTOS BY

SAVANNAH OFFICE

S

SMOOTH RADIAL PLOT BY

E. S. Ethridge
E. S. Ethridge

6-21-34

SMOOTH RADIAL PLOT CHECKED BY

P. W. Hund
P. W. Hund

6-26-34

SCALE PLOT BY

L. C. Lande
L. C. Lande

5-23-34

TOPOGRAPHY CHECKED BY

E. J. Anderson
E. J. Anderson

6-27-34

TAIL INKED BY

P. W. Hund
P. W. Hund

7-3-34

AREA OF DETAIL INKED: 83.7 Square Statute Miles (Land Area).

LENGTH OF COASTLINE: None.

LENGTH OF STREAMS: 12.7 St. Miles (200m or more from opposite shore).

LENGTH OF STREAMS: 70.2 St. Miles (less than 200 meters wide).

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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

Field No. 38

REGISTER NO. 5190 5190

State South Carolina

General locality Broad River

Locality ~~Broad River and Combahar River~~ Pocotaligo River & Vicinity

Scale 21,482 ^{0.931} Photographs - September 29, 1933
Date of survey October 10, 1933, 19

Compilation - July 3, 1934
Vessel Air Photo Compilation Party No. 21, Charleston, S. C.

Chief of party E. H. Kirsch

Surveyed by See data sheet in descriptive report

Inked by P. W. Hund

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 10, 1933, 19

Remarks: None

GENERAL DESCRIPTION OF TOPOGRAPHY

This area, from Boyd's Creek northeastward to the Combahee River, is in general low marshy land interspersed with areas of high ground having little ~~some~~ relief. The high ground area is composed of forests of pine and oak and cleared portions which are used for farming and grazing.

GENERAL INFORMATION

Statistics:

There are 83.7 square statute miles of land area covered by this compilation, 12.7 statute miles of streams which are more than 200 meters wide, and 80.2 statute miles of streams and sloughs less than 200 meters wide. There is no coastline on this sheet.

General Report:

The general report of this area is covered under "General Description of Topography".

A general field inspection report of this area will be submitted by Lieut. Rittenberg along with Aluminum Control Sheets "E" Reg. No. T-6105, "F" Reg. No. T-6128, and "G" Reg. No. T-6129, 1933.

Photographs:

This sheet was compiled from photographs taken on three flights, made by the U. S. Army Corps' 5-lens Aerial Camera, Photos 828 through 840 were taken on September 29, 1934 at 1:15 - 1:20 P.M. being 1 hour and 33 minutes from last picture taken to the time of low tide. Photos 1083 through 1105 were taken October 10, 1933 at 11:45 to 11:50 A.M. being 40 minutes from last picture taken to time of high tide. Photos 1034 through 1038 were taken October 10, 1933 at 11:15 A.M.

CONTROL

Sources:

The following control stations were established by C. D. Meaney in 1932: GARDNER, SHELDON, and RIDGELAND. Control station: SEA was established by E. B. Roberts in 1924. The remaining control stations used in this compilation were established by C. A. Egner in 1933. A traverse from stations GREEN POND to GARDNER was run in by Lt. B. H. Rigg, 1934.

All control was reduced to ^{N.A.} 1927 datum.

The following traverse stations are shown with blue triangles.
(These stations do not appear on the printed copies of this compilation). Not recoverable

TP-10 + 6776.0 ft. Lat. 32° 36' 1384.2 Meters : Long. 80° 44' 1003.8 Meters

TP-10

32 37 992.2

80 43 1070.5

Errors:

No errors were found in control by the photo plot.

Discrepancies:

No control stations established by other organizations were used in the compilation of this sheet.

COMPILATION

Method:

The usual radial line method was used in making the plot.

Adjustment of Plot:

Some difficulty was encountered in the making of the smooth radial plot as some of the pictures were badly tilted - photo 1096 was not used since it was badly distorted.

Interpretation:

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps (1932).

The photographs in the 800 flight were rather difficult to interpret since many portions were hidden by clouds or cloud shadows.

dotted. Boundaries of shoal water in Whale Branch were shown with a ~~dashed~~ line, solely from their appearance on the photos and consequently there may be some departure from actual conditions.

Information from other sources:

Information in regard to the R.R. Bridges over Boyd's Creek, Broad River, Hospa Creek and Whale Branch, and the highway Bridge over Whale Branch was obtained from the U. S. Army Engineers. *Also T-6105, T-6128, and T-6129.*

Conflicting Names:

No conflicting names were discovered. ~~(see list for geographic names attached)~~ *New names have been accepted pending Mr. Parsons decision on the list submitted to him.*

REMARKS

Bridges:

S.A.L. Bridge over Boyd's Creek is a fixed Girder Span having a horizontal clearance of 40 ft., Vertical clearance at mean high water is 13' 0".

S.A.L. Bridge over Broad River is a drawbridge of the Swing type having a horizontal clearance of 50 ft., on each side of the

Note The topographic relations mentioned
in the opposite paragraph have been
plotted in the office as they can
be shown without necessarily
confusing the detail

B.G. Jones

central pier, and a vertical clearance, when closed of 7' 0". ³ *Probably refers to M.H.W. See review at book.*

S.A.L. Bridge over Hospa Creek is a fixed girderspan having a horizontal clearance of 40 ft., and a vertical clearance at mean high water of 13' 0".

C. & W. C. Bridge over the Southern Channel of Whale Branch is a draw bridge of the swing type having a horizontal clearance on each side of the center pier of 50 ft., and a vertical clearance at mean high water when closed of 5.6'.

The highway bridge over Whale Branch is a drawbridge of the swing type having a horizontal clearance of 34.6' on each side of the central pier, and a vertical clearance at mean high water when closed of 5.0'.

COMPARISON WITH OTHER SURVEYS:

Comparison with U. S. C. & G. S. Chart No. 437 shows no discrepancies.

Junctions:

Satisfactory junctions were made with the following sheets:

Northeast - Sheet 5163 ✓
Southeast - Sheet 5189 ✓
Southwest - Savannah

After compiling this sheet a comparison was made with topo sheets E, F, and G, in order to establish important landmarks on this sheet. It was found that landmarks "Pin and Dol" the Southwest and Northeast fender dolphins of the C. & W. C. R. R. Bridge over the Southern Channel of Whale Branch checked with the points taken from photographs, but since it would be confusing to the compilation to encircle these points with a black circle as has been done previously, they were left with only a pin prick for their location. In like manner topo point Tow. (tower on Pump House) was shown with only a pin prick since it is so close to triangulation station SEA that its point of location falls inside the triangle showing that triangulation station. The topo point "S.E. Cor. Chy. - E. Side E. House" has been shown with a black circle. All these points mentioned above were transferred from A.C.S. "E" Reg. No. 7-6105, Lt. Rittenberg 1933. *See opposite page.*

Landmarks:

The list of important landmarks will be submitted by Lt. Rittenberg along with A.C.S. "E" Reg. No. 7-6105, "F" Reg. No. 7-6128, "G" Reg. No. 7-6129.

RECOMMENDATION FOR FURTHER SURVEYS

This compilation is believed to have a probable error of not more than 3 meters in well defined detail of importance for charting

and not ~~more~~ than 6 meters in other detail. *See below*

To the best of my knowledge this sheet is complete in all detail of importance for charting and no additional surveys are required.

Assisted by:

E. H. Kirsch
E. H. Kirsch,
Chief of Party.

Submitted by:

P. W. Hund
P. W. Hund.

The value of 3 to 6 meters given above is ~~low~~ high for work on this coast. a better estimate is an accuracy of location of 5 to 8 meters for interested points and 5 to 15 meters for other detail.

B. G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. T-5190

Chief of Party: E. H. KIRSCH

Compiled by: P. W. HUND

Project: HT 162

Instructions dated: Nov. 10, 1933

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64) ✓
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n) ✓
No aids to navigation appear on this sheet. Same
- ✓ 3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e) ✓
- ✓ 4. ~~Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)~~ *None transmitted.*
- ✓ 5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
- ✓ 6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i) ✓
- ✓ 7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) ✓

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

~~8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) None shown.~~

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

Descriptions of stations furnished with T-6105, T-6129, T-6130.

Lam.

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

Descriptions filed with T-6105, T-6129, T-6130.

Lam

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

(See following pages.)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

Name Comparison made with Yemassee Quadrangle of U.S.G.S.

Lam

13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. *Datum Sta. is adjusted.*

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

E. H. Kusch
Chief of Party

19. Remarks after review in office:

See next page.

Reviewed in office by:

Leonard A. McNamee
B. J. Jones

Examined and approved:

E. K. Green
Chief, Section of Field Records
L. O. Gilbert
Chief, Division of Charts

J. B. Borden
Chief, Section of Field Work
W. H. Wade
Chief, Division of Hydrography
and Topography.

REVIEW OF AIR PHOTO COMPILATION NO. T-5190 (1934)

✓ Topographic Stations

The following recoverable topographic stations are described on Form 524 shown on the compilation with the conventional circle.

(
(TOW (d)
(Chimney(d)
Description filed under T-6105 (PEN (d)
(DOL (d)

(
Description filed under T-6128 (S. W. End of Truss. (d)
(N. E. End of Truss. (d)

Description filed under T-6129 - PEG (d)

Comparison with other Surveys

1. Plane Table Control Surveys T-6105, T-6128, T-6129 (1934). These show control points only. All recoverable topographic stations have been transferred in the Washington office, December 19, 1934.

Stations plotted by-----*L. A. McSweeney*
Checked by-- *B. H. Benson*

2. Previous Topographic Surveys. T-997 (1865) is superseded by this compilation. Comparison shows only minor changes most of which are in the ~~small~~ areas.
Marsh

The bridge clearance of 7 feet given at top of page 3 is ~~not~~ shown on the compilation ~~as no reference plane is given, and~~ The U.S. Engineers' Bridge List for 1927 gives a H.W. clearance of 13.1 feet.

Leonard A. McSweeney
B. H. Jones

GEOGRAPHIC NAMES

Date April 4, 1935Survey No. T-5190

Chart No. _____

Diagram No. _____

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
✓	STATE HIGHWAY No. 32	_____			
✓	STATE HIGHWAY No. 28	_____			
✓	GARDENS CORNER	_____			
✓	SHELDON CHARLESTON & WESTERN CAROLINA RAILWAY	_____			
✓	RAIRVIEW	_____			
✓	HOSPA CREEK	_____			
✓	BULL POINT	_____			
✓	COOSAWHATCHIE RIVER	_____			
✓	TULIFINY RIVER R	_____			
✓	McKAY POINT R	_____			
✓	POCOTALIGO RIVER	_____			
✓	BRAYS ISLAND	_____			
✓	SCOTTS NECK	_____			
✓	LOBECO	_____			
✓	SEABOARD AIR LINE RY.	_____			
✓	HUGUENINS HUGUENINS NECK	_____			
✓	DAWSON ISLAND	_____			
✓	HALL ISLAND R	do. Chart 1240			
✓	HAULOVER CREEK	(occurs twice on U.S.G.S. Quad. "Yemassee")			
✓	COOSAW	_____			

Date. April 4, 1935

Chart No. 1240

Under investigation. Q

[illegible]