

TP-00275

TP 00275

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey Shoreline
Job No. PH-7101 Map No. TP-00275
Classification No. Edition No. 1
Field Edited Map

LOCALITY

State South Carolina and Georgia
General Locality Charleston to Savannah
Locality BEAUFORT RIVER

19 70 TO 19 74

REGISTRY IN ARCHIVES

DATE

MAP NOT INSPECTED IN QUALITY CONTROL PRIOR
TO REGISTRATION

NOAA FORM 76-36A (3-72)		U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.	
DESCRIPTIVE REPORT - DATA RECORD		TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division (Norfolk)		SURVEY TP. <u>00275</u> MAP EDITION NO. <u>(1)</u> MAP CLASS <u>Final(F.E)</u> JOB PH. <u>7101</u>	
OFFICER-IN-CHARGE Jeffrey G. Carlen, Cdr.		LAST PRECEDING MAP EDITION TYPE OF SURVEY <input type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED JOB PH. _____ MAP CLASS _____ SURVEY DATES: 19__ TO 19__	
I. INSTRUCTIONS DATED			
1. OFFICE		2. FIELD	
Aerotriangulation May, 1972 ✓ Compilation Sept., 1973 ✓		Sept., 1970 ✓	
II. DATUMS			
1. HORIZONTAL: <input checked="" type="checkbox"/> 1927 NORTH AMERICAN		OTHER (Specify)	
2. VERTICAL: <input checked="" type="checkbox"/> MEAN HIGH-WATER <input checked="" type="checkbox"/> MEAN LOW-WATER <input type="checkbox"/> MEAN LOWER LOW-WATER <input type="checkbox"/> MEAN SEA LEVEL		OTHER (Specify)	
3. MAP PROJECTION Polyconic		4. GRID(S) STATE South Carolina ZONE South	
5. SCALE 1:10,000		STATE ZONE	
III. HISTORY OF OFFICE OPERATIONS			
OPERATIONS		NAME	DATE
1. AEROTRIANGULATION BY METHOD: Analytical LANDMARKS AND AIDS BY		R.B. Kelly NA	Dec. 1973
2. CONTROL AND BRIDGE POINTS PLOTTED BY METHOD: Coradomat CHECKED BY			
3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY COMPILATION CHECKED BY INSTRUMENT: Wild B-8 SCALE: 1:15,000 CONTOURS BY CHECKED BY		L.O. Neterer, Jr. R.R. White NA NA	Dec. 1973 Dec. 1973
4. MANUSCRIPT DELINEATION PLANIMETRY BY CHECKED BY METHOD: Smooth-ink drafting CONTOURS BY CHECKED BY SCALE: 1:10,000 HYDRO SUPPORT DATA BY CHECKED BY		L.O. Neterer, Jr. A.L. Shands NA NA NA NA	Jan. 1974 Jan. 1974
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY		A.L. Shands	Jan, 1974
6. APPLICATION OF FIELD EDIT DATA BY		R.R. White	Jun. 1974
7. COMPILATION SECTION REVIEW BY		Frank Margiotta	Jul. 1974
8. FINAL REVIEW BY		A.L. Shands	Jan. 1974
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY		Billy H. Barnes	Nov. 1975
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY		Billy H. Barnes	March 3, 1976
11. MAP REGISTERED - COASTAL SURVEY SECTION BY		K.T. CATDR	JUN 1976

NOAA FORM 76-368
(3-72)

TP-00275

U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

COMPILATION SOURCES

1. COMPILATION PHOTOGRAPHY

CAMERA(S) Wild RC-8 "E" and "L"		TYPES OF PHOTOGRAPHY LEGEND		TIME REFERENCE	
TIDE STAGE REFERENCE SAVANNAH RIVER ENT. (Hilton Head, SC)		(C) COLOR X		ZONE Eastern	<input checked="" type="checkbox"/> STANDARD
<input checked="" type="checkbox"/> PREDICTED TIDES		(P) PANCHROMATIC		MERIDIAN 75th	<input type="checkbox"/> DAYLIGHT
<input type="checkbox"/> REFERENCE STATION RECORDS		(I) INFRARED X			
<input checked="" type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY					

NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE
* 71E(I)-2358 - 2360	3/30/71	09:15	1:30,000	± 0.2 ft. of MHW
* 71E(I)-2273 - 2275	3/28/71	13:33	1:30,000	± 0.2 ft. of MLW
70L(C)-9933A - 9935A	11/5/70	10:29	1:40,000	6.0 ft. above MLW
70L(C)-9857A & 9858A	11/4/70	12:43	1:40,000	6.4 ft. above MLW

REMARKS *Tide controlled infrared photography

2. SOURCE OF MEAN HIGH-WATER LINE:

Tide controlled infrared photography.
The southeastern shore of Bay Point Island was surveyed by planetable methods by the field editor in 1974.

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

Tide controlled infrared photography.

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED

5. FINAL JUNCTIONS

NORTH	EAST	SOUTH	WEST
No Survey	TP-00272 (1:20,000)	TP-00272 (1:20,000)	TP-00271 (1:20,000)

REMARKS

NOAA FORM 76-36C
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEYTP-00275
HISTORY OF FIELD OPERATIONSI. ☒ FIELD INSPECTION OPERATION☐ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	J.K. Wilson	Nov. 1970
2. HORIZONTAL CONTROL	RECOVERED BY R.E. Kesselring ESTABLISHED BY PRE-MARKED OR IDENTIFIED BY	Nov. 1970
3. VERTICAL CONTROL	RECOVERED BY NA ESTABLISHED BY NA PRE-MARKED OR IDENTIFIED BY NA	
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY NA LOCATED (Field Methods) BY NA IDENTIFIED BY NA	
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION <input type="checkbox"/> COMPLETE <input type="checkbox"/> SPECIFIC NAMES ONLY BY <input checked="" type="checkbox"/> NO INVESTIGATION	NA
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	None
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	NA

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

Premarked

2. VERTICAL CONTROL IDENTIFIED

NA

PHOTO NUMBER

STATION NAME

70L(C)9858A

GUTT, 1963

PHOTO NUMBER

STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

None

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

None

PHOTO NUMBER

OBJECT NAME

PHOTO NUMBER

OBJECT NAME

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 152

TP-00275

HISTORY OF FIELD OPERATIONS

I. ☐ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	LT(jg) R.D. Black	1 & 5/1974
2. HORIZONTAL CONTROL	RECOVERED BY LT(jg) R.D. Black	1 & 5/1974
	ESTABLISHED BY	
	PRE-MARKED OR IDENTIFIED BY	
3. VERTICAL CONTROL	RECOVERED BY	
	ESTABLISHED BY	
	PRE-MARKED OR IDENTIFIED BY	
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY LT(jg) R.D. Black	1 & 5/1974
	LOCATED (Field Methods) BY LT(jg) R.D. Black	1 & 5/1974
	IDENTIFIED BY	
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION <input type="checkbox"/> COMPLETE <input type="checkbox"/> SPECIFIC NAMES ONLY BY <input checked="" type="checkbox"/> NO INVESTIGATION	NA
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	NA
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	LT(jg) R.D. Black(MHWL)

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

2. VERTICAL CONTROL IDENTIFIED

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

5. GEOGRAPHIC NAMES: ☐ REPORT ☒ NONE6. 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)

4 copies of forms C&GS 526; two forms NOAA 76-40

TP-00275
RECORD OF SURVEY USE

I. MANUSCRIPT COPIES

COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
Manuscript complete pending field edit	1/ /74	Class III Manuscript Superseded	2/4/74	1/17/74 Field Edit
Compilation complete Field edit applied	6/ /74	Class I Superseded	9/10/74	
Final Review	11/ /75		1/30/76	

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS
	97174	7/31/74	Non-floating Aid

2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: 7/31/74
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 567 SUBMITTED BY FIELD PARTIES.
3. ☒ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.
ACCOUNT FOR EXCEPTIONS:
4. ☐ DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: _____

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

SECOND EDITION	SURVEY NUMBER TP - _____ (2)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	

JOB PH-7101

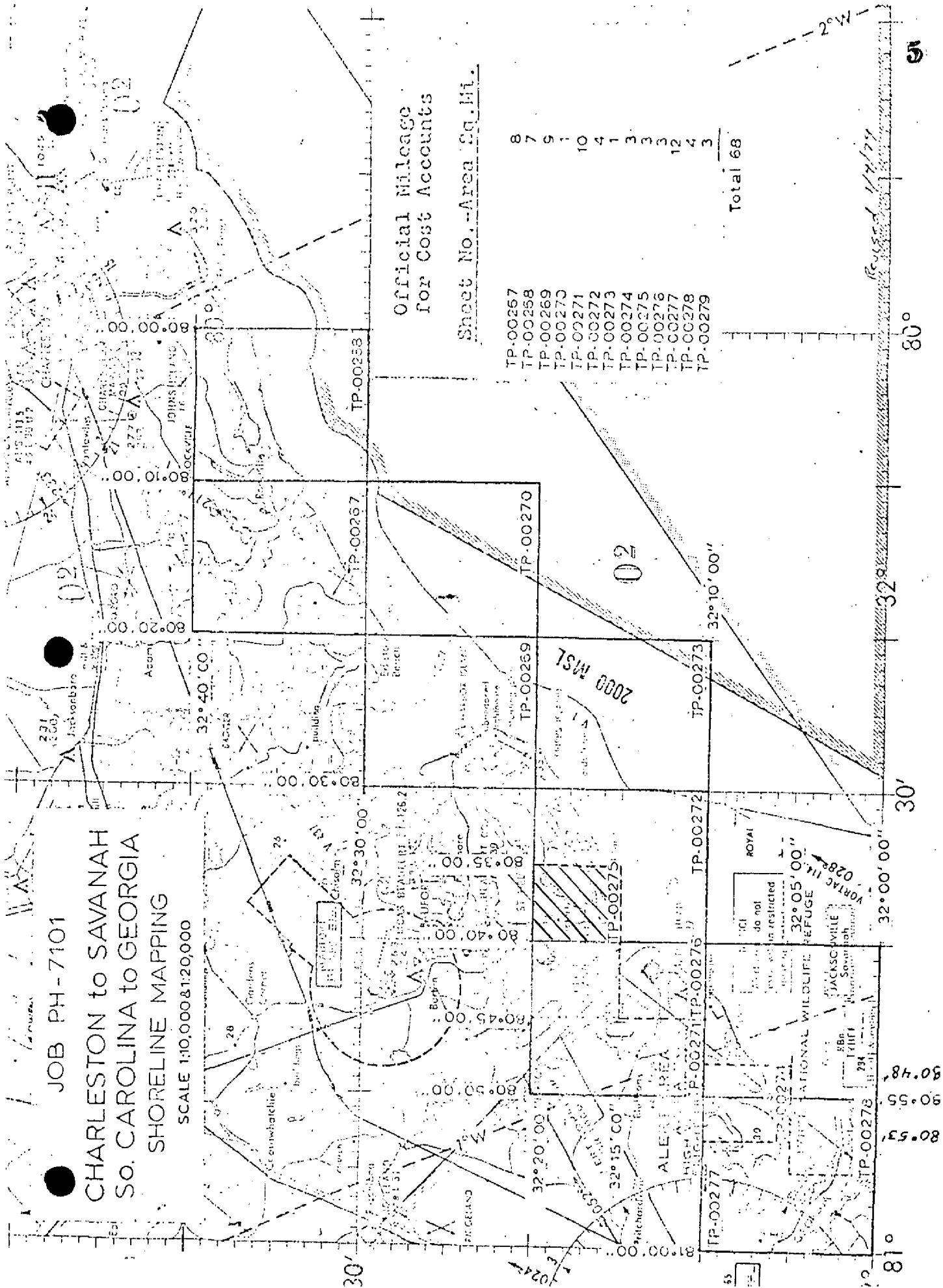
CHARLESTON to SAVANNAH
SO. CAROLINA to GEORGIA
SHORELINE MAPPING

SCALE 1:10,000 & 1:20,000

Official Mileage
for Cost Accounts

Sheet No. - Area Sq. Mi.

TP-00257	8
TP-00258	7
TP-00269	9
TP-00270	1
TP-00271	10
TP-00272	4
TP-00273	1
TP-00274	3
TP-00275	3
TP-00276	12
TP-00277	4
TP-00278	3
TP-00279	
Total	68



SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT TP-00275

This 1:10,000 scale shoreline manuscript lies within the limits of TP-00272, it is one of nine 1:20,000 scale and four 1:10,000 scale manuscripts that comprise Project PH-7101, Charleston, SC to Savannah, GA. This is one of several projects that make up SCOPE, the Southern Coastal Plains Expedition. It is not a standard shoreline survey because compilation was limited to the ocean shoreline and only a limited amount of interior detail. Shoreline of bays, inlets, canals or rivers that may be within the geographic limits of this map were not delineated. This deviation from written instructions was brought about by verbal instructions telephoned from the Rockville office to the Chief, Coastal Mapping Section, AMC.

The field work done prior to compilation consisted of pre-marking horizontal control required for bridging.

Aerotriangulation was done in the Rockville office on the 1:40,000 scale color photography dated November 1970. Pass points common to the 1:30,000 scale infrared mean high and mean low water photography were dropped for ordering ratios.

Compilation was done at the Atlantic Marine Center in December 1973 and January 1974. Shoreline pass points were dropped from the 1:40,000 scale bridging photography that were common to the 1:30,000 scale, tide coordinated, infrared photography by the Wild B-8 Plotter. The tide coordinated mean high and mean low water photography were used to graphically compile the manuscript from Station Creek southward. The Beaufort River shoreline north of Station Creek was delineated from the 1970 bridging photography.

Field edit was done in May 1974. The field editor limited his field edit to the shoreline south of Station Creek.

Final review was done at the Atlantic Marine Center in November 1975.

The original manuscript is a stabilene sheet 5 minutes in latitude by 5 minutes in longitude.

A stable base copy and a negative of the final reviewed manuscript were forwarded for record and registry.

7

Photogrammetric Plot Report
Charleston to Savannah
South Carolina and Georgia
Job PH - 710F

21. Area Covered

This report covers nine 1:20,000 sheets, TP-00267, TP-00268, TP-00269, TP-00270, TP-00271, TP-00272, TP-00273, TP-00277, TP-00279 and four 1:10,000 sheets, TP-00274, TP-00275, TP-00276, and TP-00278 from Kiawah River, South Carolina, to Tybee Island, Georgia.

22. Method

Eight strips 1:40,000 scale color photography were bridged by analytic aerotriangulation methods and adjusted to ground on South Carolina South State Plane coordinate system. Bridge points were used on 1:30,000 scale infrared photography for ratioing photographs to be used in compiling the Mean Low- and Mean High-Water Line. Ratio prints of infrared photography covering Mean Low- and Mean High-Water were ordered. (One each of cronapaque). Tie points were used to augment datum between strips. Data for plotting manuscripts for compilation were assembled for ruling and plotting by the Coradomat and Calcomp.

23. Adequacy of Control

The horizontal control provided was adequate except for Fusky (USE) 1932 sub stations A and C, which held in strip one and did not hold in strip two, because of poor image points. Also, Chan, 1933, substation A and C did not hold in strip four because of poor image points.

All other control held within the accuracy required by National Standards of Map Accuracy at 1:20,000 and 1:10,000 scale.

24. Supplemental Data

U.S. Geological Survey quadrangles were used to provide elevations for vertical adjustments of bridges.

25. Photography

RC-8 color film positives were adequate as to coverage, overlay, and definition.

Submitted by,

Robert B. Kelly

Robert B. Kelly
12-10-73

Approved and forwarded:

J. D. Perrow, Jr.

J. D. Perrow, Jr.

Chief, Aerotriangulation Section

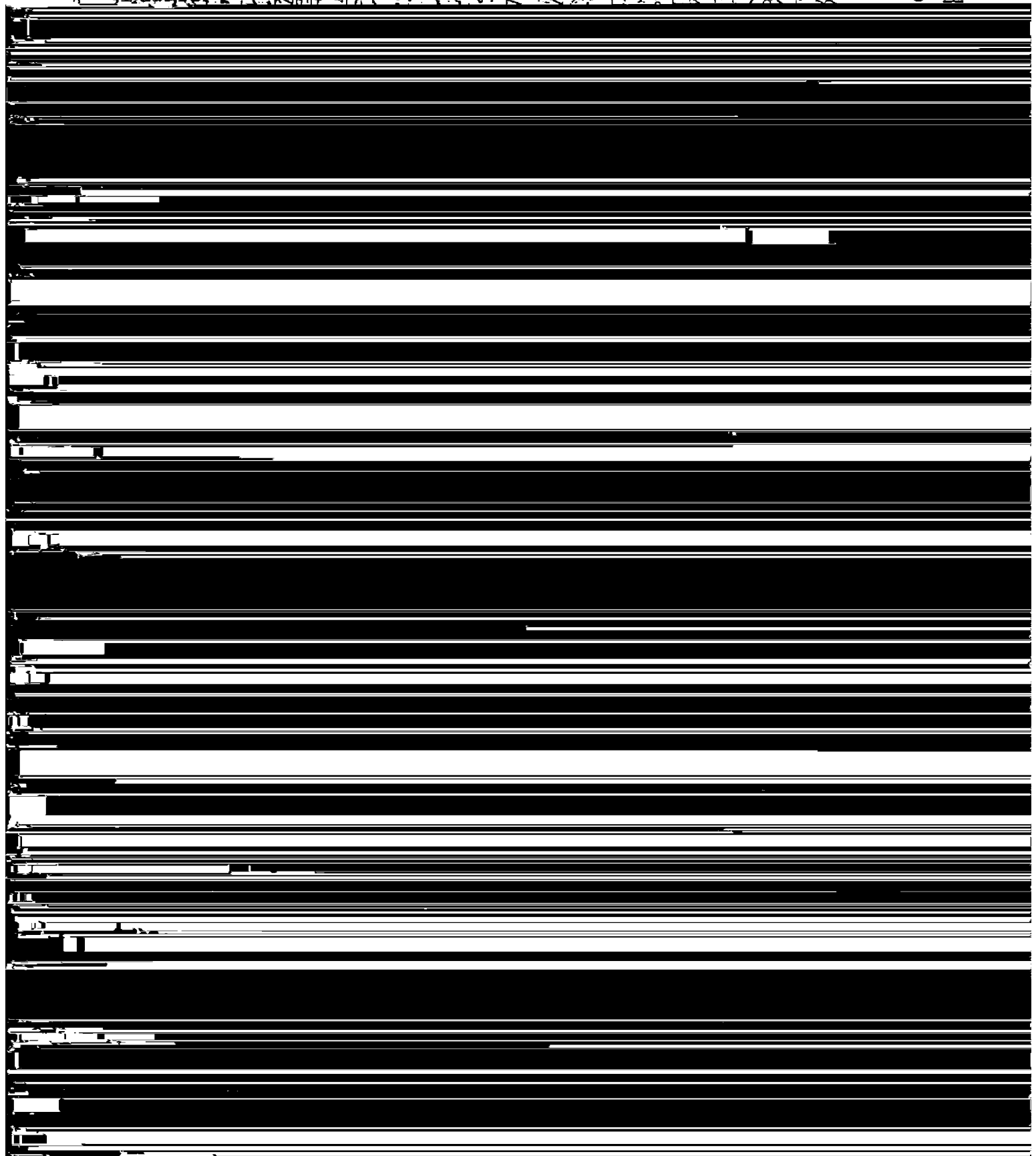
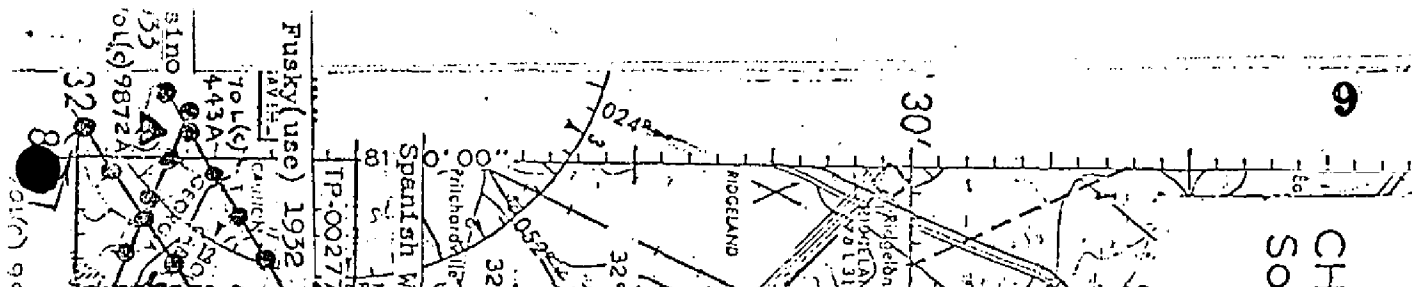
PH-7101
Charleston to Savannah

NOTE TO COMPILER

Foreshore Cross Section points listed below were omitted during bridging. Points should be dropped during compilation.

Section II	68-01
Section VII	69-01
Section VIII	69-02
Section IX	73-01
Section XIII	79-01

CH
SO



COMPILATION REPORT

TP-00275

31. DELINEATION

The Wild B-8 stereoplotter was used to establish pass point positions from 1:40,000 scale color photography. These were pricked on the 1:30,000 scale infrared photography from which all details were compiled graphically. Two sets of infrared photography were taken, one at mean high water and one at mean low water.

32. CONTROL

See the attached "Photogrammetric Plot Report," dated: December 10, 1973.

33. SUPPLEMENTAL DATA

None

34. CONTOURS AND DRAINAGE

Contours are not applicable to the project. Drainage was delineated by the Wild B-8 stereoplotter and by office interpretation of the photographs.

35. SHORELINE AND ALONGSHORE DETAILS

Alongshore details were delineated by office interpretation of the photographs.

The mean high and mean low water lines were delineated from the infrared photographs.

36. OFFSHORE DETAILS

Two shoals were delineated from office interpretation of the infrared photographs.

37. LANDMARKS AND AIDS

Copies of Form 76-40 for 1 non-floating aid to navigation were forwarded to the Rockville, MD office on July 24, 1974.

38. CONTROL FOR FUTURE SURVEYS

None

39. JUNCTIONS

See the attached Form 76-36b, item #5 of the Descriptive Report, concerning junctions.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement required.

46. COMPARISON WITH EXISTING MAPS

A comparison has been made with the following U.S. Geological Survey Quadrangles: ST. PHILLIPS ISLAND, SC and PARIS ISLAND, SC, scale 1:24,000 and dated 1956.

47. COMPARISON WITH NAUTICAL CHARTS

A comparison has been made with the following National Ocean Survey Chart: 571, 7th edition dated April 8, 1972, scale 1:40,000.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Submitted by:

A.L. Shands

A.L. Shands, Cartographer, 1/14/74

Approved:

Albert C. Rauck, Jr.

Albert C. Rauck, Jr.
Chief, Coastal Mapping Section, AMC

ADDENDUM TO THE COMPILATION REPORT

TP-00275

FIELD EDIT

Field edit was good. All questions were answered.

19 August 1975

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-7101 (Charleston, S. C. to Savannah, Ga.)

TP-00275

Atlantic Ocean

Bay Point

Bay Point Island

Beaufort River

Bull Point

Fort Fremont

Lands End

Morse Island Creek

Parris Island

Port Royal Sound

St. Helena Island

St. Phillips Island

Station Creek

Trenchards Inlet

Approved by


Chas. E. Harrington

Staff Geographer-C51x2

NOAA FORM 75-74
(2-74)U.S. DEPARTMENT OF COMMERCE
NOAA
NATIONAL OCEAN SURVEY

PHOTOGRAMMETRIC OFFICE REVIEW

TP-00275

1. PROJECTION AND GRIDS A.L.S.	2. TITLE A.L.S.	3. MANUSCRIPT NUMBERS A.L.S.	4. MANUSCRIPT SIZE A.L.S.
CONTROL STATIONS			
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY (G.P.'s not found) Not Checked		6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) NA	7. PHOTO HYDRO STATIONS X X
8. BENCH MARKS NA	9. PLOTTING OF SEXTANT FIXES X X	10. PHOTOGRAMMETRIC PLOT REPORT A.L.S.	11. DETAIL POINTS A.L.S.
ALONGSHORE AREAS (Nautical Chart Data)			
12. SHORELINE A.L.S.	13. LOW-WATER LINE A.L.S.	14. ROCKS, SHOALS, ETC. A.L.S.	15. BRIDGES X X
16. AIDS TO NAVIGATION A.L.S.	17. LANDMARKS X X	18. OTHER ALONGSHORE PHYSICAL FEATURES A.L.S.	19. OTHER ALONGSHORE CULTURAL FEATURES X X
PHYSICAL FEATURES			
20. WATER FEATURES A.L.S.		21. NATURAL GROUND COVER NA	22. PLANETABLE CONTOURS NA
23. STEREOSCOPIC INSTRUMENT CONTOURS NA	24. CONTOURS IN GENERAL NA	25. SPOT ELEVATIONS NA	26. OTHER PHYSICAL FEATURES X X
CULTURAL FEATURES			
27. ROADS X X	28. BUILDINGS X X	29. RAILROADS X X	30. OTHER CULTURAL FEATURES X X

FORESHORE CROSS-SECTIONS

CHARLESTON, SOUTH CAROLINA TO SAVANNAH, GEORGIA

JOB PH-7101

Sixteen foreshore cross-sections were taken between Folly Island, South Carolina, and Tybee Island, Georgia, a linear distance of approximately seventy miles. Twelve sections were positioned from triangulation and/or traverse stations and two sections, II and XIII, were located from photo points with sun azimuths. Section IX was located from a triangulation station using a photo point for an azimuth and section VII was run parallel to a relatively long pier.

Vertical control for sections I thru VI, VIII and IX was taken from the tide staff at Edisto Beach, South Carolina. Section VII was based on a temporary tide staff installed at Harbor River Entrance, South Carolina, and a temporary tide staff placed at Skull Creek (North Entrance) provided the control for sections X and XI. The remaining sections were based on the tide staff at Savannah River Entrance, Georgia.

The procedure, in establishing the TBM's used to control the individual sections, was to take a level reading on a recoverable object for use as a TBM, record it as a foresight, and then send the rodman into the water where the rod was used as a combination tide staff/level rod. After observing the water level on the rod for a period sufficient to determine a mean reading, a level reading was taken. The water level reading was subtracted from the level reading and the result entered in the field book as a backsight. Immediately, the instrument was moved, a new water level reading determined and another level reading obtained. Again the two were subtracted and the result entered as a foresight. The rodman was then sent back to the TBM to close the loop. The entries in the field book show this procedure reversed. This was done to avoid confusion as there didn't appear to be any adequate method of showing the actual procedure. The remainder of the operation was straightforward leveling with an angle and distance to the mean high and low water lines thrown in.

Time differences for each section were calculated in advance to eliminate any datum correction; for example, if a minus time were indicated for a particular section, then the water level readings on the tide staff/level rod would be obtained first and the man on the controlling tide staff informed of the time of the readings. The tide staff man would then wait the calculated length of time for the section involved before reading the controlling tide staff. For plus times, the procedure was reversed. Information was exchanged between the controlling tide staffs and the individual sections via radio. At sections I and XII, no radio communications were available. For these two sections, the controlling tide staff was read and recorded at fifteen minute intervals and the height of the water at the time of the water level readings computed at a later time.

As no specific instructions were given to the contrary, cross-section shots were taken of the foreshore at twenty, thirty, and sometimes, fifty foot intervals, depending on the length of the section. Whether they are necessary, or even wanted, is not known, but as they only took about five to ten minutes extra for each section, they were included anyway.

(2)

One typical section and three atypical sections were plotted to give the compiler an idea of what was done and to show the method of location. These sections, the field book, pricking cards, sun azimuths, color contact photographs and charts showing the individual section locations are included with this report.



Richard E. Kesselring
Survey Tech.
May 3, 1971

FIELD EDIT REPORT

TP-00275

Beaufort River, South Carolina
PH-7101
May, 1974

51. METHODS

All field work was done in accordance with the AMC Manual, current Photo Instructions and Project Instructions OPR-436-WH-74, "Coasts of South Carolina and Georgia" dated November 16, 1973 addressed to Chief, Atlantic Hydrographic Party.

An inspection of all shoreline and alongshore features was made, and all deletions, additions, corrections, and verifications are either shown or indexed on the field edit ozalid. All field edit notes are in violet to indicate additions or changes, and in green to indicate deletions. Field edit was not performed in the Beaufort River area north of latitude $32^{\circ}16.8'$ as instructed by the Chief, Field Surveys Branch at the Atlantic Marine Center.

Parris Island Spit Light was located by theodolite intersection. Station Creek Daybeacon A19 was located by Photo Party 62 in 1973. The 1973 position was verified by Photo Party 61 by theodolite cuts.

The two piles around the mouth of Trenchards Inlet were located graphically on the film ozalid using observed theodolite angles.

The revised MHWL along the southern shore of Bay Point Island was determined by tape measurements from hydrographic horizontal control stations.

52. ADEQUACY OF COMPILATION

Compilation of shoreline and alongshore features was generally adequate, except as noted below. Compilation will be complete when field edit notes are applied.

The southern shoreline of Bay Point Island is extremely unstable. It is to be expected that the compiled MHWL differed from field observed MHWL. It is also to be expected that later MHWL determinations will not agree with either the originally compiled MHWL or the field edit MHWL. It is recommended that the MHWL determined by this field edit be accepted as the most accurate to date.

54. RECOMMENDATIONS

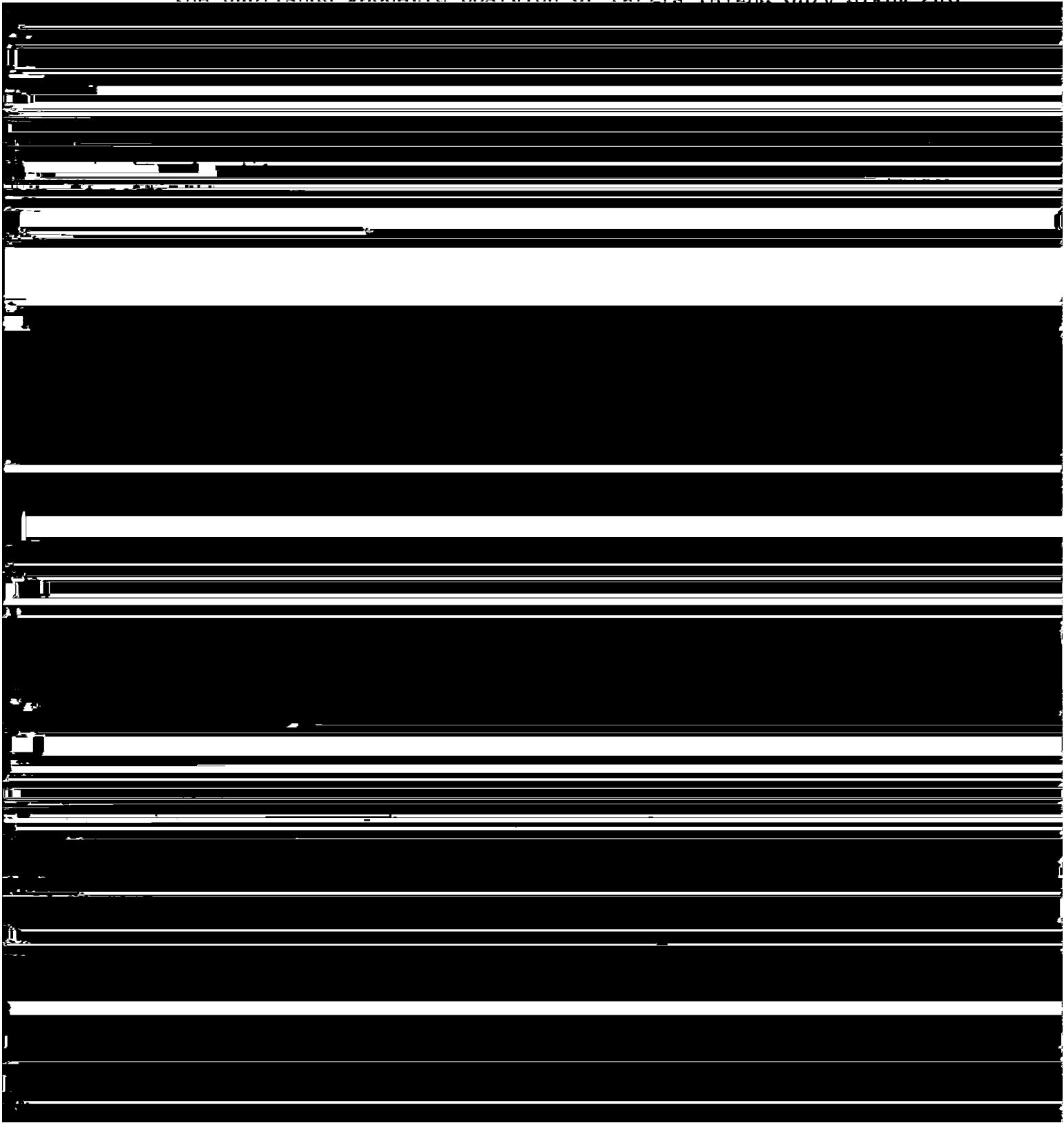
A chart note that indicates the variable nature of the southern shoreline of Bay Point Island and the shoal delineations south of this island is recommended.

56. GEOGRAPHIC NAMES

No discrepancies were found while editing this sheet.

57. LANDMARKS AND NONFLOATING AIDS TO NAVIGATION

Two nonfloating aids to navigation are recommended for charting.
The published geodetic position of Parris Island Spit Light 246



[illegible]

REVIEW REPORT TP-00275

SHORELINE

November 1975

61. GENERAL STATEMENT:

See Summary which is page six of this Descriptive Report.

A comparison print showing differences noted in paragraphs 62 through 65 is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with T-12808 and T-12809, scale 1:10,000, dated April 1966. Significant differences are shown in blue on the comparison print.

In the areas compared, TP-00275 supersedes T-12808 and T-12809 for nautical chart construction purposes. T-12808 and T-12809 are the latest registered prior surveys of the area.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangles ST. PHILLIPS ISLAND, SC and PARRIS ISLAND, SC, both dated 1956 and at a scale of 1:24,000. Significant differences are shown on the comparison print in brown.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with the reviewed boatsheet H-9211 (WH20-2-73), scale 1:20,000, dated 1973. Significant differences are shown in purple on the comparison print.

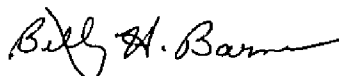
65. COMPARISON WITH NAUTICAL CHARTS:

The area covered by this map is within the limits of NOS Chart 11516, 19th edition, dated Nov., 1974, scale 1:40,000. A visual comparison was made and the significant differences are noted in red on the comparison print.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:


This map complies with Project Instructions except as explained in Summary and meets the requirements for Bureau Standards and the National Standards of Map Accuracy.

Reviewed by:



Billy H. Barnes
Cartographer
November, 1975

Approved for forwarding:



Joseph W. Vonasek
Chief, Photogrammetric Branch, AMC

Approved:

Chief, Photogrammetric Branch

Chief, Coastal Mapping Division

NOTE:
The photogrammetric location and delineation of features
offshore from the mean high-water line on this survey

80° 36' 00"

COMPARISON PRINT
Red = NOS Chart 11516
Blue = T-12808 and T-12809
Purple = H-9211 (WH20-2-73)
Brown = USGS QUADS

80° 35' 30" E

A N

32° 16' 00"

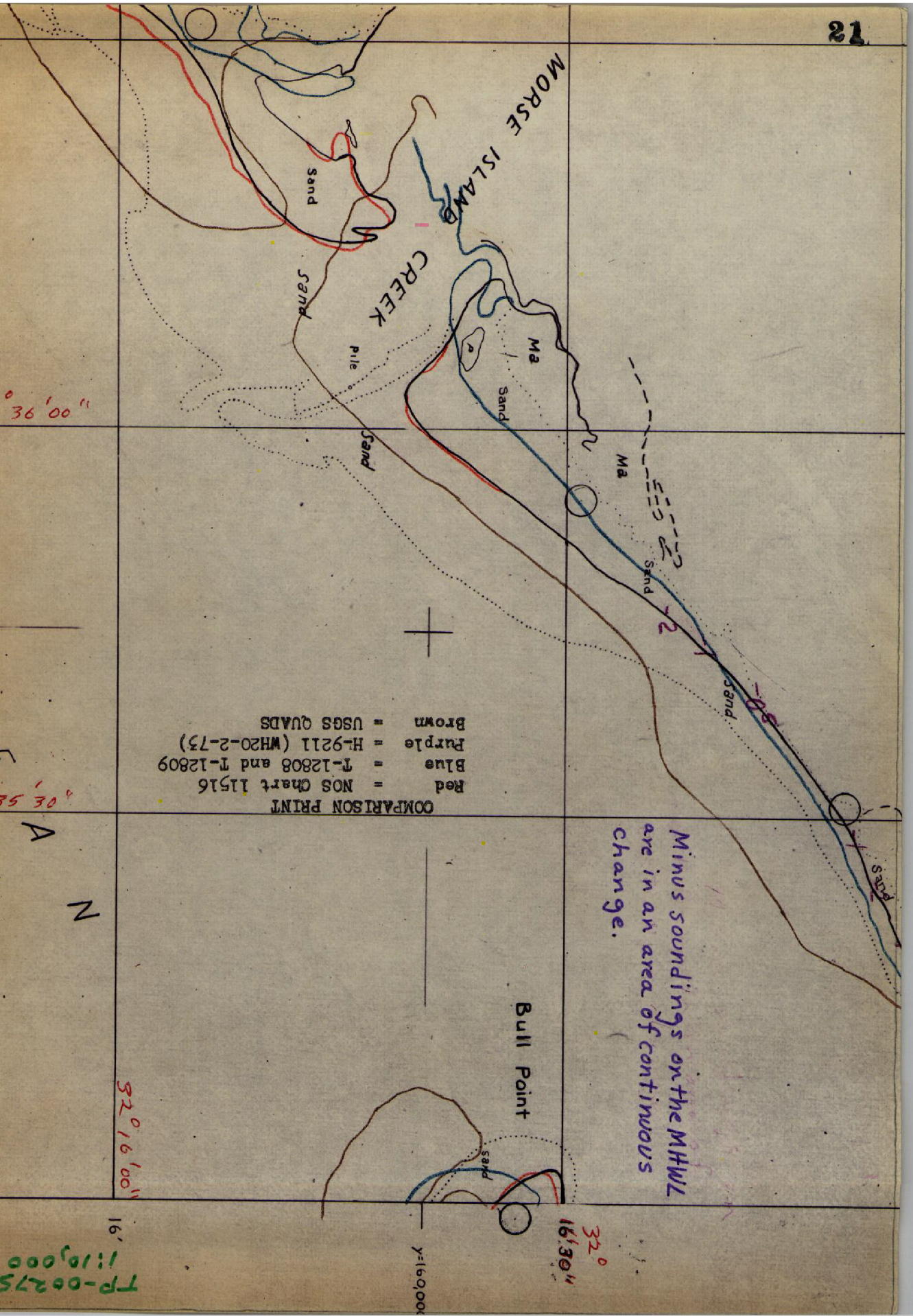
TP-00275
1:10,000

Y=169,000

Bull Point

Minus soundings on the MHWL
are in an area of continuous
change.

32° 16' 30"



TP-00275
1:10,000 22

COMPARISON PRINT

Red = NOS Chart 11516
Blue = T-12808 and T-12809
Brown = USGS

32°16'00"

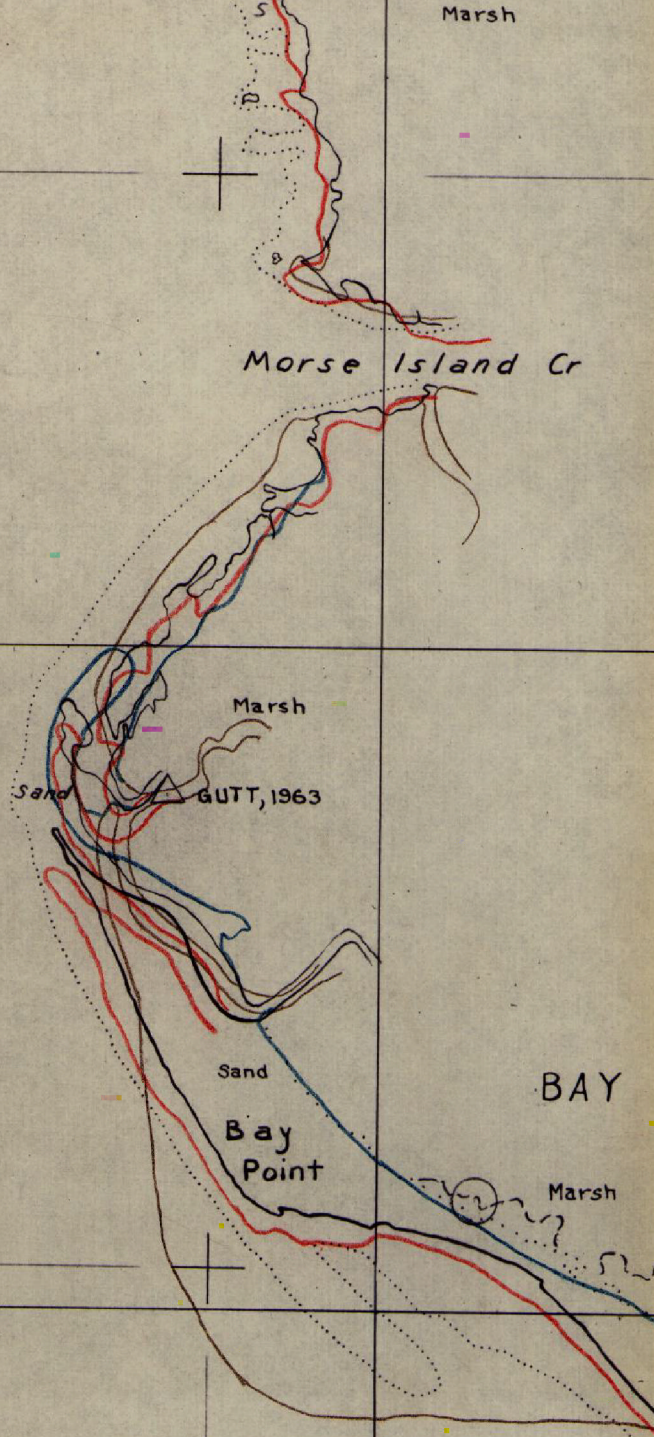
(+++)
Wreck
not visible on
photography

32°15'30"

O
Y
A


80°39'00"

80°38'30"



TP-00275
1:10,000

23

DIP, 1933 

COMPARISON PRINT

Red = NOS Chart 11516
Blue = T-12808 and T-12809
Brown = USGS Quads

POINT ISLAND

Shoreline subject to
considerable change

32° 16' 00"

32° 15' 30"

80° 37' 30"

80° 38' 00"

MHWL As of 2 April 1974

