

8819

Diag. Cht. No. 1238-2.

Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No. WH-20-2-64	Office No. H-8819
LOCALITY	
State	South Carolina
General locality	Cape Romain
Locality	
<u>19-64</u> CHIEF OF PARTY	
LCDR H. R. LIPPOLD JR	
LIBRARY & ARCHIVES	
DATE	JAN 17 1966

USCOMM-DC 5087

XERO COPY

XERO COPY

XERO COPY

FORM C&GS-537
(8-18-59)

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

REGISTER NO.

HYDROGRAPHIC TITLE SHEET

H-8819

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

FIELD NO.

WH-20-2-64

State South Carolina

General locality Cape Romain

Locality _____

Scale 1:20,000 Date of survey 1964

Instructions dated 27 December 1963 Project No. OPR 436

Vessel WHITING

Chief of party LCDR H. R. Lippold Jr.

Surveyed by Ship's Officers

Soundings taken by echo sounder, ~~hand~~ pole _____

Graphic record scaled by Ship's Personnel

Graphic record checked by Ship's Personnel

Protracted by A.G. Atwill (Norfolk Hydro. Processing Branch)

Soundings penciled by A.G. Atwill " " " "

Soundings in ~~fathoms~~ feet at MLW ~~at MLW~~

REMARKS: _____

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-8819
FIELD No. WH-20-2-64

Cape Romain, South Carolina

Scale 1:20,000
Ship WHITING

H. R. Lippold Jr.
Commanding 1964

Surveyed By:

LCDR H. R. Lippold Jr.
LT R. M. Buffington
LT J. Collins
LTJG J. W. Drosendahl
LTJG D. G. Hickerson
ENS J. D. Boon

A. PROJECT

The authority for this survey is contained in the instruction for OPR 436, Coast of South Carolina and Georgia dated 27 December 1963.

B. AREA SURVEYED

The area covered by this survey is along the east coast of South Carolina extending from Cape Romain northward to Cedar Island. The survey was carried seaward from the coast to the 18 foot curve.

Hydrography commenced on 25 March and ended on 12 May 1964.

This survey junctions with WH-20-1-64 on the north, prior survey H-7085, 1:40,000, 1945-46 to the east and south and PE-20-1-63 to the southwest.

C. SOUNDING VESSELS

The WHITING's two 26 foot hydrographic launches and 17 foot Boston Whaler were used to conduct this survey. Lower case day letters were used to identify the positions of the various sounding vessels as follows:

Launch #1	Blue
Launch #2	Red
Skiff	Green

D. SOUNDING EQUIPMENT

Raytheon type DE-723 fathometers were used in both launches, number 249 in #1 and #251 in launch #2. The depths encountered were from five to twenty feet; therefore, only the A scale of the fathometer was used. Corrections to soundings were obtained from bar checks taken daily. The data from daily bar checks were averaged to define the correction curve, there being roughly three curves per launch on the project.

A sounding pole was used to determine depths^h from the Boston Whaler in depths of 8 feet or less.

All sounding equipment worked well during the entire project; therefore no discrepancies in soundings is expected.

E. SMOOTH SHEET

The smooth sheet was ~~made at~~ *plotted by Norfolk Hydro Processing Branch.*

F. CONTROL

Two types of control were used, Hiran and Visual. Hiran was used for all hydrography in the area of greater than thirty degree intersection of the arcs. In the segment near shore where the arcs intersected at less than 30 degrees visual hydrography was used with photo-hydro signals.

Some of the visual hydrography was conducted using the following method: A Hiran arc was run, as when doing regular Hiran controlled hydrography, giving a curved line. Instead of using electronic positioning, sextant angles were taken and plotted as the means of control. This method was used since the launch could be controlled better and a neat regularly spaced system of sounding lines resulted.

The names for the shore stations used for Hiran control were MAIN and DEL. The tower at station MAIN was located on the balcony of Cape Romain Lighthouse over point "A" (see page 144 - book 203, Descriptions of Triangulation Stations South Carolina). A 50 foot tower was placed directly over the bronze disc of triangulation station DELTA 2, 1963 and called DEL.

The photo-hydro signals were located by Lt J. W. Bricker on advanced manuscript number T-12278 (compiled Sep 1963).

G. SHORELINE

The shoreline was found to be accurately located as transferred from sheet T-12278.

On the southern end of the eastern shore of Cape Island the low waterline was not located because of a steep bluff which obscured the hydro signals when close to the beach. On the northern end of Cape Island the low waterline was "walked".

H. CROSSLINES

Roughly eight percent crosslines were run, with no discrepancies found.

I. JUNCTIONS

Junctions with H-7085, H-4513, and contiguous survey WH-20-1-64 all agree within one foot. The junction with PE-20-1-63 shows a disagreement averaging three feet deeper than WH-20-2-64 in the vicinity of latitude $32^{\circ} 58.50'N$ and longitude $79^{\circ} 20.92'W$ which could not be explained.

J. COMPARISON WITH PRIOR SURVEYS

Comparison with prior survey H-4513, 1:20,000, 1925 in general, showed good agreement except in a few instances close to shore where soundings disagree. The shoreline on survey H-4513 indicates radical change in the area around the north tip of Cape Island thus it is felt it is obvious that some change in shoal areas can be expected in this vicinity.

Pre-survey review item #2

A thorough development was run in the vicinity of the alleged 6 foot sounding specified in pre-survey item #2. No indication of the 6 foot charted depth was found. It is felt that either the source of the six foot sounding is in error or the shoal has shifted since the antiquated survey. It is recommended that the 6 foot sounding in latitude $32^{\circ} 59.35'N$ longitude $79^{\circ} 19.5'W$ be deleted from the chart.

not at
11/10

K. COMPARISON WITH THE CHART

Comparison with chart 1238 (3rd Ed. 8/13/43, revised 10/29/62) shows the same general agreement with the exceptions noted above under (J) for prior survey H-4513.

L. ADEQUACY OF SURVEY

This survey is complete and adequate and should supercede all prior surveys for charting purposes.

M. AIDS TO NAVIGATION

The only fixed aids to navigation are the two abandoned lighthouses on Lighthouse Island, Cape Romain. The abandoned lighthouses are shown on chart 1238 and should remain as charted, since they are a valuable aid to navigation.

The only floating aid to navigation on the sheet is red nun buoy "6CR" which is in place for all practical purposes. The charted position is latitude 32° 57.6'N longitude 79° 17.1'W where the actual position is latitude 32° 57.6'N longitude 79° 17.0'W.

N. STATISTICS

	Number of Positions	Nautical Miles Sounding Lines	Number of Bottom Samples
Skiff	151	13.0	--
Launch #1	2095	456.3	25
Launch #2	703	165.6	6
Total Area Covered	<u>2949</u>	-----21.58 Square Nautical Miles	

P. RECOMMENDATIONS

This survey is adequate no further investigation is required.

Q. REFERENCE TO REPORTS

- Hiran Report
- Correction to Soundings Report

Author unknown - not on ship copy either. See attached letter

VELOCITY CORRECTIONS

Project..OPR-436
Year..... 1964
Vessel..Launch#1

Begin season thru & inc. 9 April

Depth (up to)	Corrn'
6.2	-0.6
7.9	-0.4
10.0	-0.2
26.0	0.0

From 10 April thru & inc. 1 May

Depth (up to)	Corrn'
6.0	-0.6
7.2	-0.4
8.9	-0.2
11.5	0.0
19.9	+0.2
24.5	+0.4

From 2 May thru the end of the season

Depth (up to)	Corrn'
6.0	-0.6
7.2	-0.4
8.2	-0.2
9.9	0.0
14.7	+0.2
21.4	+0.4
25.4	+0.6

VELOCITY CORRECTIONS

Project..OPR-436
Year..... 1964
Vessel..Launch#2

Begin season thru & inc. 9 April

Depth (up to)	Corrn'
6.1	-0.6
7.3	-0.4
8.8	-0.2
19.9	0.0
23.5	+0.2

From 24 April thru the end of season

Depth (up to)	Corrn'
6.2	-0.6
7.2	-0.4
8.2	-0.2
9.7	0.0
14.0	+0.2
20.8	+0.4
30.0	+0.6

HIRAN CORRECTIONS

(in Statute Miles)

Project OPR-436
 Year 1964
 Vessel Launch #1

MAIN

DEL

<u>Distance</u>	<u>Correction</u>	<u>Distance</u>	<u>Correction</u>
0.00 - 3.4	-0.010	0.00 - 1.4	+0.020
3.41 - 5.6	-0.015	1.41 - 1.8	+0.015
5.61 - 9.6	-0.020	1.91 - 3.0	+0.010
9.61 - 11.6	-0.025	3.01 - 4.3	+0.005
11.61 -----	-0.010	4.31 - 5.7	0.000
		5.71 - 7.0	-0.005
		7.01 - 8.4	-0.010
		8.41 -----	-0.015

174

HIRAN CORRECTIONS
(IN STATUTE MILES)

Project..... OPR-436
Year..... 1964
Vessel.... Launch #2

<u>MAIN</u>		<u>DEL</u>	
<u>Distance</u>	<u>Correction</u>	<u>Distance</u>	<u>Correction</u>
0.0 - 2.8	+0.020	25 Mar - 28 Apr	
2.81 - 4.3	+0.015	1.0 - 4.19	+0.005
4.31 - 5.8	+0.010	4.2 - 8.39	+0.010
5.81 - 7.2	+0.005	8.4 - 12.5	+0.015
7.21 - 8.7	0.000	29 Apr - 12 May	
8.71 - 10.1	-0.005	1.2 - 5.0	+0.015
10.11 - 11.6	-0.010	5.01 - 8.15	+0.020
11.61 - 13.1	-0.015	8.16 - 12.3	+0.025
		13 May - 18 May	
		0.00 - 2.19	+0.020
		2.20 - 5.6	+0.025
		5.61 - 8.9	+0.030
		8.91 - 12.3	+0.035

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Memorandum

TO : Director
ATTN: C-324
THRU: Atlantic Marine Center *JCM*
FROM : Commanding Officer, Ship WHITING *for J.B.*

DATE: Feb. 7, 1966

In reply refer to:

SUBJECT: Descriptive Reports H-8818 and H -8819, Cape Romain, South
Carolina

Enclosed find all available data for H-8819. Mr. Proffitt of the AMC Processing Office has been contacted and was unable to furnish additional information. Personnel directly involved in the survey are no longer aboard the WHITING. Apparently no Tide Note was prepared. It might be supposed that the Tide Note for H -8818 was intended for H-8819 also.

James P. Randall
James P. Randall
LCDR, ESSA
Commanding Ship WHITING



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Memorandum

TO : Chief, Operations Division

FROM : Commanding Officer, Ship WHITING

SUBJECT: Tidal Data for OPR-436

DATE: 26 May 1964

It is requested that a staff zero and time correction, if any, for both the portable-automatic gage at Georgetown Lighthouse and the Bubbler gage at Cedar Island, South Carolina be furnished the Ship WHITING as soon as possible.

Please advise us as to which gage to use as tidal control for the project area.

H. R. Lippold, Jr.

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

Memorandum

IN REPLY REFER TO: 232W-95-982

TO: [The Commanding Officer
USC&GS Ship WHITING
General Delivery
Woods Hole, Mass.]

DATE: June 17, 1964

FROM: Acting Chief, Marine Data Division

SUBJECT: Tidal Data, Project OPR 436

Planes of reference requested in your memorandum dated
26 May 1964 are listed below:

<u>Location</u>	<u>MLW on Staff (Feet)</u>
Georgetown Lighthouse, S.C.	0.9
Cedar Island, S.C.	2.8

The tide at Georgetown Lighthouse is 20 minutes later than
Cedar Island with no correction for range.

Either gage may be used for control in this area.

William Shofnos

William Shofnos

Memorandum

TO: Chief, Marine Data Division

DATE: 25 July 1964

FROM: Commanding Officer, Ship WHITING

SUBJECT: Tidal Data, Project OPR-436

RE: 232W - 95 - 982W

The staff MLW's sent us on 17 June 1964, when applied to hourly heights, are in disagreement by roughly one foot; the time difference appears to be correct. The curve for Georgetown Lighthouse more closely approximates the predicted tides for Cape Remain than the curves for Cedar Island.

Will you clarify this difference for us since as of now the two are incompatible. It should be noted that both gages were set one foot above the staff readings, hence the staff readings were recorded as hourly heights.

cc: Chief, Operations Division

H. R. Bippell, Jr.

NORFOLK HYDROGRAPHIC PROCESSING BRANCH
LIST OF SIGNALS
H-8819

TRIANGULATION STATIONS

BLACK BLACK 2, 1963
MAIN CAPE ROMAINE L.H., (ECC. "A"), 1924-42
OUT OUT, 1933

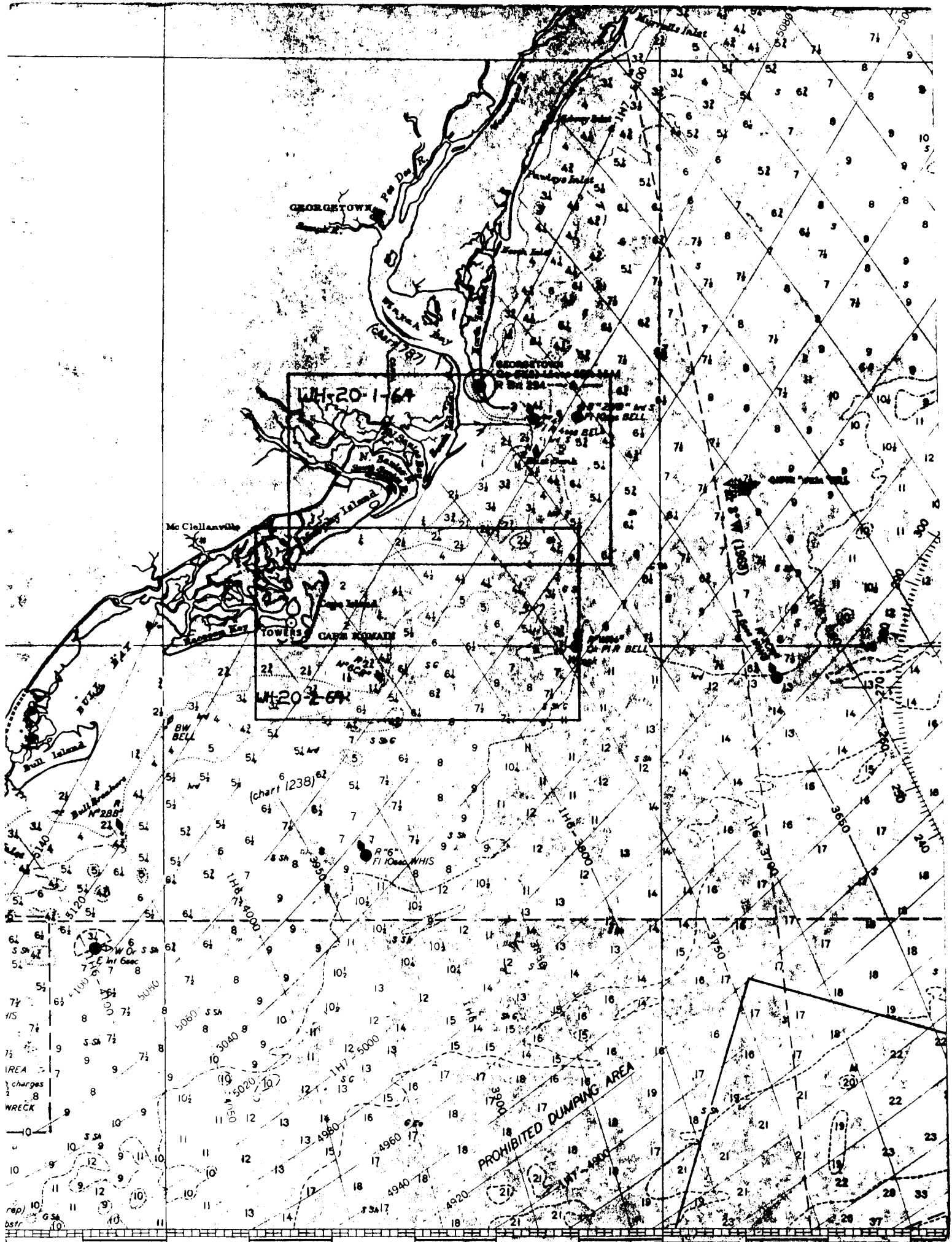
PHOTO-HYDRO STATIONS

SOURCE T-12278

ABE BAT CAP DOG EGO FOX WAX YES ZOO

HYDROGRAPHIC STATIONS

WET Vol. 6, pg. 13



WH-20-1-64

WH-20-2-64

PROHIBITED DUMPING AREA

NORFOLK HYDROGRAPHIC PROCESSING BRANCH
ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8819 (Wh 20-2-64)

GENERAL

This appears to be an excellent basic survey. Soundings are in good agreement at crossings and depth curves follow normal patterns in this area of moderately irregular bottom.

CHART COMPARISON

The smooth plotter has prepared an overlay showing significant depth changes as compared to chart 1238 (4th. ED., 5/10/65)

Respectfully submitted,


Hugh L. Proffitt
Carto-Tech.

Norfolk, Va.
30 Dec. 1965

HYDROGRAPHIC SURVEY STATISTICS
 HYDROGRAPHIC SURVEY NO. 8819

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT			
SMOOTH SHEET	1	BOAT SHEETS (2-parts)	1			
DESCRIPTIVE REPORT	1	OVERLAYS (Chart comparison)	1			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
ENVELOPES						
CAHIERS	1- <i>Photograms</i>					
VOLUMES	14					
BOXES						

T-SHEET PRINTS (List)

SPECIAL REPORTS (List)

OFFICE PROCESSING ACTIVITIES

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				
POSITIONS CHECKED				
POSITIONS REVISED				
DEPTH SOUNDINGS REVISED				
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED				
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS				
JUNCTIONS				
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS				
SPECIAL ADJUSTMENTS				
ALL OTHER WORK				
TOTALS				
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
REVIEW BY	BEGINNING DATE		ENDING DATE	

6198-H

DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

RECOVERY NOTE, TRIANGULATION STATION Copy 275 R

NAME OF STATION: Ashpoo Mill Iron Tank State: S. Carolina County: Charleston
Established by: F. D. Uranger Year: 1890 Locality: Charleston
Revised by: R. F. A. Studts Year: 1928

Detailed statement as to the status of the original description: Tank has been removed.

DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

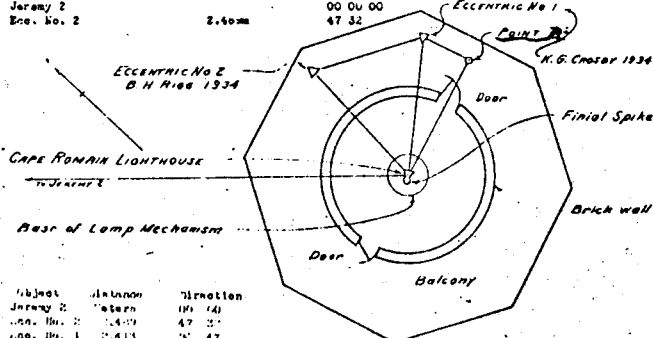
DESCRIPTION OF TRIANGULATION STATION Copy 354

NAME OF STATION: Cape Romain LN State: S. Carolina County: Charleston
Chief of Party: E. B. Roberts
Year: 1924 Locality: Cape Romain

OBJECT	DISTANCE	DIRECTION	REMARKS
Surface-station mark	Note*		
Underground-station mark	Note*		
Reference mark, 1 & 2	Note*		
Reference mark	Note*		
Altimet mark	Note*		
Witness mark	Note*		
Height of light above station mark	meters		
Height of telescope above station mark	meters		

Cape Romain LN new tower, center of the light.
Recovery note, L. C. Wilder, 1925. Recovered as described.
Recovery note, K. G. Crosby, 1934. The station was recovered as described. The final spike is concentric with respect to the center of the light due to the settling of the foundations which caused the tower to lean.
Recovery note, B. H. Rigg, 1934. Station must be reached by boat of shallow draft, landing at the LN dock in Roman River. Due to the settling of the foundation, the LN leans in a SWly direction, causing the final spike to be concentric to the lamp, the center of which is the station established by E. B. Roberts-1924, out in by C. D. Messing 1932, used by K. G. Crosby, and B. H. Rigg-1934.
Eccentric No. 1 is a drill hole surrounded by a triangle cut in the stone balcony by K. G. Crosby in 1934 and was used for an eccentric setup. All values were reduced to the center of the lamp.
Eccentric No. 2 is a standard bronze die, stamped "Eccentric No. 2". Established by B. H. Rigg 1934, this point was used only for an eccentric setup. All values were reduced to the center of the lamp.
Due to being unable to see the lamp from the balcony, point "A", a drill hole in the stone balcony, was established opposite the NE doorway and seeing both the lamp mechanism and eccentric No. 1. This point was used by Crosby and Rigg in determining the eccentric distance and reduction. The final spike atop the structure was used to observe upon, and values reduced to the center of the lamp.

Jersey 2	00 00 00	
Ecc. No. 2	2.40mm	47 32



Object	Distance	Direction
Jersey 2	00 00 00	
Ecc. No. 2	2.40mm	47 32
Ecc. No. 1	2.413	47 32
Final spike	119 01	
Witness mark	392 13	
Height of light above station mark	100 00	
Height of telescope above station mark	100 00	

Recovery note, B. H. Rigg, 1935.
Recovered in good condition.

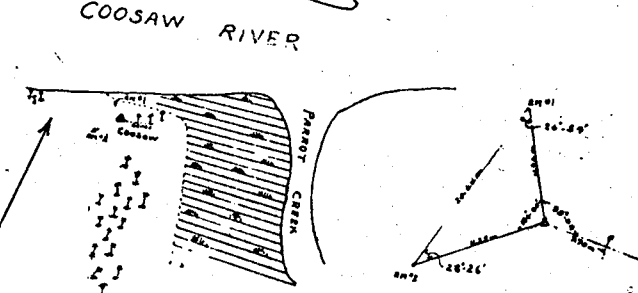
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

DESCRIPTION OF TRIANGULATION STATION Copy 767

NAME OF STATION: Coosaw State: S. Carolina County: Jasper
Chief of Party: C. A. Eganer
Year: 1933 Locality: Coosaw Island, Coosaw R.

OBJECT	DISTANCE	DIRECTION	REMARKS
Surface-station mark	Note*		
Underground-station mark	Note*		
Reference mark, 1 & 2	Note*		
Reference mark	Note*		
Altimet mark	Note*		
Witness mark	Note*		
Height of light above station mark	meters		
Height of telescope above station mark	meters		

Coosaw is located on the S side of Coosaw River about 25 m. S of NE and about 1/2 m. E of Parrot Creek. Located on the SE corner of an old sere field. Three palmetto trees stand off to themselves on the SE corner of this island. The station is on range 4 of the two that are about 5 m. apart. The subsurface and surface marks are standard discs set in a 12"x12" concrete block. Two reference marks are set in 6"x6" concrete blocks. See sketch.



Recovery note, E. P. Eymann, 1934. All marks were found to be in good condition. No further description is necessary.

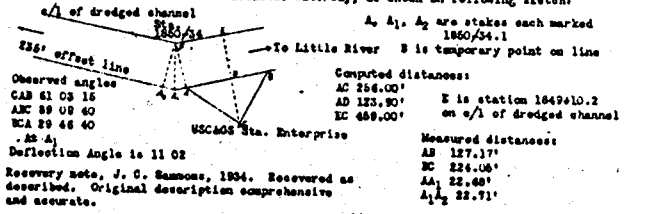
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

DESCRIPTION OF TRIANGULATION STATION Copy 1114

NAME OF STATION: Enterprise State: S. Carolina County: Horry
Chief of Party: E. G. Crosby
Year: 1934 Locality: Enterprise Landing-Inland

OBJECT	DISTANCE	DIRECTION	REMARKS
Surface-station mark	Note*		
Underground-station mark	Note*		
Reference mark, 1 & 2	Note*		
Reference mark	Note*		
Altimet mark	Note*		
Witness mark	Note*		
Height of light above station mark	meters		
Height of telescope above station mark	meters		

This is an unoccupied station at Enterprise Landing on the Inland Waterway about 1/2 m. SW of Seacoast bridge on Rt. 117. Seacoast bridge is 7 m. W of Little Beach. To reach the station from this bridge, take dirt road S at gas station on E side of bridge (turn to Inlet Road, and follow 0.3 m. and take road right. Follow this road 3.3 m. to cross road, turn right and go 0.1 m. to station. The station is on a high ridge, 14 m. N of the road, 30 m. SE of a long ear, and about 100 m. E of the Inland Waterway. R M 1 is SW of station near a wooden fence around a hog yard, and R M 2 is SW of station near the edge of the canal, and 2 m. E of the W corner of a wire fence enclosing a pasture.



Recovery note, J. C. Sammons, 1934. Recovered as described. Original description comprehensive and accurate.

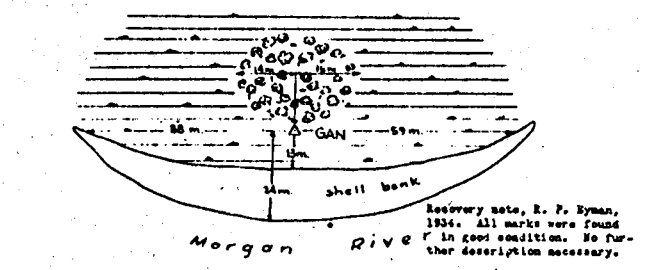
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

DESCRIPTION OF TRIANGULATION STATION COPY 775

NAME OF STATION: GAN State: S. C. County: Beaufort
Chief of Party: C. A. Eganer
Year: 1933 Locality: Morgan River

OBJECT	DISTANCE	DIRECTION	REMARKS
Surface-station mark	Note*		
Underground-station mark	Note*		
Reference mark	Note*		
Altimet mark	Note*		
Witness mark	Note*		
Height of light above station mark	meters		
Height of telescope above station mark	meters		

This station is located on the south bank of the Morgan River on the NE end of St. Helena Island about 2 1/2 miles west of the mouth of Village Creek and about 3/4 m. west of the mouth of another creek (name unknown). It is on the offshore edge of a small clump of palm trees and other bushes and is 16 m. inshore from the shell bank thrown up by storms. The sub-surface mark is a standard die in a mass of cement in the bottom of a post hole. The surface mark is a standard die stamped "GAN 1933" set in the top of a cement mark consisting of a post hole 3" deep filled with cement with a 4" slab, 18" square, on the surface of the ground. The R M's are standard discs stamped "GAN 1933" 1 1/2" set in post holes filled with cement and extending 4" above the surface of the ground. R M S is on the line between Stations GAN and VII.



Recovery note, E. P. Eymann, 1934. All marks were found in good condition. No further description necessary.

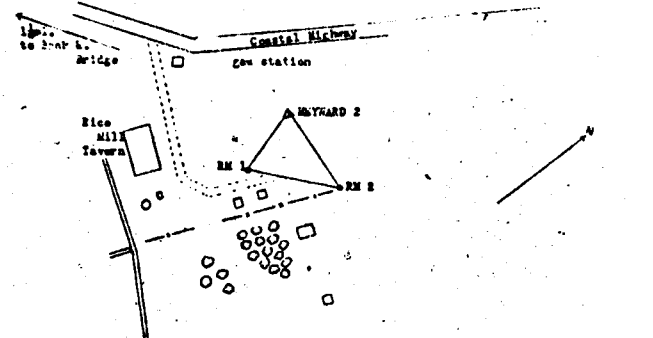
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
From the
1918-1920

DESCRIPTION OF TRIANGULATION STATION Copy 1253

NAME OF STATION: Hayward 2 State: S. Carolina County: Jasper
Chief of Party: C. A. Eganer
Year: 1934 Locality: Savannah

OBJECT	DISTANCE	DIRECTION	REMARKS
Surface-station mark	Note*		
Underground-station mark	Note*		
Reference mark	Note*		
Altimet mark	Note*		
Witness mark	Note*		
Height of light above station mark	meters		
Height of telescope above station mark	meters		

Station is 12 miles N of Savannah on U. S. highway #17. 1 mile E of highway bridge across Little Back River. Just N of small tree covered bluff, 75.2 m. N of NE corner of rice mill tavern, 36 m. SE of E edge of route U. S. #17. Station marks: standard disc set in 1'x1'x3" concrete monument. Reference marks: standard disc set in 1'x1'x3" concrete monuments.



7-8819

DESCRIPTION OF TRIANGULATION STATION

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

NAME OF STATION: **CAPE ROMAIN LIGHT HOUSE ECC NO 2**

CHIEF OF PARTY: **A. V. Tomlinson** / YEARS: **1963** / DESCRIBED BY: **A. L. Wright**

NOTE: DISTANCES AND BEARINGS TO ADJUTANT MARKS, REFERENCE MARKS AND FOREMARKS OBJECTS WHICH CAN BE SEEN FROM THE STATION AT THE TIME

OBJECT	BEARING	DISTANCE	REMARKS
COOK 2	(V.G.)	0 00	00.00
JEREMY 2 1924	(V.G.)	57 18	33.48
CONCRETE 1955	(V.G.)	74 54	21.12
REFUGE 1954 LOT 2	East (light)	59 05	16.0
		51 10	92.5

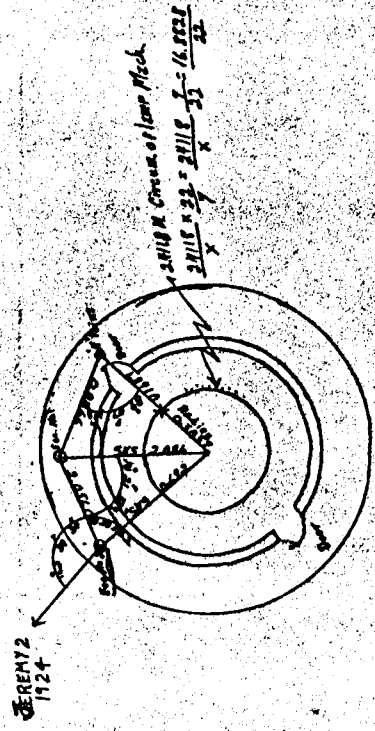
The station is located on the balcony of the Cape Romain Light House, at Cape Romain on the west side of Romain River, 4 1/2 nautical miles southeast of McMillanville.

The station must be reached by boat from the McMillanville Municipal Boat Dock by going southeast on the water for about 5 1/2 miles to the Cape Romain Light House and the station as described.

The station mark is a standard disk stamped ECCENTRIC NO 2 1954, cemented in a drill hole in the lower one of two balconies. This station was established by B.H. Rigg in 1954 as an eccentric station for Cape Romain Light House, but due to the deterioration of the top part of the light house ECCENTRIC NO 2 1954 was used for the station.

The light house leans to the southwest due to the settling of the foundation but seems to be safe at the present time.

The location of the disk and eccentric plate is shown on the picture below.



*Refer to notes in connection with publication of triangulation and other publications of this office, published in limited editions.

ADJUSTED HORIZONTAL CONTROL DATA

NAME OF STATIONS: **CAPE ROMAIN LIGHTHOUSE ECC NO 2**

STATE: **SOUTH CAROLINA** YEAR: **1963** SECOND-ORDER

LOCALITY: **M C STATE LINE TO BULL ISLAND S C**

SOURCE: **G-13165-G-13361** FIELD SKETCH: **S.C. 75-11,76-1**

GEODETIC LATITUDE: 33° 01' 07.62459	ELEVATION: 42.9	METERS
GEODETIC LONGITUDE: 79 22 26.10713	141	FEET

STATE COORDINATES (F.M)		Y	θ (OR Δ) ANGLE
STATE & ZONE	N	CODE	X
S.C. S.		3902	2,498,415.58
			435,136.27
			+ 00 53 08

TO STATION OR OBJECT	GEODETIC AZIMUTH (From mark)	PLANE AZIMUTH (From mark)	CODE
CDON 2	79° 41' 14.9	76° 48' 07	3902

Position determined by traverse from station CAPE ROMAIN LIGHT HOUSE.

COAST FORM 5048

23-926

(Continued)

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-8819

INSTRUCTIONS

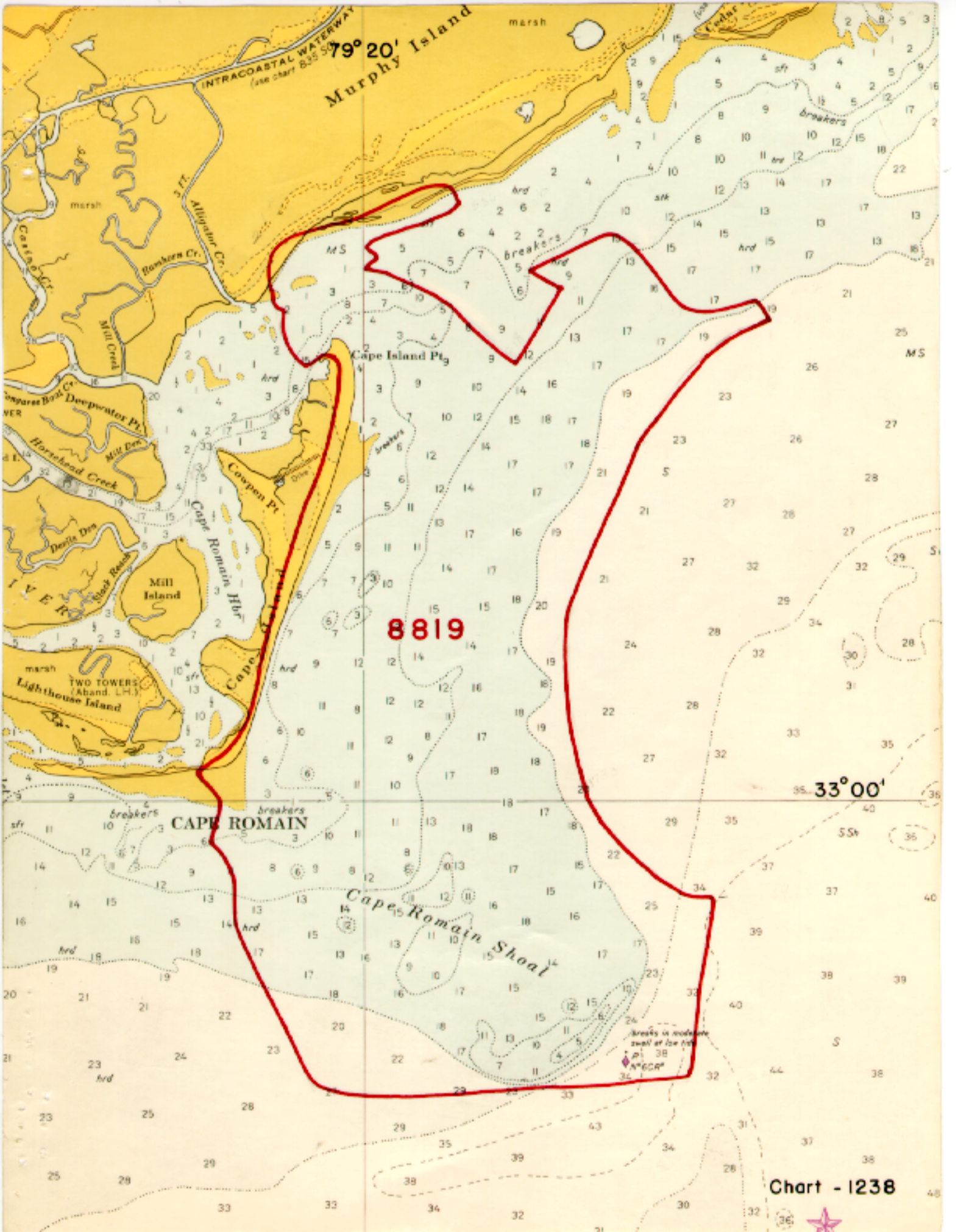
A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

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.

CHART	DATE	CARTOGRAPHER	REMARKS
787	7/11/66	M. H. Reed	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Partly app. Revised a few</i> <i>sdgs.</i>
1238	7/11/66	M. H. Reed	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Partly app. thru chart 787</i> <i>Revised a few sdgs. & curves</i>
1110	7/11/66	M. H. Reed	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Exam thru 1238, no corr. Reviewed</i> <i>without going thru charts ⁷⁸⁷ 1238 to meet schedule.</i>
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.

INTRACOASTAL WATERWAY
(see chart 8355)

79° 20'
Murphy Island



8819

33° 00'

Chart - 1238



TIDE NOTE FOR HYDROGRAPHIC SHEET

August 18, 1966

Nautical Chart Division: R. H. Carstens

Plane of reference approved in
14 volumes of sounding records for

HYDROGRAPHIC SHEET 8819

Locality: Cape Romain, South Carolina

Chief of Party: H. R. Lippold Jr. (1964)

Plane of reference is mean low water

Tide Station Used (Form C&GS-681):

Cedar Island Point, South Carolina
Georgetown Lighthouse, South Carolina

Height of Mean High Water above Plane of Reference is as follows:

Cedar Island Point 4.1 feet
Georgetown Lighthouse 4.0 feet

Remarks


Chief, Tides and Currents Branch