

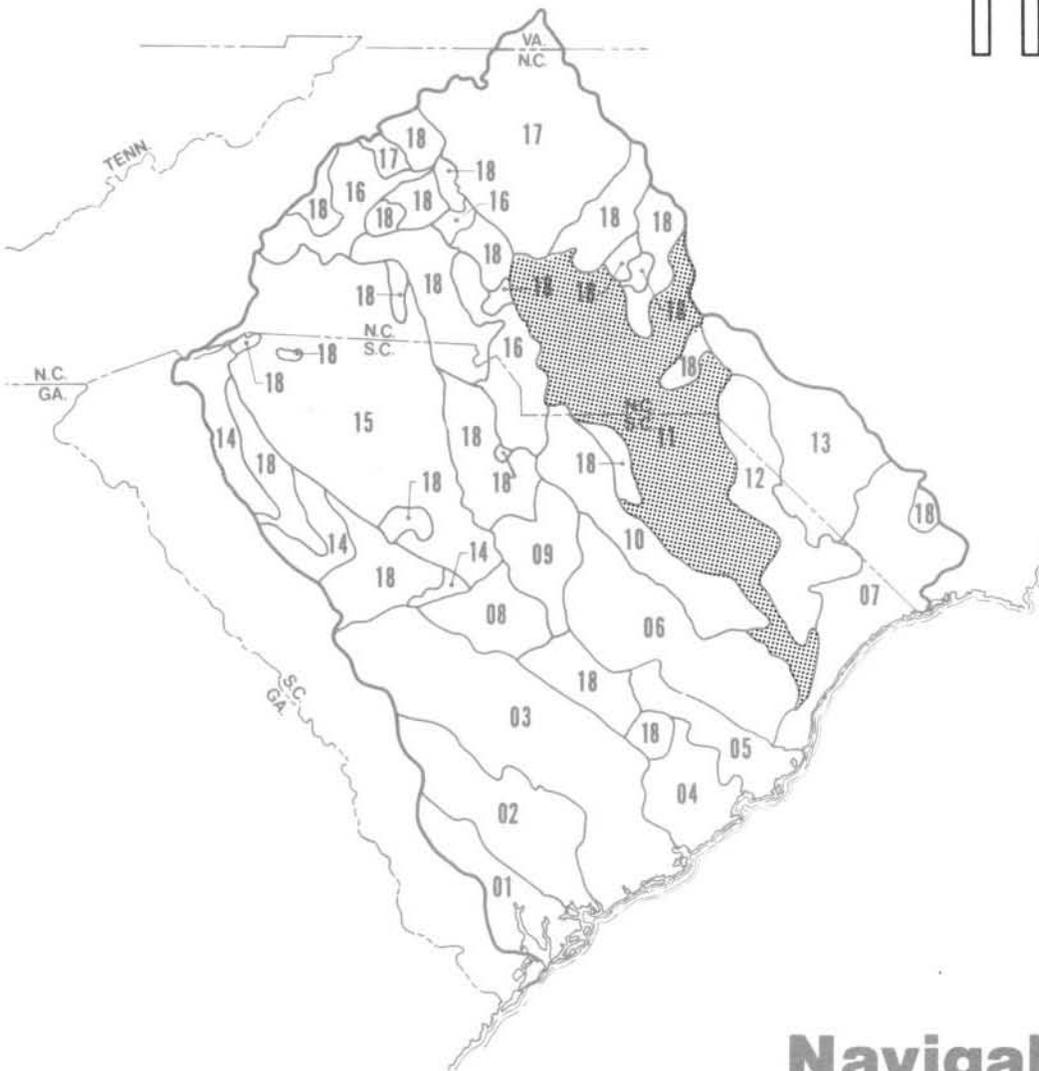
U.S. ARMY CORPS OF ENGINEERS  
CHARLESTON DISTRICT  
Charleston, South Carolina



# GREAT PEE DEE RIVER BASIN

Report No.

11



**Navigability  
Study  
1977**



STANLEY CONSULTANTS

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## SECTION 1 - INTRODUCTION

### Purpose

The purpose of this study is to collect, develop, and evaluate information on waterbodies within the boundaries of the Charleston District, Corps of Engineers, for establishing the classification of "navigable waters of the U. S." and "waters of the U. S." (During the course of this study the term "navigable waters" was changed to "waters of the U. S." Herein references to "navigable waters" are synonymous with "waters of the U. S.") Study objectives include definition of the present head of navigation, the historic head of navigation, the potential head of navigation, and the headwaters of all waterbodies within the district.

The information generated as a part of the study will be utilized by the Charleston District in administration of its programs dealing with water resource project construction permits in "navigable waters of the U. S." (River and Harbor Act of 1899), and the deposition of dredge or fill material in "navigable waters" or their contiguous wetlands (Section 404 of PL 92-500).

### Scope

The scope of this project is generally summarized by the following:

1. Outline drainage areas, locate headwater points where mean flow is five cubic feet per second (cfs), summarize lake data (10 to 1,000 acres), establish stream mileage for "navigable waters of the U. S.", and prepare a stream catalog summary for the district.
2. Conduct field surveys of waterbodies to establish mean water levels and obstruction clearances for evaluating the potential head of navigation.
3. Analyze available hydrological data to estimate mean, maximum, and minimum discharge rates at obstructions and other selected locations.
4. Conduct a literature review to identify past, present, and future uses of waterbodies for interstate commerce.

5. Conduct a legal search to identify Federal and state court cases which impact on navigation classifications.
6. Prepare plan and profile drawings, maps of the district showing significant physical features, and a map delineating the recommended navigation classifications.
7. Prepare reports on all major river basins and large lakes (greater than 1,000 acres) including information on physical characteristics, navigation projects, interstate commerce, court decisions, navigation obstructions, and recommended classification of waterbodies for navigation.
8. Prepare a summary report outlining navigation-related information for the entire district as well as the methodology, procedures, and other factors pertinent to the development of each of the river basin reports.

Conduct of this study relies heavily upon available information. Compilation and evaluation of existing data from many sources and development of field survey information are the main contributions to the new water resource data base represented by this study.

#### Related Reports

Information pertaining to this navigability study for the Charleston District has been compiled into a series of reports, one of which is represented by this document. A complete listing of the reports is presented below to facilitate cross referencing.

<u>Number</u>	<u>Title</u>
--	Summary Report
01	Coosawhatchie River Area
02	Combahee River Area
03	Edisto River Area
04	Cooper River Area
05	Santee River Basin
06	Black River Area
07	Waccamaw River Basin
08	Congaree River Basin
09	Wateree River Basin
10	Lynches River Basin

<u>Number</u>	<u>Title</u>
11	Great Pee Dee River Basin
12	Little Pee Dee River Basin
13	Lumber River Basin
14	Saluda River Basin
15	Broad River Basin
16	Catawba River Basin
17	Yadkin River Basin
18	Lakes - Greater Than 1,000 Acres
--	Coastal Supplement

The eighteen reports covering various drainage areas in the district present information for the specific basins. The Summary Report provides an overview of the entire study of district waterbodies and presents information applicable to all waters in the district. Reference should be made to both the individual drainage area reports as well as the Summary Report to obtain a thorough understanding of the study approach and results.

#### Acknowledgements and Data Sources

The contribution of many project team members within the Corps of Engineers, Charleston District, and Stanley Consultants is gratefully acknowledged by Stanley Consultants. In addition to the legal search and other evaluations and input from Charleston District staff, several others made significant contributions to this study effort. Dr. John W. Gordon, Assistant Professor in the Department of History, The Citadel, prepared the narrative and literature review information for past and present interstate commerce.

Several state water resource, transportation, utility, and planning agencies also cooperated and provided useful data for compiling these reports. Federal water resource and regulatory agencies and private utilities provided information along with public and private operators of large reservoirs.

Specific numbered data sources are referenced in the reports in parentheses. These data sources are listed in the Bibliography of each report of the navigation study.

## SECTION 2 - PHYSICAL CHARACTERISTICS

The Great Pee Dee River basin has its headwaters on the Yadkin River on the eastern slope of the Blue Ridge Mountains in western North Carolina and extends 430 river miles to the mouth of the Great Pee Dee River at Winyah Bay near Georgetown, South Carolina. The principal tributaries to the Great Pee Dee River are the Black River, Little Pee Dee River, Lynches River, and Yadkin River. Physical characteristics of the Black, Lynches, Little Pee Dee, and Yadkin Rivers are discussed in detail in Reports 06, 10, 12, and 17, respectively. Plate 11-1 shows the entire drainage basin of the Great Pee Dee River and its tributaries.

Major urban areas in the basin include Florence and Georgetown, South Carolina. There are a series of electric power dams and associated lakes on the Great Pee Dee and Yadkin Rivers. These are the High Rock, Tuckertown, Badin Falls, Tillery, and Blewett Falls Lakes and Dams. Plates 11-2 through 11-6 indicate these and other significant features in the basin.

The Great Pee Dee is a large river having a mean flow of about 17,810 cfs at its mouth. Its channel is generally wide, straight and free of debris. The river is gently sloped from the Blewett Falls Dam at river mile (R.M.) 188.2 to its mouth, except for a steep 17 mile stretch downstream of the dam. Upstream of Blewett Falls Dam a succession of five major dams exist in an area which has significant change in channel elevation.

The Yadkin River is a high-sloped river which is the primary tributary of the Great Pee Dee River. From the headwaters of the Yadkin River to the mouth of the Great Pee Dee River the water surface drops approximately 2,280 feet to mean sea level.

Thirty-three miles of the Great Pee Dee River are considered to be tidally influenced.

Table 1 presents selected physical characteristics of the river basin. Included are approximate values for drainage areas, mean water flows, and elevation changes. Detailed slope information may be found

in Table 4. Methodology for determining the numerical values of physical characteristics appearing in Table 1 is defined in the Summary Report.

The location of key stream gaging stations on the Great Pee Dee River is presented in Table 2. Also shown in Table 2 are the mean, minimum, and maximum flows at the gaging stations.

TABLE 1

## PHYSICAL CHARACTERISTICS (1) (2) (3) (4)\*

<u>Stream<sub>1)</sub> &amp; Code</u>	<u>Length-Mouth to Headwaters</u> (mi)	<u>Elevation Change</u> (ft)	<u>Drainage Area</u> (sq.mi.)	<u>Mean Discharge at Mouth</u> (cfs)	<u>Limit of Tidal Influence</u> (R.M.)	<u>Confluence With Great Pee Dee River</u> (R.M.)	<u>Present Navi- gable Waters of the U. S.</u> (R.M.)
Great Pee Dee River 11-01	232.0 <sup>2)</sup>	280 <sup>2)</sup>	16,190 <sup>4)</sup>	17,810 <sup>4)</sup>	33	--	0-165
Black River 11-01-03	145.9 <sup>3)</sup>	180	2,080	1,460	40	3.1	0-49.6
Little Pee Dee River 11-01-23	109.0 <sup>3)</sup>	190	3,140	3,770	--	33.2	0-99.0
Lynches River 11-01-27	195.6 <sup>3)</sup>	495	1,400	1,400	--	61.9	0-42.5
Yadkin River 11-01-79	198.0 <sup>3)</sup>	2,000	4,300	5,590	--	232.0	--

11-6

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- 1) See Summary Report for explanation of code.
- 2) From mouth of Great Pee Dee River to the mouths of Yadkin and Uwharrie Rivers.
- 3) From mouth at the confluence with Great Pee Dee River to a remote point in the indicated basin having a mean annual flow of five cfs.
- 4) Value is for entire drainage basin of Great Pee Dee River including Yadkin River.
- \* See Bibliography for these references.

TABLE 2

## KEY STREAM GAGING STATIONS (1) (2) (5) (6)

<u>Stream</u>	<u>USGS Gaging Station Number</u>	<u>Location Description</u>	<u>Drainage Area (sq.mi.)</u>	<u>Mean Flow (cfs)</u>	<u>Minimum Flow<sup>1)</sup> (cfs)</u>	<u>Maximum Flow<sup>2)</sup> (cfs)</u>
Great Pee Dee River	02120900	Located near Rockingham in Richmond Co., N. C. on U. S. 74 Highway Bridge	6,870	7,964	2,383	13,874
Great Pee Dee River	02131000	Located near Pee Dee in Marion Co., S. C. on U. S. 76 Highway Bridge	8,830	9,657	3,200	18,000

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1) Exceeded or equaled 90 percent of the time.

2) Exceeded or equaled 10 percent of the time.

### SECTION 3 - NAVIGATION IMPROVEMENT PROJECTS

#### Federal Navigation Projects

A Federal navigation project (summarized in Table 3) provides for a cleared channel for navigation from the Waccamaw River via Bull Creek to Cheraw, South Carolina, on the Great Pee Dee River. The project was authorized by the River and Harbor Acts and was completed in 1909. As a result of the project, a 9 feet deep channel was cleared from the Waccamaw River to Smith Mills (R.M. 51) and a 3.5 feet deep channel was cleared to Cheraw (R.M. 165). Entrance to the Great Pee Dee River for commercial navigation is from the Waccamaw River through the connecting stream, Bull Creek, at R.M. 27.8 on the Great Pee Dee River.

Subsequent surveys in 1939 and 1950 indicated a cleared channel 3 feet deep from R.M. 54 (3 miles above Smith Mills) to Jefferys Creek (R.M. 86.5), a 2 feet deep channel to Mars Bluff (R.M. 100), and a channel less than 1 foot deep to Cheraw (R.M. 165).

TABLE 3

#### AUTHORIZED FEDERAL NAVIGATION PROJECT (4) (7)

Waterbody	Great Pee Dee River
Work Authorized	9 ft to 3.5 ft deep navigation channel
Date Completed	1909
Project Location	R.M. 27.8 to 165
Authorization	River and Harbor Acts S. Ex. Doc. 117, 46th Cong., 2nd Session. Annual Report, 1880. H. Doc. 124, 56th Cong., 2nd Session.

Other Navigation Projects

Inquiries made at various state and Federal agencies indicate no projects are now planned or under construction which would improve or substantially benefit navigation on the Great Pee Dee River.

#### SECTION 4 - INTERSTATE COMMERCE

##### Past

The first English settlers in South Carolina moved up from Charles Town (later named Charleston) using river transportation which was the most effective means of transportation then available. By the early 1700's, settlements had appeared at various points along the Great Pee Dee River. By 1750, a settlement at "the Cheraws" was established (i.e., Cheraw, South Carolina), which was then considered "at the head of schooner navigation." (8) (9) (10)

As the rice-growing culture spawned the great plantations along the lower tidewater reaches of the river, the up-river settlers (predominantly Scotch-Irish) shipped their surplus grains and foodstuffs down the Great Pee Dee River to feed the plantations' slave-labor forces. "The rice was collected at Georgetown for shipment to Charles Town and beyond ... to other colonies or to England itself." The river settlers in turn "received all their salt and heavy goods by water from Georgetown." (11) (12)

The grain and foodstuffs trade gradually replaced earlier exportation of furs and pelts to England with arrival of the Scotch-Irish settlers from Pennsylvania and Virginia in the 1750's. A heavy trade in barrel staves and lumber apparently continued with British colonies and possessions in the West Indies following an interruption during the American Revolution (1775-1783). (13)

Until the advent of the steamboat, vessel traffic on the river (1700-1820) appears to have been of various types and capacities. At first canoes constructed from cypress logs, and perhaps carrying sails and long oars, seem to have predominated. Next in size was the perriauger\*, which might carry a hundred barrels of pitch and tar or tobacco. Flats, scows, and various modes or rigs of sloops, schooners,

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\* Perriauger - A vessel used during the early development period of the United States (1700's-1800's) for the transportation of supplies. The vessel was sometimes oared, poled, or pulled and was occasionally fitted with mast and sail.

and yawls were larger vessels that could navigate some distance up the various tributaries of the river, fetching products which were difficult to transport over the meager road network. (14)(15)

The development of the cotton gin in 1793 led to upland cotton-growing in the Great Pee Dee River basin which provided a great spur to interstate and international trade via the Great Pee Dee River. The cotton trade to British and New England mills flourished until 1860. This significant navigation occurred even though upland planters customarily disposed of the logs and stumps they had removed from their new cotton lands in the river, creating innumerable snags and hazards to navigation. Steamboats plied between Georgetown and Cheraw, and between Georgetown and Charleston, at which point the cotton was shipped in ocean-going vessels. This was the pinnacle of interstate and international trade on the Great Pee Dee River. (16)(17) Later, in 1880, two steamboats navigated the river carrying 16,000 cotton bales, 25,800 barrels of naval stores, corn, fertilizer, and lumber, which could then be exported directly to Northern ports. (18)(19)

River trade never fully recovered from railroad competition. Rail lines had begun steadily to syphon away much of the river's commerce twenty years before the Civil War. The Great Pee Dee River's commerce was severely damaged during this period by railroad competition even with the Corps of Engineers' improvements of the 1880's.

Interstate commerce continued on the river through the early 1930's. Truck transportation and a paved highway network constructed during this period joined with the railroads in carrying products which previously had been moved by water. Since then, the tendency has been for the river to be used mainly for moving bulky, low-unit cost products such as pulpwood and lumber. (21)(22)

#### Present

The Great Pee Dee River between Winyah Bay and the Seaboard Coast Line Railroad bridge (R.M. 67.9) continues to be a significant artery for interstate commerce, although vastly less important than in colonial and antebellum days. By 1939 numerous landings had appeared

along the river for the handling of pulpwood; a freight traffic of 400 logs (10,572 tons) and 372 vessel trips was reported. In 1973 a total of 493 tons of commerce moved on the river for a total of 1,000 ton-miles. (23)

#### Future Potential

Comprehensive analysis of the regional economics (income, education, employment, community facilities, transportation systems, and similar factors), which would indicate growth patterns and the services needed to sustain various types of industrial and commercial activities, is beyond the scope of this study. Thus, the potential use of the Great Pee Dee River and its tributaries for interstate commerce in future years is difficult to predict. However, some analysis and judgments have been made concerning future commerce to assist in establishing navigation classifications.

As discussed later in Section 6, the Great Pee Dee River is recommended as practically navigable, with reasonable improvements, up to the Blewett Falls Dam at R.M. 188.2. It is anticipated that this stretch of stream has the potential to be utilized for shipment of goods into other states since it is connected with Georgetown Harbor (Winyah Bay) and the Atlantic Ocean. The upstream reaches of the basin are not currently used for interstate commerce and the future potential is not anticipated to be significant. This is due in part to limited industrial and commercial activity and heavy dependence on other forms of transportation including the interstate highway system, railroads, and air transport.

## SECTION 5 - LEGAL AUTHORITY

### General

This section presents information pertaining to the legal aspects of the navigability investigation. Such Federal and state court decisions as apply to the specific basin reported on herein are outlined. The Summary Report presents more complete documentation and references to the court cases dealing with navigation classifications and legal jurisdiction.

### Navigability Interpretations

The term "navigable waters of the U. S." is used to define the scope and extent of the regulatory powers of the Federal government. Precise definitions of "navigable waters" or "navigability" are ultimately dependent on judicial interpretation, and are not made conclusively by administrative agencies.

Definitions of "navigability" are used for a wide variety of purposes and vary substantially between Federal and state courts. Primary emphasis must therefore be given to the tests of navigability which are used by the Federal courts to delineate Federal powers. Statements made by state courts, if in reference to state tests of navigability, are not authoritative for Federal purposes.

Federal courts may recognize variations in definition of navigability or its application where different Federal powers are under consideration. For instance, some tests of navigability may include:

1. Questions of title to beds underlying navigable waters.
2. Admiralty jurisdiction.
3. Federal regulatory powers.

This study is concerned with Federal regulatory powers. Unfortunately, courts often fail to distinguish between the tests, and instead rely on precedents which may be inapplicable. Thus, a finding that waters are "navigable" in a question dealing with land title may have a somewhat different meaning than "navigable waters of the U. S." which pertains to Federal regulatory functions.

In this study, the term "navigable waters of the U. S." is used to define the extent and scope of certain regulatory powers of the Federal government (River and Harbor Act); this is distinguished from the term "navigable waters" which refers to other Federal regulatory powers (Section 404 of PL 92-500).

Administratively, "navigable waters of the U. S." are determined by the Chief of Engineers and they may include waters that have been used in the past, are now used, or are susceptible to use as a means to transport interstate commerce landward to their ordinary high water mark and up to the head of navigation. "Navigable waters of the U. S." are also waters subject to the ebb and flow of the tide shoreward to their mean high water mark. These waters are deemed subject to a Federal "navigation servitude". The term "navigable waters of the U. S." defines the more restricted jurisdiction which pertains to the River and Harbor Acts -- particularly the one of 1899 which specifically defined certain regulatory functions for the Corps of Engineers.

In contrast, the term "navigable waters" defines the new broader jurisdiction with respect to Section 404 of the Federal Water Pollution Control Act Amendments of 1972. Accordingly, "navigable waters" not only include those waters subject to the navigation servitude, but adjacent or contiguous wetlands, tributaries, and other waters, as more fully defined in revised Corps of Engineers Regulations.

Although this navigability study covers both "navigable waters of the U. S." and "navigable waters", the analysis of judicial interpretation has only focused upon determining "navigable waters of the U. S." to the head of navigation. Due to common usages in court cases, the terms "navigability" and "navigable waters" may herein appear interchangeably with the term "navigable waters of the U. S." However, the summary of court cases is directed at the Federal regulatory jurisdiction of the River and Harbor Acts, and not necessarily regulatory jurisdiction under the Federal Water Pollution Control Act.

#### General Federal Court Cases

Powers of the Federal government over navigable waters stem from the Commerce Clause of the U. S. Constitution (Art. I, §8). Pursuant

its powers under the Commerce Clause, Congress enacted the River and Harbor Act of 1899.

The well-established Federal test of navigability to whether a body of water is used or is capable of being used in conjunction with other bodies of water to form a continuous highway upon which commerce with other states or countries might be conducted.

Several Federal court decisions make it clear that a waterway which was navigable in its natural or improved state retains its character as "navigable in law" even though it is not presently used for commerce. The test of navigability is not whether the particular body of water is in fact being used for any form of commerce but rather whether it has the capacity for being used for some type of commerce. Several cases substantiate this (see the Summary Report for details on the court decisions).

The ebb and flow of the tide is another test which remains a constant rule of navigability in tidal areas, even though it has sometimes been disfavored as a test of Federal jurisdiction. Several cases note that ebb and flow should not be the sole criterion of navigability, but that extension of Federal jurisdiction into the major non-tidal inland waters is possible by an examination of the waters "navigable character". The ebb and flow test, however, remains valid as a rule of navigability in tidal areas; it is merely no longer a restriction for non-tidal areas. For bays and estuaries, this extends to the entire surface and bed of all waterbodies subject to tidal action, even though portions of the waterbody may be extremely shallow or obstructed by shoals, vegetation or other barriers as long as such obstructions are seaward of the mean high tidal water line. Marshlands and similar areas are thus considered "navigable in law" insofar as they are subject to inundation by the mean high waters. The relevant test is therefore the presence of the mean high tidal waters. Navigable waters are considered navigable laterally over the entire surface regardless of depth.

Another factor relevant to navigability determinations is land title. Whatever title a party may claim under state law, the private ownership

of the underlying lands has no bearing on the existence or extent of the dominant Federal jurisdiction over "navigable waters of the U. S." Ownership of a river or lake bed will vary according to state law; however, the Supreme Court has consistently held that title to the bottomlands is subordinate to the public right of navigation.

#### Specific Federal Court Cases

Navigability, in the sense of actual usability for navigation or as a legal concept embracing both public and private interests, is not defined or determined by a precise formula which fits every type of stream or body of water under all circumstances and at all times. A general definition or test which has been formulated for Federal purposes is that rivers or other bodies of water are navigable when they are used, or are susceptible of being used, in their ordinary condition as highways for commerce over which trade and travel are or may be conducted in the customary modes of trade and travel on water.

The question of navigability of water when asserted under the Constitution of the U. S., as is the case with "navigable waters of the U. S.", is necessarily a question of Federal law to be determined according to the general rule recognized and applied in the Federal courts.

Review of Federal case history reveals no decisions which apply specifically to navigation in the Great Pee Dee River basin.

#### South Carolina State Court Cases

The South Carolina legislative enactment defining navigability and requiring freedom from obstruction may be found in Section 70-1 of the South Carolina Code of Laws. This section essentially provides that all streams which can float rafts of lumber or timber are considered navigable by state law.

Many of the South Carolina state cases reported are primarily concerned with state ownership questions. While the majority of states actually own streams and exercise control over their navigable waters, the ultimate authority has been granted to the Federal government by the Commerce Clause of the Constitution. The general rule, then, is that

the states both own and control the navigable streams within their borders, subject to exercise of the superior right of control by the U. S. Although case histories show that state and Federal concepts of navigability do not always agree, when Federal interests are at stake, the Federal test will govern.

There are exceptions, however, to the "overwhelming majority rule of state ownership of lands beneath navigable waters", and South Carolina is in the minority. In the minority states, it was considered that property rights were vested at the time of independence from England and that the state took title only to tidal-navigable streams while riparian owners took title to all stream beds, both navigable and non-navigable, if non-tidal. Even in the minority states, however, private ownership of the bed does not affect the rights of the public to the use of navigable waters.

A legal search indicates that there are no South Carolina state court cases which specifically deal with navigation considerations in the Great Pee Dee River basin.

#### North Carolina State Court Cases

The issue of navigability has arisen in a number of actions in the state courts of North Carolina. However, most of these cases concern coastal areas not within the boundary of the Charleston District.

North Carolina does not follow the English common-law rule that streams are navigable only as far as tidewater extends. Thus, unlike South Carolina as discussed previously, North Carolina conforms to the majority rule within the U. S. (i.e., state ownership of land beneath navigable waterways).

A review indicates one North Carolina state court decision which relates to navigation in the Great Pee Dee River basin. (24) This case is briefly summarized below.

Dunlop v. Carolina Power and Light Co.\* - The plaintiff, a lower riparian owner, instituted a civil action against the defendant, an upper

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\* 212 N. C. 814, 195 S. E. 43 (1938).

riparian owner, to recover damages for the alleged unlawful and wrongful use of the waters of the Yadkin River\* by defendant and for compensation for damages to his lands, which the plaintiff alleged in effect amounted to a taking without just compensation. Plaintiff owned a tract of land bordering on the Rocky River and Yadkin River\* at the confluence of the two streams; the stream from the point of confluence of these two rivers to the ocean is known as the Great Pee Dee River. The case held that the Yadkin, or Great Pee Dee River, was a non-navigable stream, citing the cases, State v. Glen, 52 N.C. 321 and Cornelius v. Glen, 52 N.C. 512. Therefore, for the purpose of determining the riparian rights of the plaintiff, the court found that it must be deemed that his ownership extended to the center of the stream.

#### Recent Federal Litigation

A review of recent Federal litigation concerning the Charleston District did not reveal any court actions in the Great Pee Dee River basin relating to navigation.

#### Federal Agency Jurisdiction

The delineation of "navigable waters of the U. S.", as discussed earlier, in essence, defines the Federal navigation servitude and is applicable to Federal jurisdiction generally (not merely applicable to the Corps of Engineers). No matter which Federal agency or activity may be involved, the assertion of "navigability" ("navigable waters of the U. S.") arises under the U. S. Constitution, or under application of Federal statute.

By virtue of the Commerce Clause of the Federal Constitution, and the clause empowering Congress to make all laws necessary to carry into execution the Federal judicial power in admiralty and maritime matters, "navigable waters of the U. S." are under the control of Congress, which has the power to legislate with respect thereto. It is for Congress to determine when and to what extent its power shall be brought into

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\* Research for this study reveals that the Yadkin River referred to in this case appears to be (from USGS maps) the Great Pee Dee River instead.

activity. It may be exercised through general or special laws, by Congressional enactments, or by delegation of authority.

Thus, Congress has power which is paramount to that of the states to make improvements in the navigable streams of the U. S. and for this purpose to determine and declare what waters are navigable. The Federal government also has the power to regulate the use of, and navigation on, navigable waters.

The above presents the basis upon which Federal jurisdiction in "navigable waters of the U. S." is established. The basic definition or jurisdictional concept of "navigable waters of the U. S." remains consistent, irrespective of which department or office of the Federal government may be delegated particular responsibility. For instance, the safety, inspection, and marine working functions of the U. S. Coast Guard embrace vessel traffic within "navigable waters of the U. S." as previously defined.

With specific reference to agency regulation of construction or work within "navigable waters of the U. S.", other than by the Corps of Engineers, the Department of Transportation Act of 15 October 1966 (PL 89-670) transferred to and vested in the Secretary of Transportation, certain functions, powers, and duties previously vested in the Secretary of the Army and the Chief of Engineers. By delegation of authority from the Secretary of Transportation, the Commandant, U. S. Coast Guard, has been authorized to exercise certain of these functions, powers, and duties relating to the location and clearances of bridges and causeways in the "navigable waters of the U. S."

An additional agency of particular interest concerning work or construction within "navigable waters of the U. S." is the Federal Power Commission. The Federal Power Act, Title 16, United States Code, Sections 791 et. seq., contemplates the construction and operation of water power projects on navigable waters in pursuance of licenses granted by the Federal Power Commission. The statute was enacted to develop, conserve, and utilize the navigation and water power resources of the nation. The act provides for the improvement of navigation, development of water power, and use of public lands to make progress with the development of the water power resources of the nation.

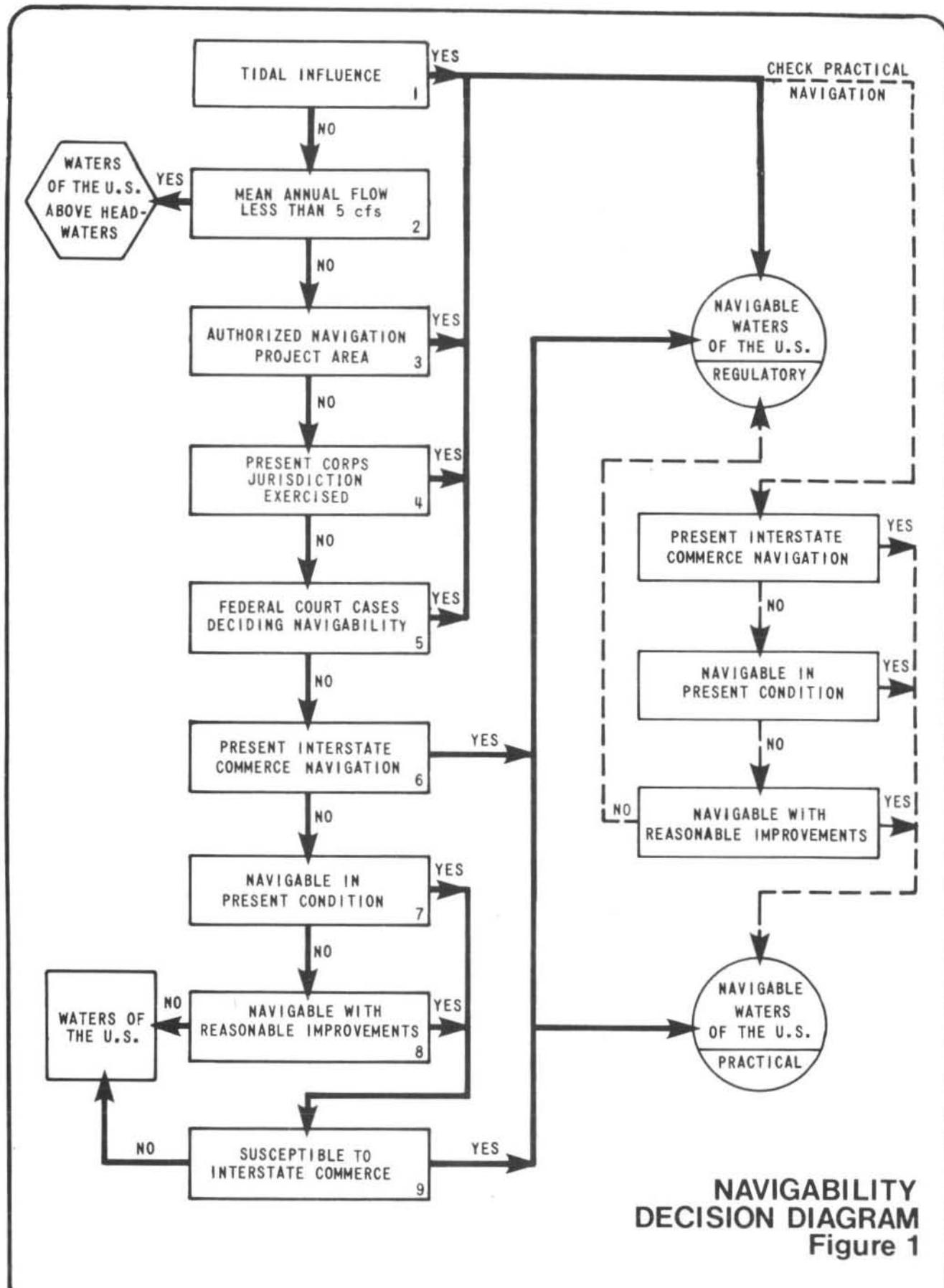
## SECTION 6 - NAVIGATION OBSTRUCTIONS AND CLASSIFICATIONS

### Navigation Classification Procedures

As noted in Section 5, definition of navigability is not subject to a single precise formula which applies to every circumstance. Many factors including stream physical characteristics (depth, width, flow, slope, etc.), presence of obstructions, court decisions, authorized navigation projects, potential for reasonable improvements, and susceptibility of a stream to interstate commerce activities, play a role in the decision-making process for classifying waterbodies in the Charleston District. In an effort to make the analytical process concerning stream classifications as systematic as possible, a "Navigability Decision Diagram" has been developed and is presented in Figure 1. This diagram has been utilized as a guide in assessing the various navigation classifications for streams in the Charleston District. The Summary Report includes a detailed presentation on the methodology and approaches used in the analysis; however, the following presents a brief synopsis of the techniques as indicated in Figure 1.

Tidal Influenced Areas - Tidal areas (see Item 1 in Figure 1) which are affected by mean high water are classified "navigable waters of the U. S." according to various legislative and judicial actions. The "navigable waters of the U. S." are subject to regulatory jurisdiction by the Corps of Engineers and other agencies. Even though all tidal areas are so classified and subject to regulatory procedures, many are not practically navigable based upon past and/or present requirements for vessels. Figure 1 shows that some additional "check" analyses are necessary to distinguish those tidal waters which are actually capable of practical navigation. Investigation of the tidal areas is beyond the scope of this study; however, drawings showing the "plan" of major rivers to their mouth, often tidal influenced, are presented in the interest of continuity.

Waters of the U. S. Above Headwaters - Section 404 of PL 92-500 considers the headwaters of waterbodies to be the point at which the mean annual flow is five cfs. Waterbodies or portions of waterbodies



**NAVIGABILITY  
DECISION DIAGRAM**  
Figure 1

located upstream of the headwaters are nationally permitted by law and do not require an application for dredge or fill discharge permits provided the proposed work will meet certain conditions. However, these waters are classified "waters of the U. S." and are within Corps of Engineers jurisdiction as applicable to Section 404. Item 2 in Figure 1 shows the testing procedure for the five cfs point.

Authorized Navigation Project Area - Any streams which currently have authorized Federal projects to aid navigation are classified as "navigable waters of the U. S." (Item 3 in Figure 1). Many of the projects thus authorized were based upon conditions which are not currently applicable (for example, use of pole boats or steamboats for justifying the navigation benefits). Consequently, many of the streams having older authorized projects will not allow passage of present-day commercial navigation vessels without some additional improvement. Thus, some portions of the authorized project areas are not considered practical for navigation. Figure 1 shows the additional "check" procedure which has been followed to assess the practical limit of "navigable waters of the U. S."

Present Corps Jurisdiction Exercised - The Corps of Engineers is exercising jurisdiction on several non-tidal waterbodies which are not covered by authorized projects (Item 4 in Figure 1). (4) Determinations previously made on these waterbodies under the River and Harbor Act indicated use for interstate commerce and hence the current classification as "navigable waters of the U. S." Some of these streams are not currently navigable by present-day commercial vessels and thus have practical limits. Figure 1 shows the "check" used to assess the practical limits of "navigable waters of the U. S."

Federal Court Decisions - As noted in Section 5, Federal case law is the predominant indicator which is to be used for establishing Federal jurisdiction over waterbodies in the Charleston District (Item 5 in Figure 1). Several decisions have been rendered which classify certain streams in the district as "navigable waters of the U. S." However, some of these court decisions have been arrived at under different circumstances or without the benefit of the data developed as a part of this investigation. Therefore, even though some of the

streams are classified by judicial review as "navigable waters of the U. S.", they are not practical for navigation with present-day vessels. Figure 1 shows the steps necessary to "check" those portions of the "navigable waters of the U. S." which are capable of practical navigation.

Present Interstate Commerce Navigation - Any rivers currently involved in interstate commerce activities are classified as "navigable waters of the U. S." from both the regulatory and practical standpoint (see Item 6 in Figure 1).

Waters of the U. S. Below Headwaters - For those streams, or portions of streams, not subject to authorized projects, court cases, or present interstate commerce navigation, several additional tests for determining navigability are required (Items 7 and 8 in Figure 1). If the waterbody is not judged to be navigable in its present state or with reasonable improvements, then it is beyond the limit of "navigable waters of the U. S." and is termed "waters of the U. S." over the remaining length. These "waters of the U. S." (as well as the "navigable waters of the U. S.") up to the headwaters (five cfs points) of the streams are subject to jurisdiction under Section 404 of PL 92-500. A general or individual permit is required for discharge of dredged or fill material below the headwaters (five cfs point) of "waters of the U. S." Discharges above the headwaters are discussed in the previous subsection, "Waters of the U. S. Above Headwaters."

Interstate Commerce - Some non-tidal waters in the district are not now subject to authorized projects, court decisions, or interstate commerce navigation, but can be navigated under present or reasonably improved conditions. These streams may be considered for classification as "navigable waters of the U. S." if they are susceptible to interstate commerce activities (past, present, or future). A combined judgment considering both "reasonable improvement" factors (Item 8 in Figure 1) and "interstate commerce" factors (Item 9 in Figure 1) has often been utilized in arriving at the conclusions and recommendations concerning navigability of waterbodies in the Charleston District. The Summary Report provides further details on these factors.

### Navigation Classification Categories

This study classifies streams into several different categories, each of which is discussed subsequently:

1. Present "navigable waters of the U. S." (by regulatory procedures).
2. Historically navigable waters (based on literature review).
3. Recommended "navigable waters of the U. S." (based upon data developed as a part of this investigation).
4. Recommended waters for practical navigation (within "navigable waters of the U. S.").
5. Headwaters for all waterbodies (five cfs points).

The first four navigation classifications are displayed on the plates presented later in this report. The headwater limits are summarized in Appendix A.

### Present Navigable Waters of the U. S.

Currently the Great Pee Dee River is classified as "navigable waters of the U. S." from its mouth at Winyah Bay to Cheraw, South Carolina, approximately at R.M. 165, where a Federal navigation project ends (for location see Plate 11-3). The present-day limit of commercial navigation is the Seaboard Coast Line Railroad bridge at R.M. 67.9.  
(4) (7)

According to Charleston District documentation, in non-tidal areas, Jordan Lake, Jordan Creek, Jacobs Creek, Clark Creek, and Muddy Creek are each classified as "navigable waters of the U. S." from their confluences for distances of 1.0, 1.0, 0.5, 6.0, and 3.0 miles respectively. (4) Jordan Lake, Jordan Creek, and Jacobs Creek form a continuous stream which has its confluence at R.M. 35.5 on the Great Pee Dee River. Jacobs Creek eventually rejoins the Great Pee Dee River at R.M. 42.5 and R.M. 43.8. Clark Creek, which joins the Great Pee Dee River (at R.M. 52.2) with R.M. 0.8 on the Lynches River, is part of an authorized navigation project providing access to the Lynches River. Muddy Creek is a tributary of Clark Creek, both of which are discussed in Report 10 (Lynches River basin).

### Historically Navigable Waters

Various types of vessels ranging from cypress log canoes to steamboats have navigated the Great Pee Dee River from Georgetown to Cheraw (R.M. 165) as noted in Section 4. Therefore, the historical limit of navigation on the river is approximately identical to the present limit of "navigable waters of the U. S." (see Plate 11-3 for location).

### Recommended and Practical Navigable Waters of the U. S.

The recommended and practical limit for "navigable waters of the U. S." on the Great Pee Dee River is at R.M. 188.2 where the Blewett Falls Dam is an insurmountable obstruction to navigation. Field investigation of all bridges crossing the Great Pee Dee River between the limit of tidal influence at about R.M. 33 and Blewett Falls Dam at R.M. 188.2 revealed water depth of at least 7 feet and channel width of at least 50 feet at channel bottom in all but one case. The Seaboard Coast Line Railroad bridge (R.M. 182.9) has an estimated channel depth of 5 feet at mean water level. The bridge is located in a 17-mile stretch of the river between R.M. 171 and R.M. 188 which has an average slope of 3.4 feet per mile according to USGS maps of the area. The high slope is the probable explanation for the low depth at the railroad bridge. The low depth and high slope for this stretch of the river, however, are considered minor obstructions to navigation.

The Blewett Falls Dam at R.M. 188.2 is considered a major barrier to navigation and therefore is recommended as the practical limit of navigation and the end of "navigable waters of the U. S." The dam is the first of six major dams on a 60 mile stretch of the Great Pee Dee-Yadkin Rivers. Currently there are no lock facilities for river traffic at the Blewett Falls Dam or at any other of the upstream dams, nor are there any future plans to permit navigation around these dams. There is no indication that the upstream impoundments are being used or have significant potential for interstate commerce.

"Navigable waters of the U. S.", once classified in the past, cannot be declassified. Thus, the recommended limits of "navigable waters of the U. S." (for regulatory purposes) for Jacobs Creek are

from its confluence with the Great Pee Dee River to R.M. 0.5. This recommendation is the same as the present limit. (4) Field investigation of Jacobs Creek revealed insufficient water depth and/or channel width to meet navigability criteria, thus it is not recommended for practical navigation. Clark Creek is recommended for classification as "navigable waters of the U. S." (for regulatory purposes) from its junction with the Great Pee Dee River (at R.M. 52.2) to its junction with the Lynches River (at R.M. 0.8), a distance of 6 miles, since this is the present classification. (4) Field investigation of Clark Creek revealed sufficient depth and/or width to meet navigability criteria for only the first mile (adjacent to the Great Pee Dee River), thus Clark Creek is recommended for practical navigation only to R.M. 1.0. Jordan Creek, which is presently classified "navigable waters of the U. S." for 1 mile, is recommended for practical navigation only to R.M. 0.6, but for regulatory purposes the recommended limit of "navigable waters of the U. S." is at the present limit, R.M. 1.0. Jordan Lake, which is also presently classified "navigable waters of the U. S." for 1 mile, is recommended for practical navigation to that same limit (R.M. 1.0) based on the results of field investigations. In addition, field investigation of other small tributary streams revealed sufficient depth and width to justify recommendation of two additional tributaries for navigability classification. Thus, the following streams (which confluence with the Great Pee Dee River within its recommended practical limits of "navigable waters of the U. S.") are recommended for classification and are listed with their upstream recommended and practical limits of "navigable waters of the U. S." indicated in parentheses: Staple Lake (R.M. 0.5), and Byrds Island (tributary) (R.M. 0.2). The downstream limit for both of these small streams is at the confluence with the Great Pee Dee River.

Also, Black Creek, a tributary of the Great Pee Dee River at R.M. 108.5, was investigated as potential "navigable waters of the U. S." based on the size of its drainage area and mean discharge. Field investigation of eight bridges crossing the creek revealed insufficient depth for commercial navigation. The creek would require extensive

channel improvement (dredging, clearing, and straightening) and major bridge renovation to allow navigation. There are no major urban or industrial centers that could be usefully served by commercial river traffic on Black Creek. Therefore, Black Creek is not recommended for classification as "navigable waters of the U. S."

These conclusions on the navigation limits meet the criteria established for the Federal test of navigability that the body of water is used, or is capable of being used, in conjunction with other bodies of water to form a continuous highway upon which commerce with other states or countries might be conducted.

Plates 11-7 through 11-17 are plan and profiles for the recommended "navigable waters of the U. S." The plan and profile plates show mean water surface as determined from USGS maps, stream bed depth, 50 feet wide navigable channel depth, pier spacing for bridges crossing the river, and vertical clearances at structures. Approximate vertical clearances for overhead utilities are shown later in this section in Table 4. It is emphasized that all references to elevation are approximate since vertical control was established from USGS contour maps and not field instrument surveys. Water depth and structure vertical clearance measurements are also approximate due to the accuracy inherent in the field techniques. Small tributary streams recommended for classification as "navigable waters of the U. S." for less than one mile in length from their confluences are shown on the plan only. (See the Summary Report for a detailed description of field procedures and the methodology used to calculate water depth at mean flow.)

#### Obstructions to Navigation

Table 4 is a listing of all obstructions within the recommended "navigable waters of the U. S." on the Great Pee Dee River. No obstructions were found on the small tributary streams recommended for classification as "navigable waters of the U. S." Vertical clearance to mean water level and mean water slope are presented at all obstructions and mean discharge is shown at all bridges. It is emphasized that mean discharge, slope, and vertical clearances are only approximations

based on best available data. Specific procedures for determining these are discussed in the Summary Report.

Photographs of each obstruction investigated in the field are presented in Figures 2 through 30. Each photograph is identified to correspond with the data in Table 4.

#### Waters of the U. S.

"Waters of the U. S." are considered to be all streams beyond the recommended limits of "navigable waters of the U. S." "Waters of the U. S." with more than five cfs mean annual flow require a permit for discharge of dredged or fill material. "Waters of the U. S." with less than five cfs mean annual flow are nationally permitted by law and will not require an individual application for dredge or fill discharge permits provided the proposed work will meet certain conditions.

Appendix A lists all the five cfs water flow points associated with the Great Pee Dee River basin. Each point is located by stream code, stream name, latitude and longitude, and a mileage reference.

Appendix B lists the lakes located in the Great Pee Dee River basin which have surface areas between 10 and 1,000 acres. The lake summary identifies the stream basin code, lake name or owner, county location, and where data is available, the surface area and gross storage.

TABLE 4

OBSTRUCTION LISTING FROM TIDAL INFLUENCE LIMIT  
TO RECOMMENDED LIMIT OF NAVIGABLE WATERS OF THE U. S. (3)

<u>Great Pee Dee River Mile</u>	<u>Description</u>	<u>Mean Discharge (cfs)</u>	<u>Mean Water Slope (ft/mi)</u>	<u>Approximate Vertical Clearance To Obstruction (ft)</u>
47.0	Utility Line (power)	--	0.37	62.0
47.0	Utility Line (power)	--	0.37	57.0
67.9	Seaboard Coast Line Railroad Bridge	9,820	0.73	22.0
69.4	U. S. 378 Highway Bridge	9,810	0.38	32.0
96.0	Utility Line (power)	--	0.39	39.0
100.2	U. S. 76-301 Highway Bridges	9,660	0.39	30.0
100.4	Utility Line (power)	--	0.39	45.0
100.4	Seaboard Coast Line Railroad Bridge	9,660	0.39	23.0
101.3	Utility Line (power)	--	0.39	57.0
101.3	Utility Line (power)	--	0.39	55.0
101.3	Utility Line (power)	--	0.39	59.0
109.8	Utility Line (power)	--	0.75	42.0
109.9	I-95 Highway Bridges	9,050	0.75	29.0
116.1	S. C. 34 Highway Bridge	8,980	0.50	31.5
136.1	Utility Line (power)	--	0.47	56.0
145.4	Utility Line (power)	--	0.47	77.0
146.6	U. S. 15-52-401 Highway Bridge	8,670	0.47	35.0

TABLE 4 (continued)

OBSTRUCTION LISTING FROM TIDAL INFLUENCE LIMIT  
TO RECOMMENDED LIMIT OF NAVIGABLE WATERS OF THE U. S. (3)

<u>Great Pee Dee River Mile</u>	<u>Description</u>	<u>Mean Discharge (cfs)</u>	<u>Mean Water Slope (ft/mi)</u>	<u>Approximate Vertical Clearance To Obstruction (ft)</u>
148.0	Utility (underground pipe)	--	0.47	-3.0 <sup>1)</sup>
148.0	Utility (underground pipe)	--	0.47	-3.0 <sup>1)</sup>
161.3	Utility Line (power)	--	0.59	58.0
164.7	Utility Line (power)	--	0.59	55.0
164.7	Seaboard Coast Line Railroad Bridge	7,970	0.59	40.0
164.8	Utility Line (power)	--	0.59	53.0
164.8	Utility Line (power and telephone)	--	0.59	39.0
164.8	U. S. 1, S. C. 9 High- way Bridges	7,970	0.59	40.0
165.2	Utility (underground pipe)	--	0.59	-2.5 <sup>1)</sup>
165.2	Utility Line (power)	--	0.59	60.0
165.9	Utility Line (power)	--	0.59	45.0
166.7	Utility (underground pipe)	--	0.59	-3.0 <sup>1)</sup>
175.5	Utility Line (power)	--	3.45	75.0
182.9	Utility Line (power)	--	2.78	53.0
182.9	Seaboard Coast Line Railroad Bridge	7,960	2.78	32.0

TABLE 4 (continued)

OBSTRUCTION LISTING FROM TIDAL INFLUENCE LIMIT  
TO RECOMMENDED LIMIT OF NAVIGABLE WATERS OF THE U. S. (3)

<u>Great Pee Dee River Mile</u>	<u>Description</u>	<u>Mean Discharge (cfs)</u>	<u>Mean Water Slope (ft/mi)</u>	<u>Approximate Vertical Clearance To Obstruction (ft)</u>
184.5	Utility (underground telephone)	--	3.57	On Bed
184.5	Utility Line (power)	--	3.57	45.0
184.7	U. S. 74 Highway Bridge	7,960	3.57	44.0
184.7	U. S. 74 Highway Bridge	7,960	3.57	38.0
184.7	Utility Line (power)	--	3.57	23.0
185.5	Utility (underground pipe)	--	3.57	-3.0 <sup>1)</sup>
185.5	Utility Line (power)	--	3.57	45.0
187.9	Utility Line (power)	--	3.57	51.0
187.9	Utility Line (power)	--	3.57	33.0
188.2	Blewett Falls Dam	--	--	--

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1) Estimated minimum depth below streambed at time of construction.

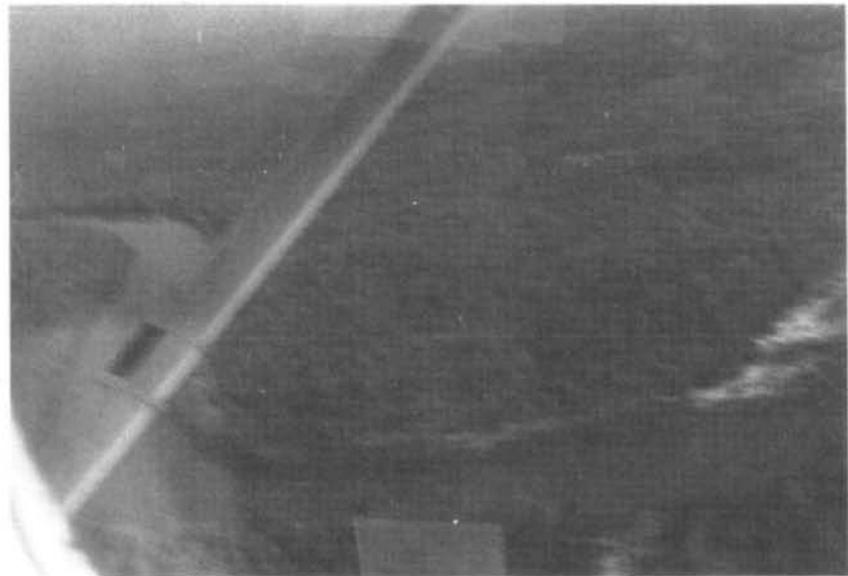


FIGURE 2 - TWO UTILITY LINES (R.M. 47.0)

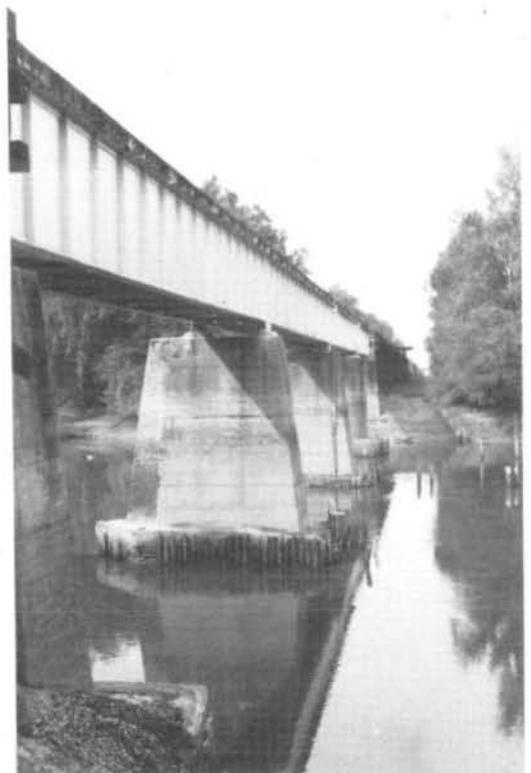


FIGURE 3 - SEABOARD COAST LINE RAILROAD BRIDGE (R.M. 67.9)

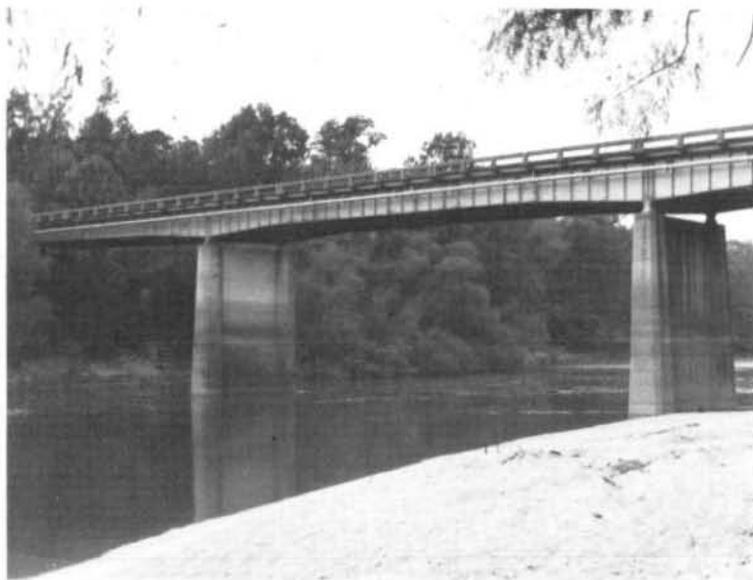


FIGURE 4 - U. S. 378 HIGHWAY BRIDGE (R.M. 69.4)



FIGURE 5 - UTILITY LINE (R.M. 96.0)



FIGURE 6 - U. S. 76 - 301 HIGHWAY BRIDGES (R.M. 100.2)



FIGURE 7 - U. S. 76 - 301 HIGHWAY BRIDGES (R.M. 100.2)



FIGURE 8 - UTILITY LINE (R.M. 100.4)  
(AND SEABOARD COAST LINE RAILROAD BRIDGE)



FIGURE 9 - SEABOARD COAST LINE RAILROAD BRIDGE (R.M. 100.4)

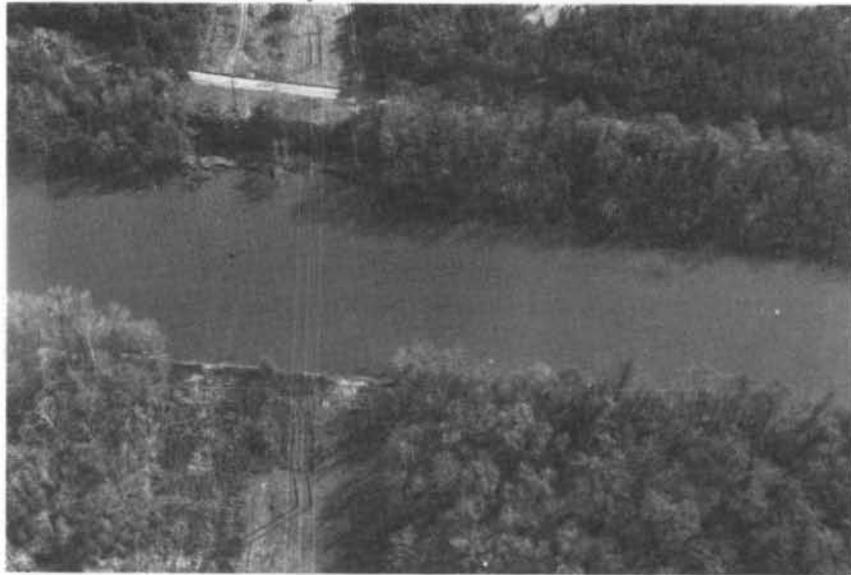


FIGURE 10 - THREE UTILITY LINES (R.M. 101.3)

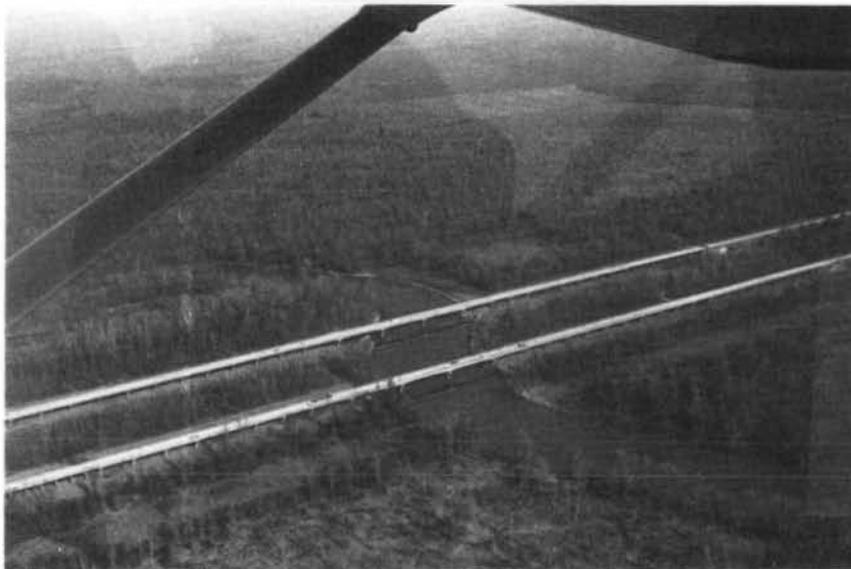


FIGURE 11 - UTILITY LINE (R.M. 109.8) (AND I-95 HIGHWAY BRIDGES)



FIGURE 12 - I-95 HIGHWAY BRIDGES (R.M. 109.9)  
(TWO IDENTICAL BRIDGES - ONLY ONE SHOWN)

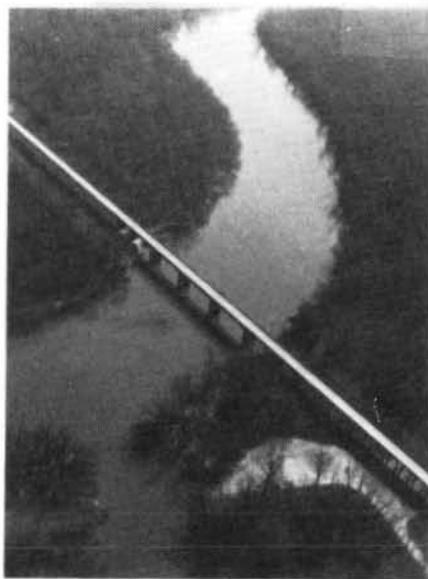


FIGURE 13 - S. C. 34 HIGHWAY BRIDGE (R.M. 116.1)



FIGURE 14 - UTILITY LINE (R.M. 136.1)



FIGURE 15 - UTILITY LINE (R.M. 145.4)



FIGURE 16 - U. S. 15-52-401 HIGHWAY BRIDGE (R.M. 146.6)



FIGURE 17 - U. S. 15-52-401 HIGHWAY BRIDGE (R.M. 146.6)



FIGURE 18 - UTILITY LINE (R.M. 161.3)



FIGURE 19 - THREE UTILITY LINES (R.M. 164.7, 164.8, 164.8)  
(AND SEABOARD COAST LINE RAILROAD BRIDGE & U. S. 1,  
S. C. 9 HIGHWAY BRIDGES)



FIGURE 20 - SEABOARD COAST LINE RAILROAD BRIDGE (R.M. 164.7)



FIGURE 21 - U. S. 1, S. C. 9 HIGHWAY BRIDGES (R.M. 164.8)



FIGURE 22 - UTILITY LINE (R.M. 165.2)



FIGURE 23 - UTILITY LINE (R.M. 165.9)



FIGURE 24 - UTILITY LINE (R.M. 175.5)

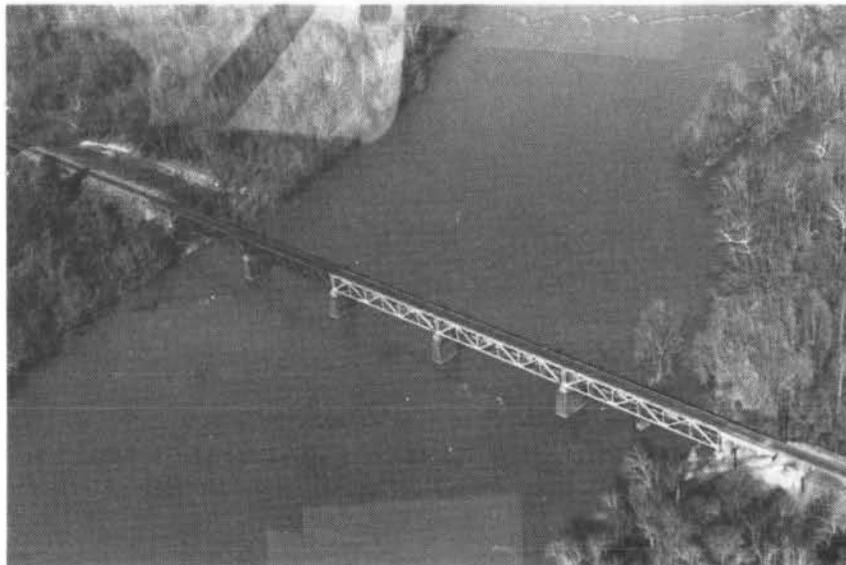


FIGURE 25 - UTILITY LINE (R.M. 182.9) (AND SEABOARD COAST LINE RAILROAD BRIDGE)



FIGURE 26 - UTILITY LINE (R.M. 184.5)

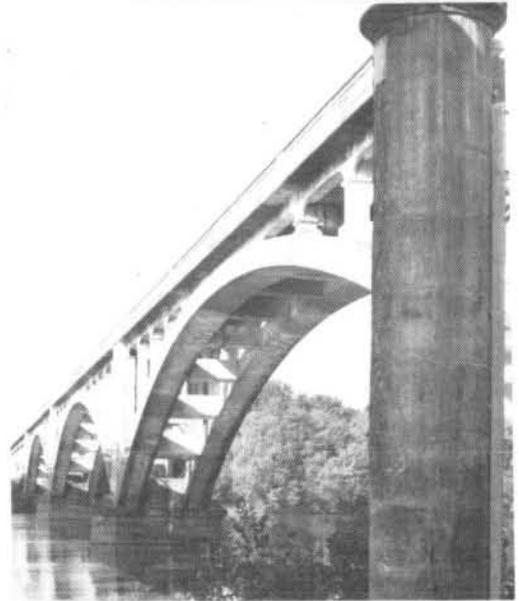


FIGURE 27 - U. S. 74 HIGHWAY BRIDGES (EAST BOUND & WEST BOUND) (R.M. 184.7)



FIGURE 28 - UTILITY LINE (R.M. 184.7) (AND U. S. 74 HIGHWAY BRIDGES)



FIGURE 29 - UTILITY LINE (R.M. 185.5)



FIGURE 30 - TWO UTILITY LINES (R.M. 187.9)  
AND BLEWETT FALLS DAM (R.M. 188.2)

## SECTION 7 - CONCLUSIONS AND RECOMMENDATIONS

Five classifications of navigation on streams in the Great Pee Dee River basin have been determined and are presented below. The first two are classifications developed from historical evidence and current Federal stream classifications. Classification 3 is based on field measurements, observations, and data analysis for the river. Classification 4 is based on review of all previously determined limits with a recommendation of the most upstream locations with supporting evidence of navigability. The fifth classification accounts for all streams not otherwise classified and was determined based on the drainage area and hydrological aspects of the stream.

1. The Great Pee Dee River is presently classified "navigable waters of the U. S." between its mouth at Winyah Bay (R.M. 0) near Georgetown, South Carolina to Cheraw, South Carolina (R.M. 165). Also, Jordan Lake, Jordan Creek, Jacobs Creek, Clark Creek, and Muddy Creek are each presently classified "navigable waters of the U. S." from their confluences for distances of 1.0, 1.0, 0.5, 6.0, and 3.0 miles respectively. (4)
2. The historical limit of navigation on the Great Pee Dee River is at Cheraw, South Carolina (R.M. 165).
3. The recommended practical limit of navigation is at Blewett Falls Dam (R.M. 188.2). Some minor channel improvements will be necessary for commercial river craft to actually use the river up to this point. In addition, the following small tributaries are recommended for practical navigation, and are listed with their upstream recommended practical limit of navigation indicated in parentheses: Jordan Lake (R.M. 1.0), Jordan Creek (R.M. 0.6), Staple Lake (R.M. 0.5), Clark Creek (R.M. 1.0), and Byrds Island (tributary) (R.M. 0.2). The downstream limit for each of these small streams is at its confluence with the Great Pee Dee River.
4. It is recommended that the Great Pee Dee River be classified "navigable waters of the U. S." between its mouth and Blewett

Falls Dam (R.M. 188.2). In addition, the following small tributaries are recommended for classification as "navigable waters of the U. S." from their confluences with the Great Pee Dee River to the upstream limits indicated in parentheses: Jordan Lake (R.M. 1.0), Jordan Creek (R.M. 1.0), Jacobs Creek (R.M. 0.5), Staple Lake (R.M. 0.5), Clark Creek (R.M. 6.0), and Byrds Island (tributary) (R.M. 0.2). These conclusions are based on the analytical procedures and tests of navigability used in this study effort.

5. All streams not recommended for classification as "navigable waters of the U. S." are recommended for classification as "waters of the U. S." throughout their entire length.

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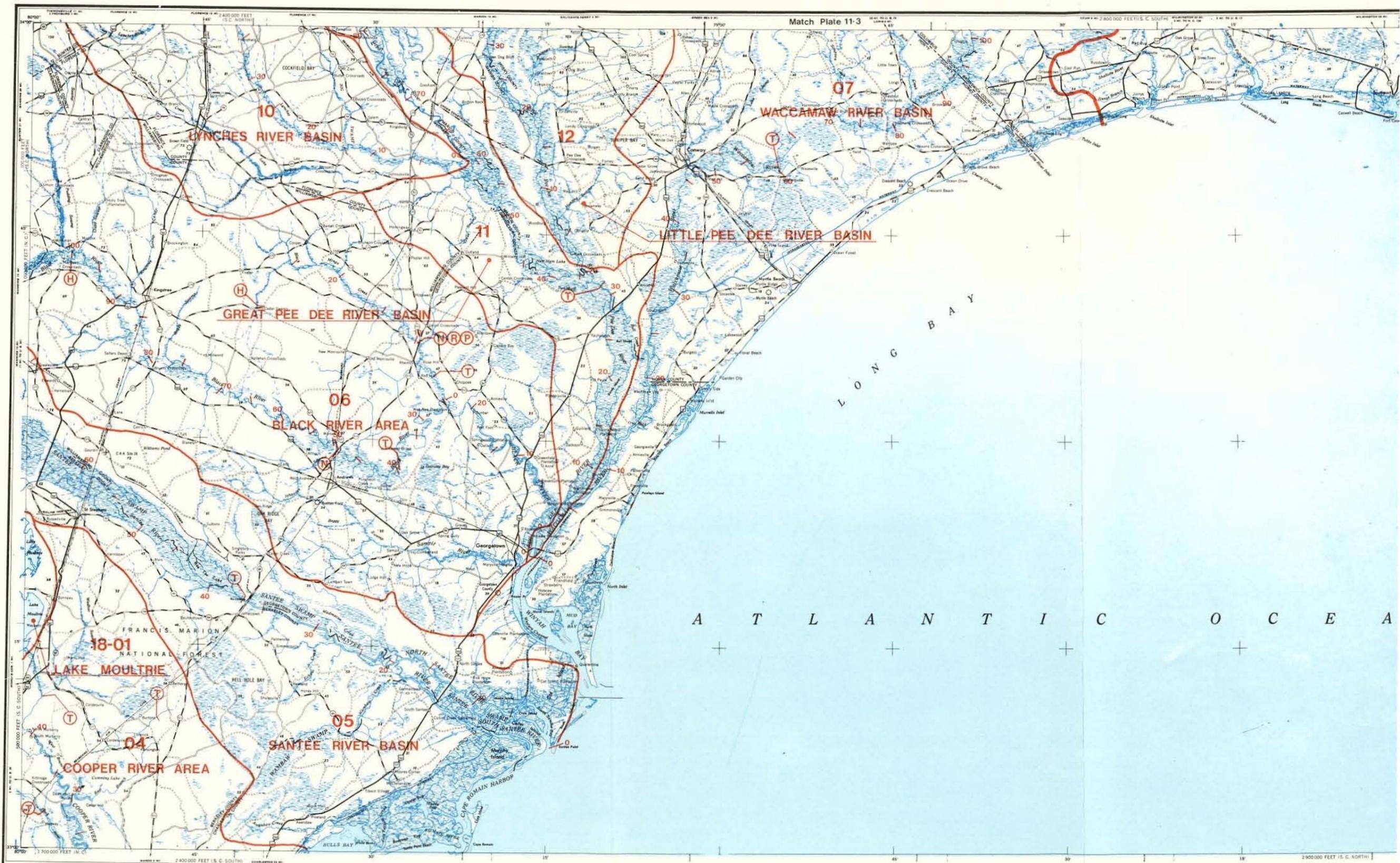
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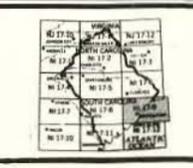
POPULATED PLACES	
NEW ORLEANS	100,000+
CHARLOTTE	50,000+
CHARLESTON	25,000+
Georgetown	10,000+
Other	5,000+
Unincorporated	1,000+
Other	500+
Other	100+
Other	50+
Other	25+
Other	10+
Other	5+
Other	1+
Other	0+

**USGS BASE MAP**  
**GEORGETOWN, S.C.; N.C.**  
**NI 17-9**

0 5 10  
 scale in miles

**LEGEND:**

- (N) PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S.
- (H) HISTORIC LIMIT OF NAVIGATION
- (P) PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED)
- (B) LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)
- (T) APPROXIMATE LIMIT OF TIDAL INFLUENCE
- (RM) RIVER MILE

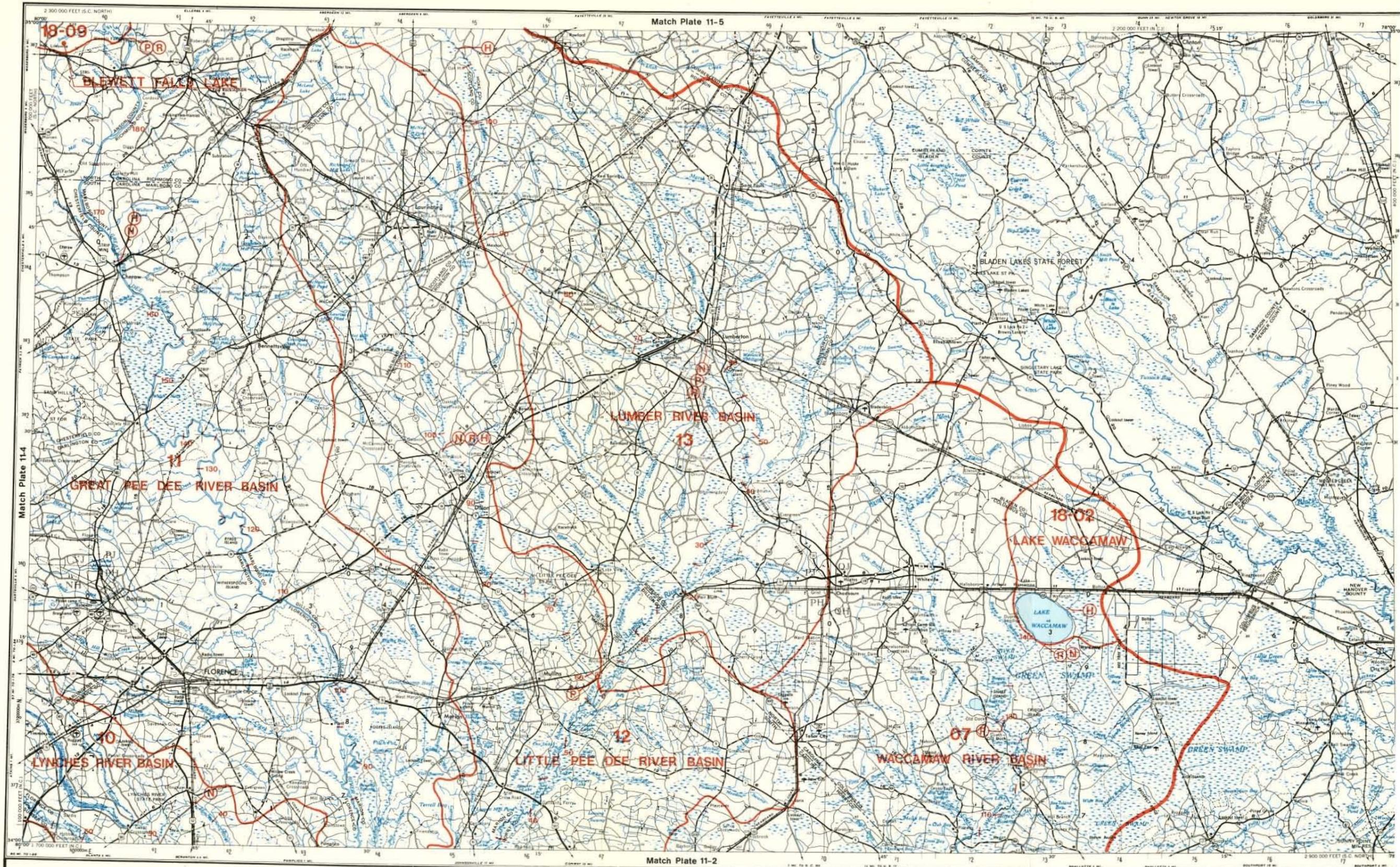


**U.S. ARMY CORPS OF ENGINEERS**  
**CHARLESTON DISTRICT**  
 Charleston, South Carolina

**STANLEY CONSULTANTS**

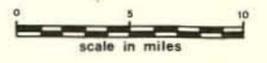
**SIGNIFICANT**  
**GREAT PEE DEE**  
 Report No. 04,05,C  
**NAVIGABILITY**

1977



NEW ORLEANS CHARLOTTE CHARLESTON	
1:50,000	1:250,000
1:100,000	1:125,000
1:50,000	1:62,500
1:25,000	1:31,250
1:12,500	1:15,625
1:6,250	1:7,812
1:3,125	1:3,906
1:1,562	1:1,953
1:781	1:976
1:390	1:488
1:195	1:244
1:97	1:122
1:48	1:61
1:24	1:30
1:12	1:15
1:6	1:7
1:3	1:3
1:1	1:1

USGS BASE MAP  
FLORENCE, S.C.; N.C.  
1953, Revised 1974  
NI 17-6



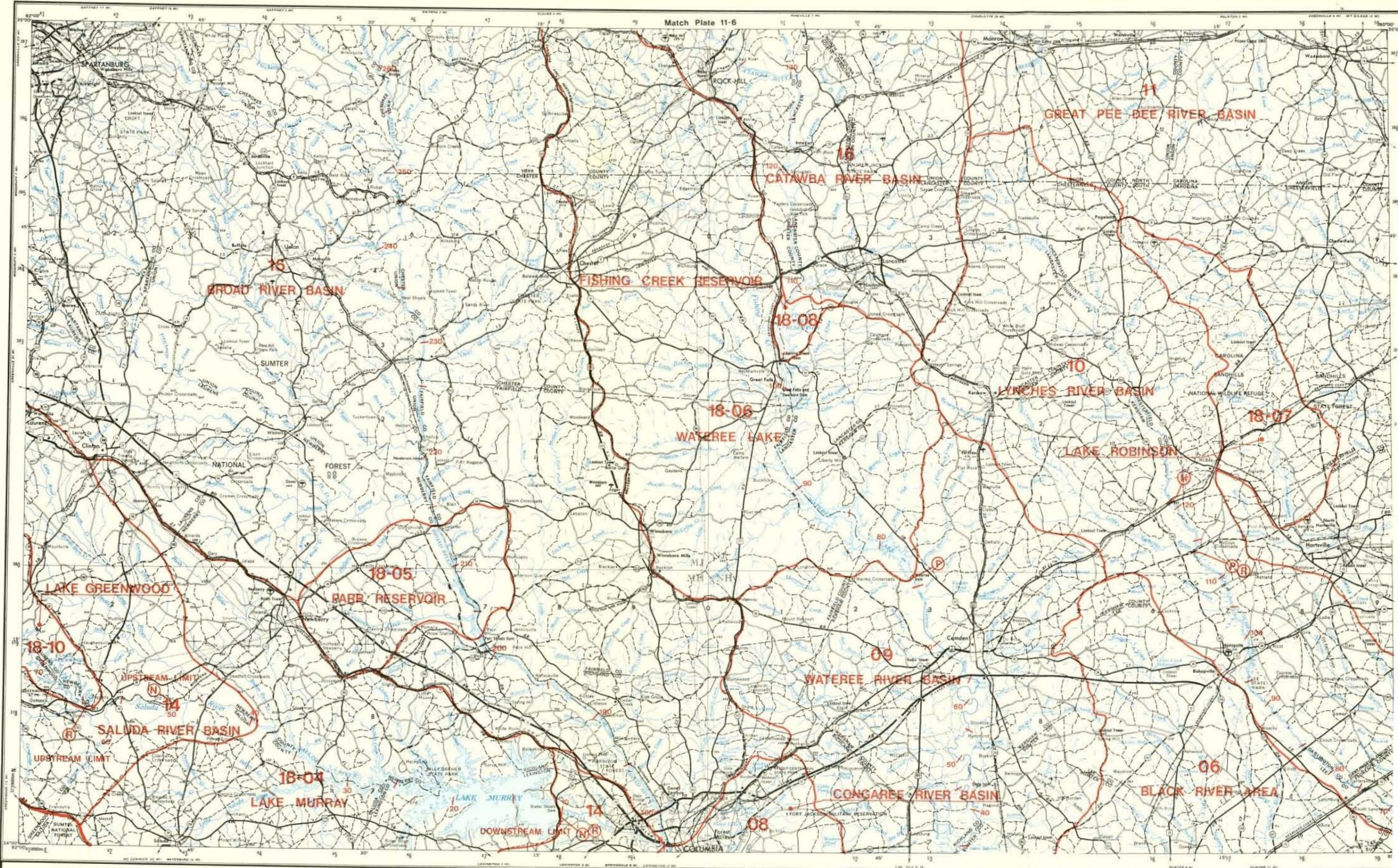
- LEGEND:**
- N** PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S.
  - H** HISTORIC LIMIT OF NAVIGATION
  - P** PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED)
  - R** LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)
  - RM** RIVER MILE



U.S. ARMY CORPS OF ENGINEERS  
VETERINARY  
CHARLESTON DISTRICT  
Charleston, South Carolina  
STANLEY CONSULTANTS

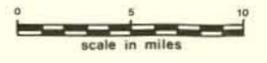
**SIGNIFICANT FEATURES**  
GREAT PEE DEE RIVER BASIN  
Report No. 06, 07, 10, 11, 12, 13, 18  
**NAVIGABILITY STUDY**  
Plate 11-3

1977



POPULATED PLACES	
Over 100,000	Large city
25,000 to 100,000	Medium city
5,000 to 25,000	Small city
Under 5,000	Village
Under 1,000	Hamlet
Under 500	Unincorporated place

USGS BASE MAP  
SPARTANBURG, S.C.; N.C.  
1953, Revised 1969  
NI 17-5



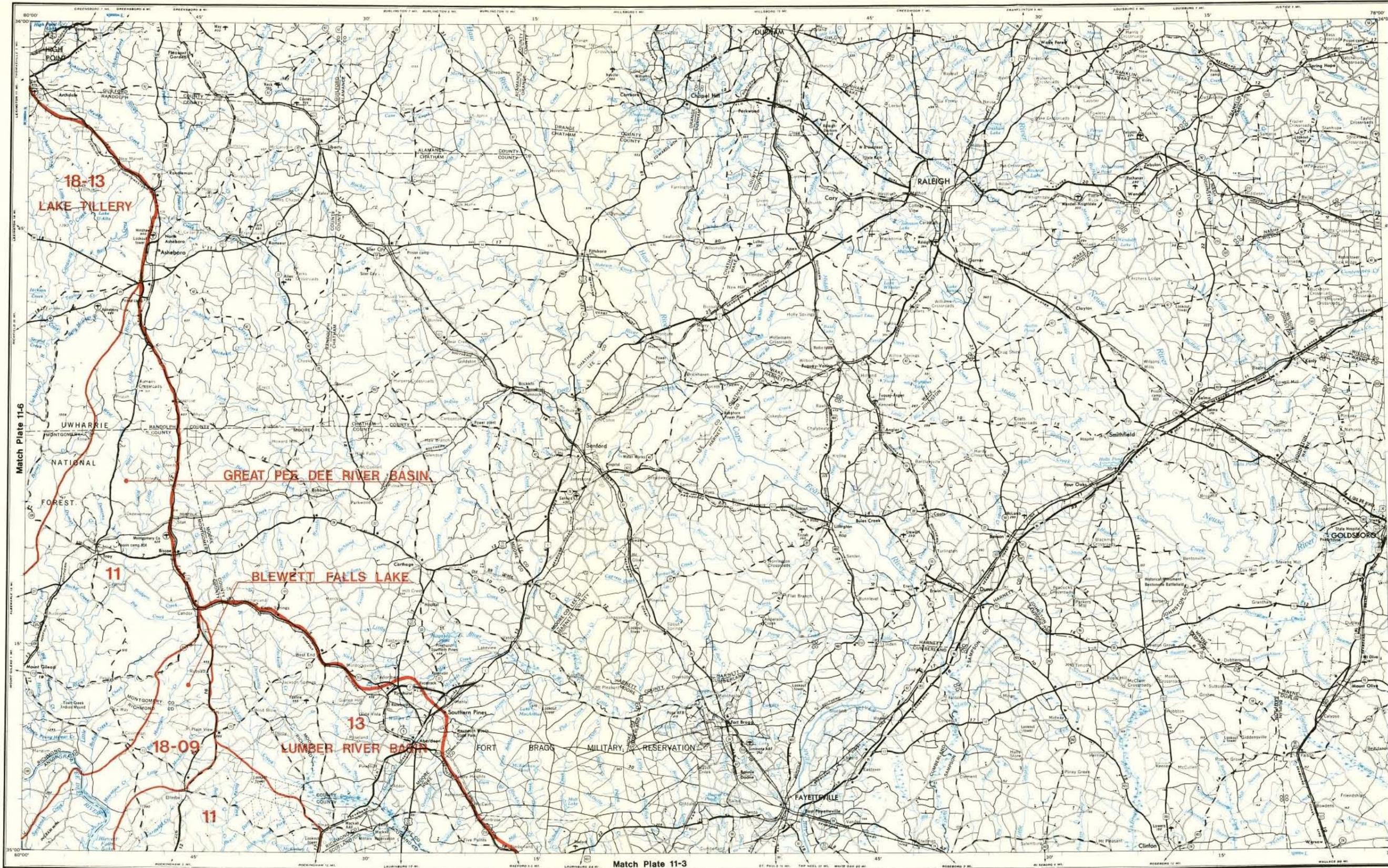
- LEGEND:**
- (N) PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S.
  - (H) HISTORIC LIMIT OF NAVIGATION
  - (P) PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED)
  - (R) LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)
  - 20 RIVER MILE



U.S. ARMY CORPS OF ENGINEERS  
CHARLESTON DISTRICT  
Charleston, South Carolina  
STANLEY CONSULTANTS

**SIGNIFICANT FEATURES**  
GREAT PEE DEE RIVER BASIN  
Report No. 06, 08, 09, 10, 11, 14, 15, 16, 18  
**NAVIGABILITY STUDY**  
Plate 11-4

1977

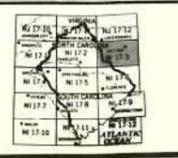


<p><b>POPULATED PLACES:</b></p> <p>NEW ORLEANS CHARLOTTE CHARLESTON RICHMOND</p>	<p><b>ROADS:</b></p> <p>Primary, all weather, hard surface Secondary, all weather, hard surface Light duty, all weather, improved surface Fair or dry weather, unimproved surface Track</p> <p><b>RAILROADS:</b></p> <p>Standard gauge Narrow gauge Port or observation Coast</p> <p><b>BOUNDARIES:</b></p> <p>Political Cadastral Religious</p>	<p><b>WATER:</b></p> <p>Primary, all weather, hard surface Secondary, all weather, hard surface Light duty, all weather, improved surface Fair or dry weather, unimproved surface Track</p> <p><b>RAILROADS:</b></p> <p>Standard gauge Narrow gauge Port or observation Coast</p> <p><b>BOUNDARIES:</b></p> <p>Political Cadastral Religious</p>
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USGS BASE MAP  
RALEIGH, N.C.  
1953, Revised 1969  
NI 17-3



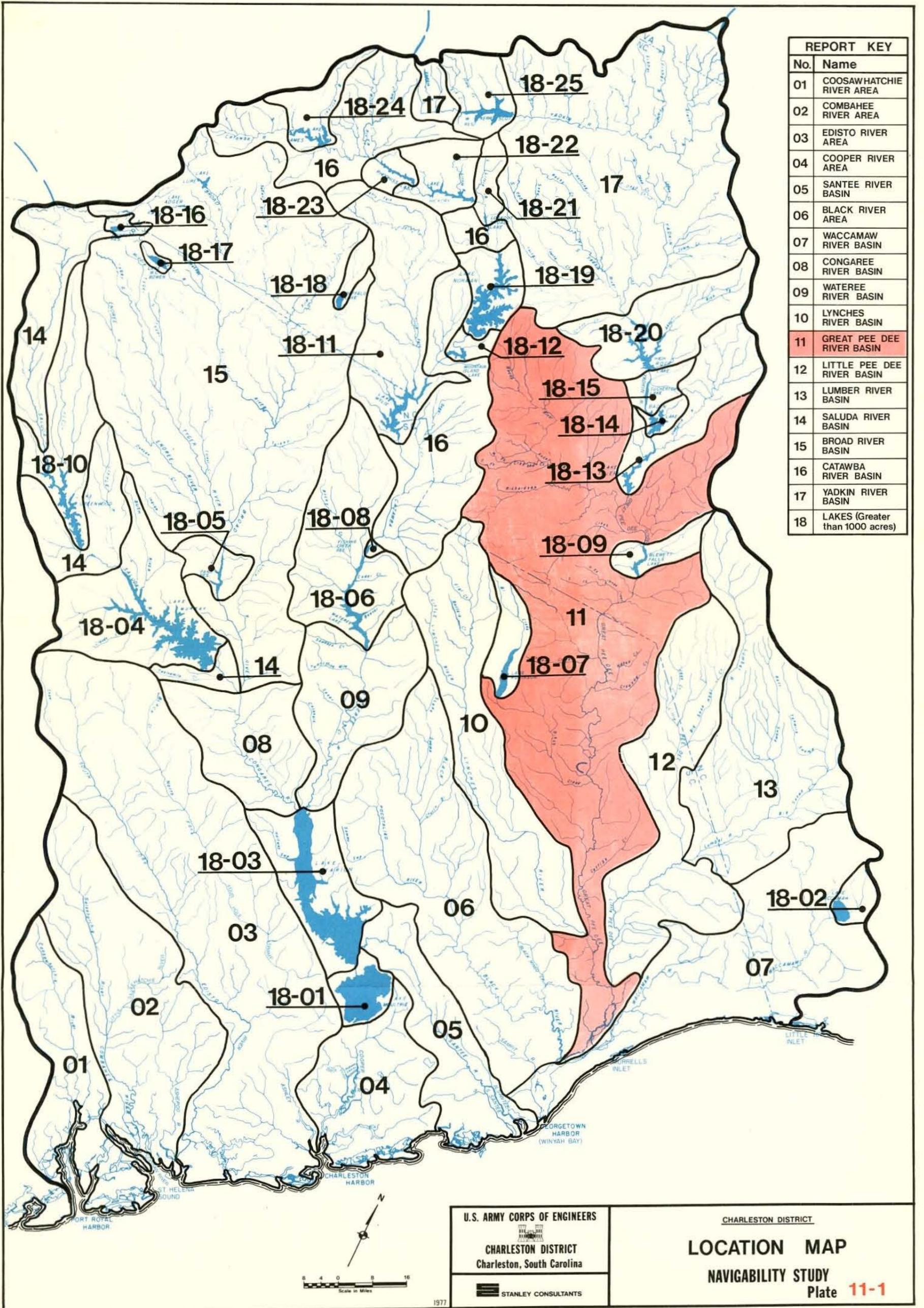
- LEGEND:**
- (N) PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S.
  - (H) HISTORIC LIMIT OF NAVIGATION
  - (P) PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED)
  - (R) LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)
  - 20 RIVER MILE



U.S. ARMY CORPS OF ENGINEERS  
CHARLESTON DISTRICT  
Charleston, South Carolina  
STANLEY CONSULTANTS

**SIGNIFICANT FEATURES**  
**GREAT PEE DEE RIVER BASIN**  
Report No. 11, 13, 17, 18  
**NAVIGABILITY STUDY**  
Plate 11-5

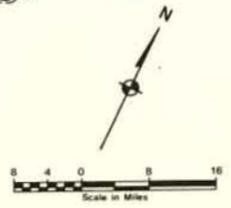


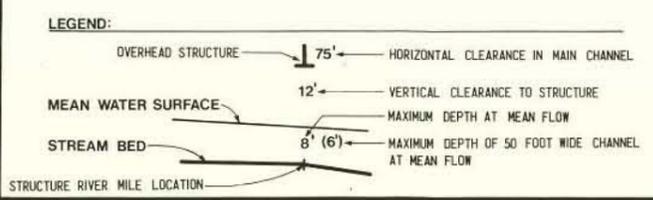
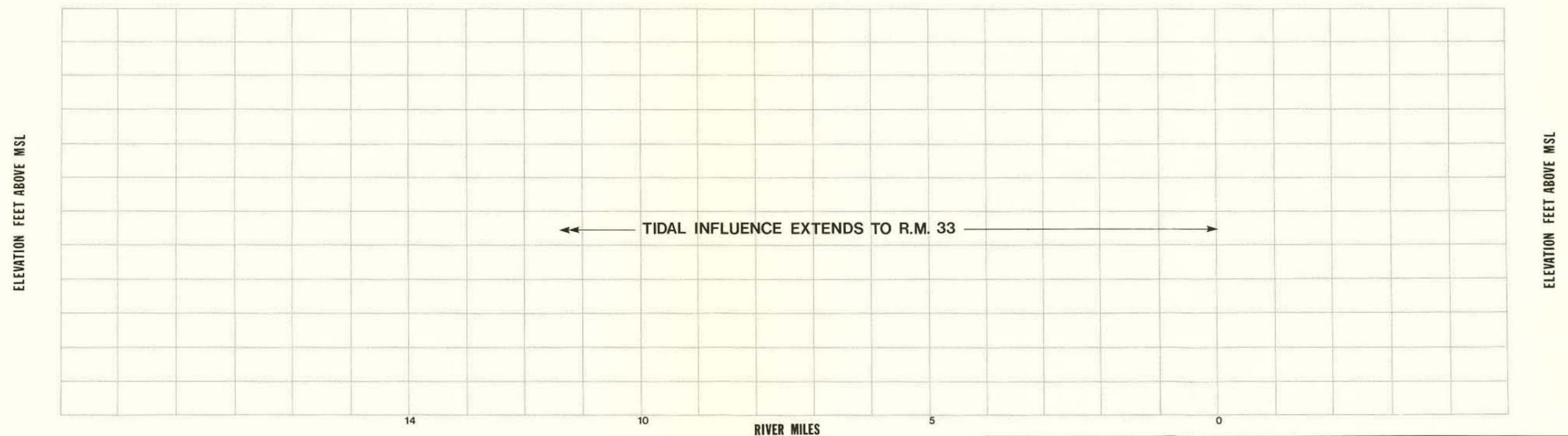
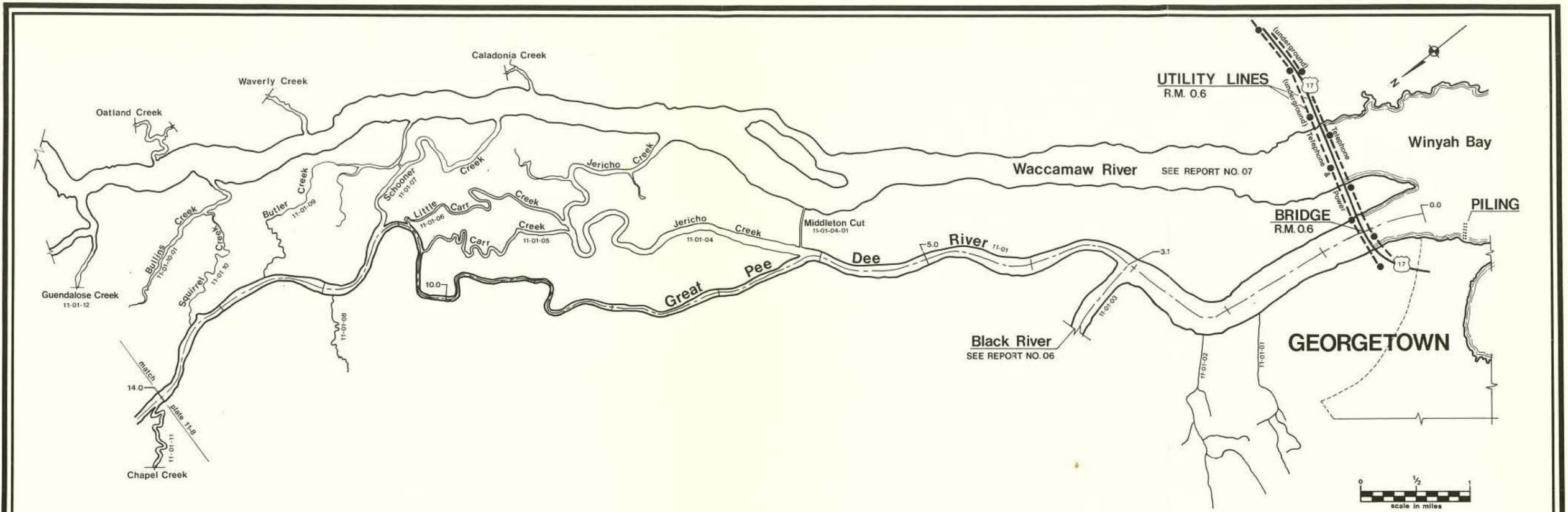


REPORT KEY	
No.	Name
01	COOSAWHATCHIE RIVER AREA
02	COMBAHEE RIVER AREA
03	EDISTO RIVER AREA
04	COOPER RIVER AREA
05	SANTEE RIVER BASIN
06	BLACK RIVER AREA
07	WACCAMAW RIVER BASIN
08	CONGAREE RIVER BASIN
09	WATEREE RIVER BASIN
10	LYNCHEs RIVER BASIN
11	GREAT PEE DEE RIVER BASIN
12	LITTLE PEE DEE RIVER BASIN
13	LUMBER RIVER BASIN
14	SALUDA RIVER BASIN
15	BROAD RIVER BASIN
16	CATAWBA RIVER BASIN
17	YADKIN RIVER BASIN
18	LAKES (Greater than 1000 acres)

U.S. ARMY CORPS OF ENGINEERS  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

CHARLESTON DISTRICT  
**LOCATION MAP**  
 NAVIGABILITY STUDY  
 Plate 11-1



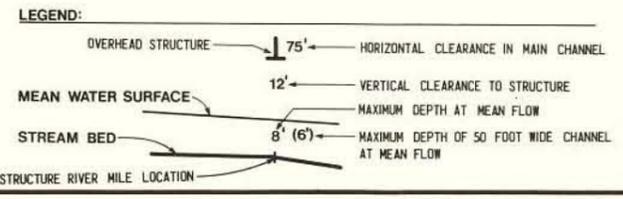
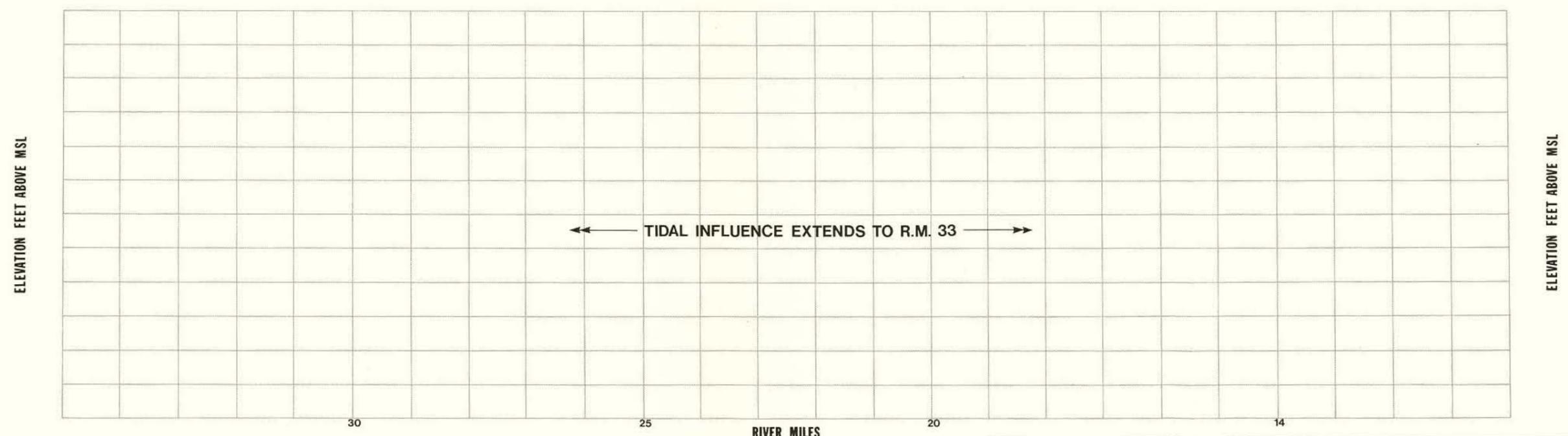
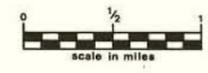
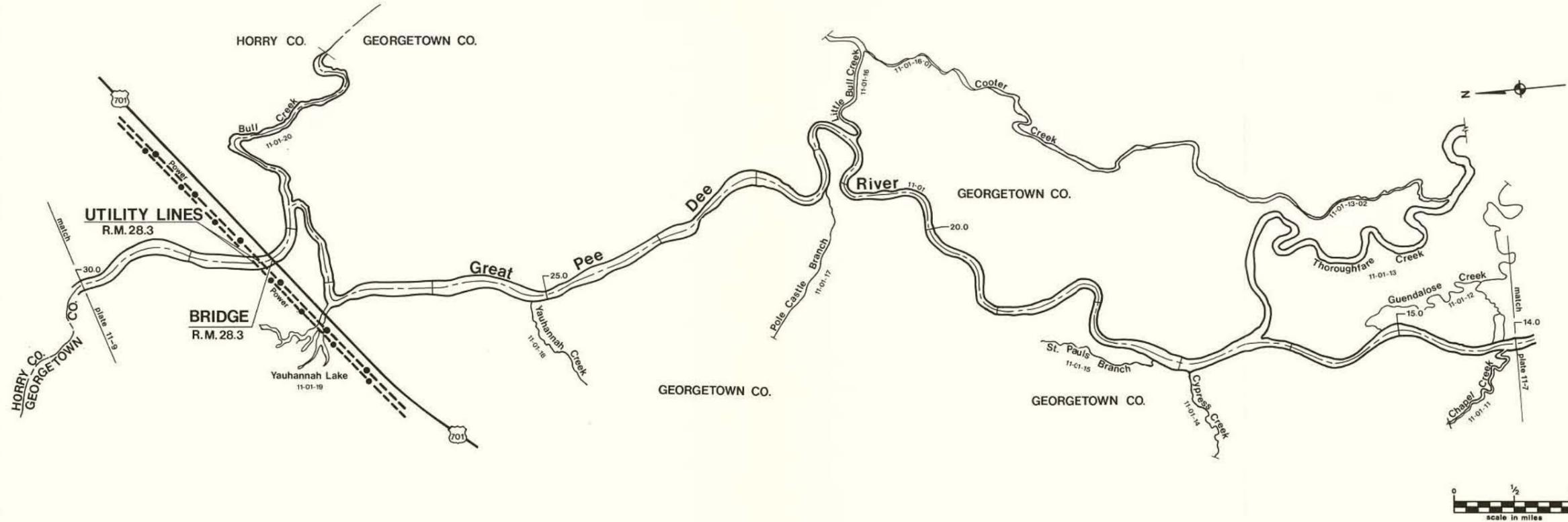


**NOTES:**

- ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES, STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.
- THE UPSTREAM EXTENT OF TIDAL INFLUENCE IS APPROXIMATED BY PROJECTING THE ELEVATION OF MEAN HIGH TIDE HORIZONTALLY FROM THE MOUTH OF A RIVER TO A MILE POINT WHERE IT INTERSECTS THE PLOTTED MEAN WATER SURFACE OF THAT RIVER.

**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 GEORGETOWN CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 0.0-14.0 Plate 11-7



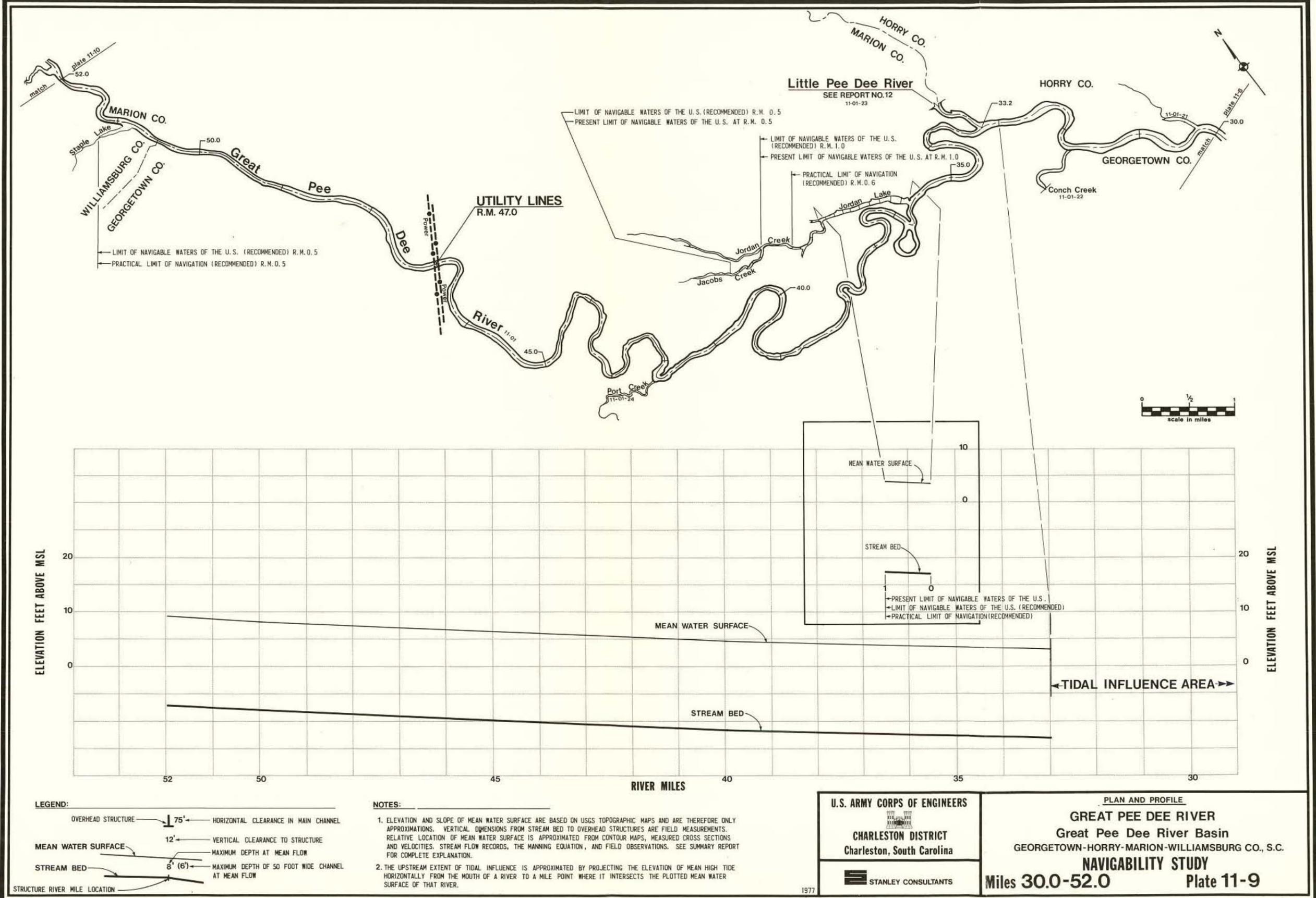
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**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina

STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 GEORGETOWN-HORRY CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 14.0-30.0 Plate 11-8



← LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED) R.M. 0.5  
 ← PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED) R.M. 0.5

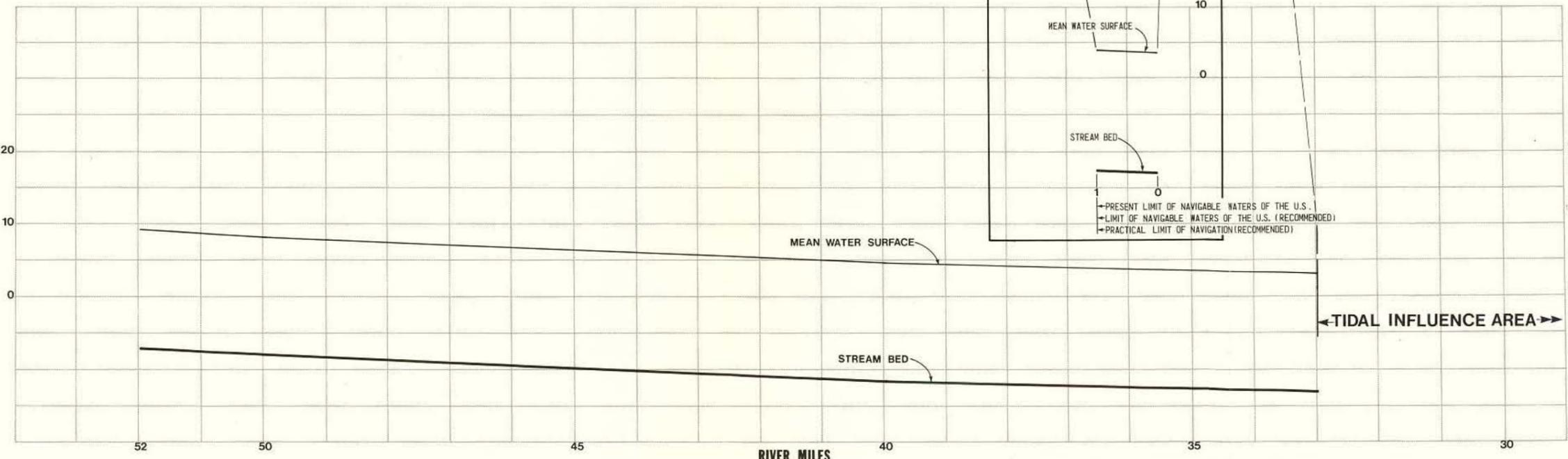
← LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED) R.M. 0.5  
 ← PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S. AT R.M. 0.5

← LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED) R.M. 1.0  
 ← PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S. AT R.M. 1.0  
 ← PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED) R.M. 0.6

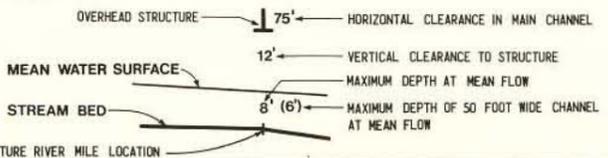
← PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)  
 ← LIMIT OF NAVIGABLE WATERS OF THE U.S. (RECOMMENDED)  
 ← PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED)

ELEVATION FEET ABOVE MSL

ELEVATION FEET ABOVE MSL



**LEGEND:**

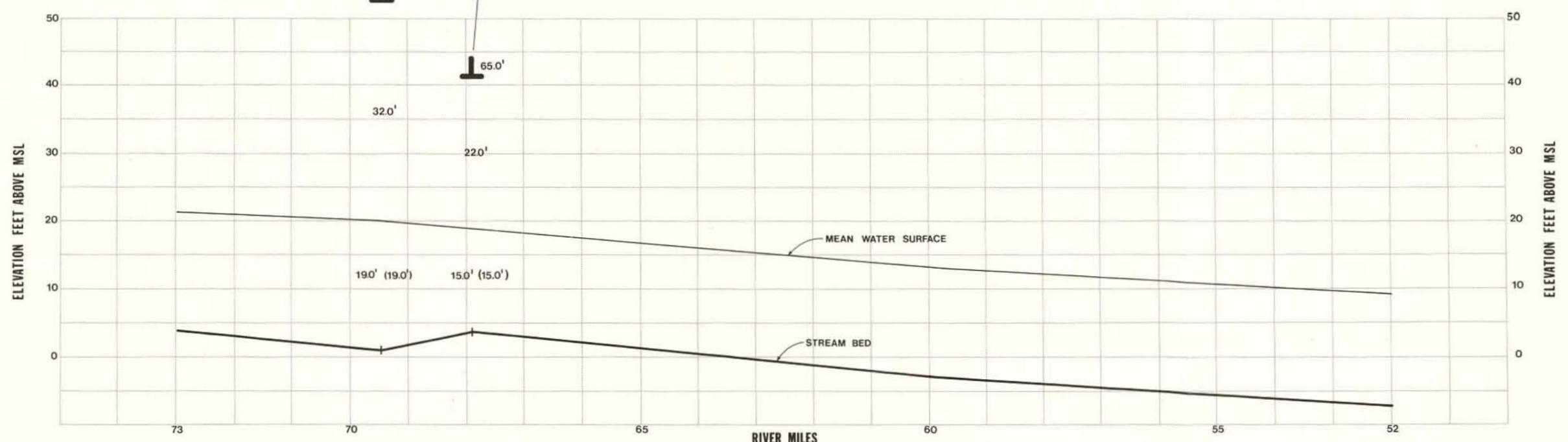
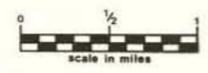
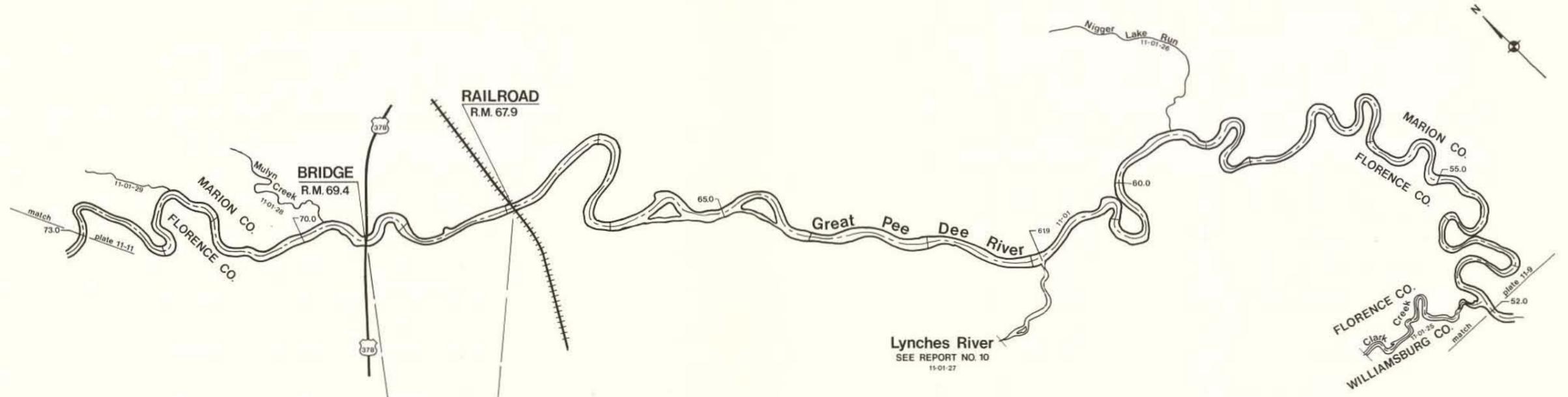


**NOTES:**

- ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES. STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.
- THE UPSTREAM EXTENT OF TIDAL INFLUENCE IS APPROXIMATED BY PROJECTING THE ELEVATION OF MEAN HIGH TIDE HORIZONTALLY FROM THE MOUTH OF A RIVER TO A MILE POINT WHERE IT INTERSECTS THE PLOTTED MEAN WATER SURFACE OF THAT RIVER.

**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 GEORGETOWN-HORRY-MARION-WILLIAMSBURG CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 30.0-52.0 Plate 11-9



**LEGEND:**

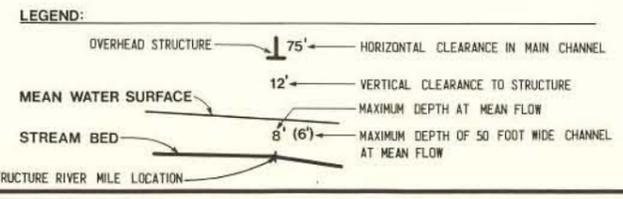
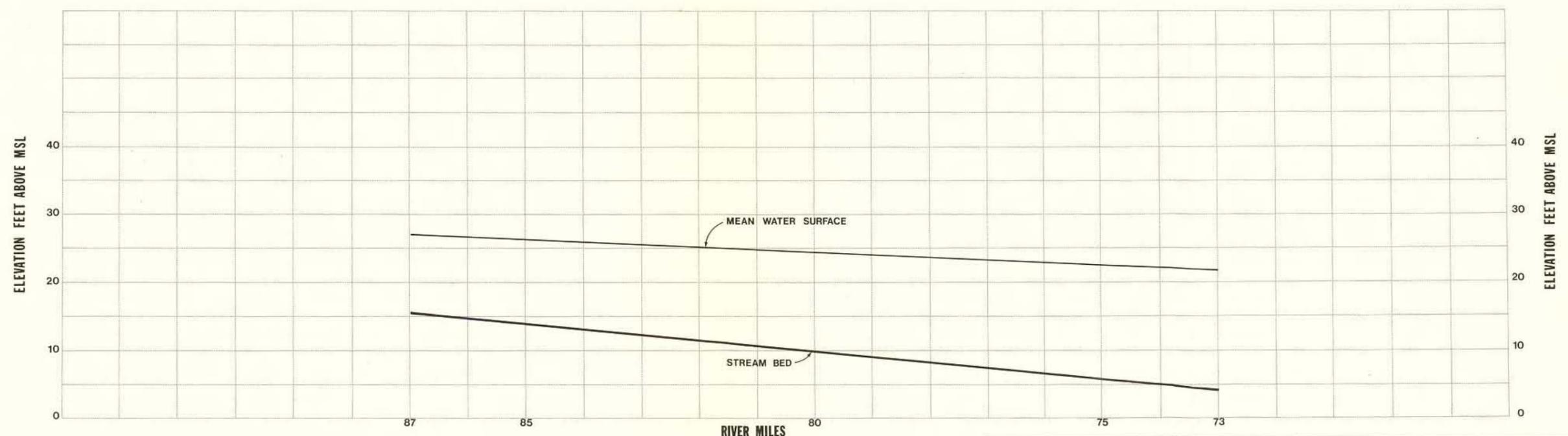
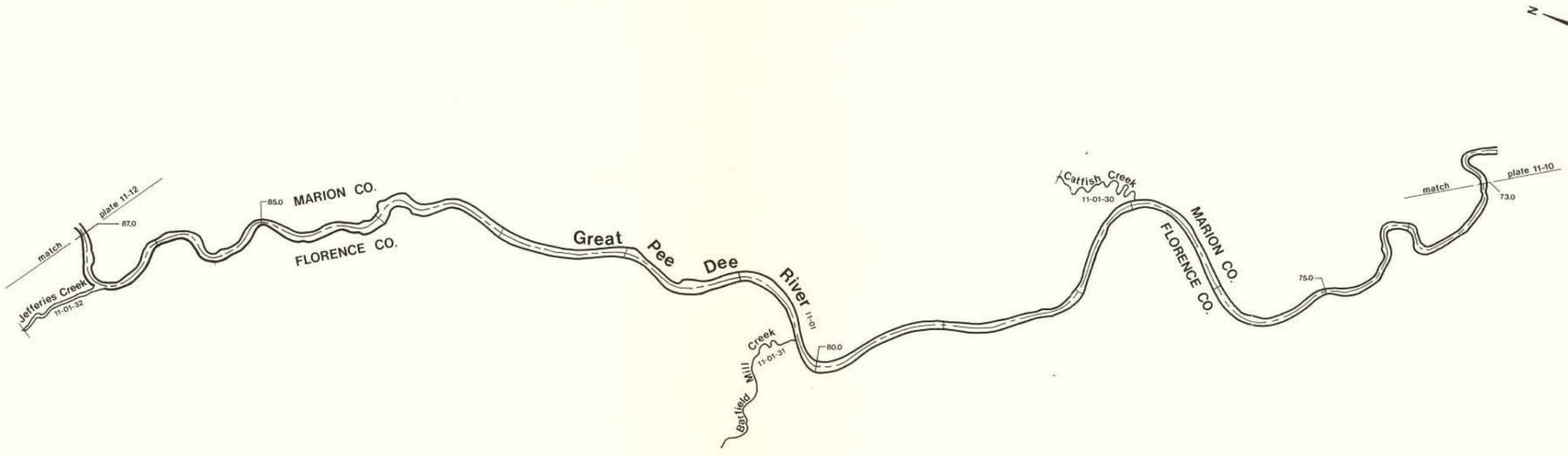
OVERHEAD STRUCTURE	75'	HORIZONTAL CLEARANCE IN MAIN CHANNEL
MEAN WATER SURFACE	12'	VERTICAL CLEARANCE TO STRUCTURE
STREAM BED	8' (6')	MAXIMUM DEPTH AT MEAN FLOW
STRUCTURE RIVER MILE LOCATION		MAXIMUM DEPTH OF 50 FOOT WIDE CHANNEL AT MEAN FLOW

**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES, STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 FLORENCE-MARION-WILLIAMSBURG CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 52.0-73.0  
 Plate 11-10



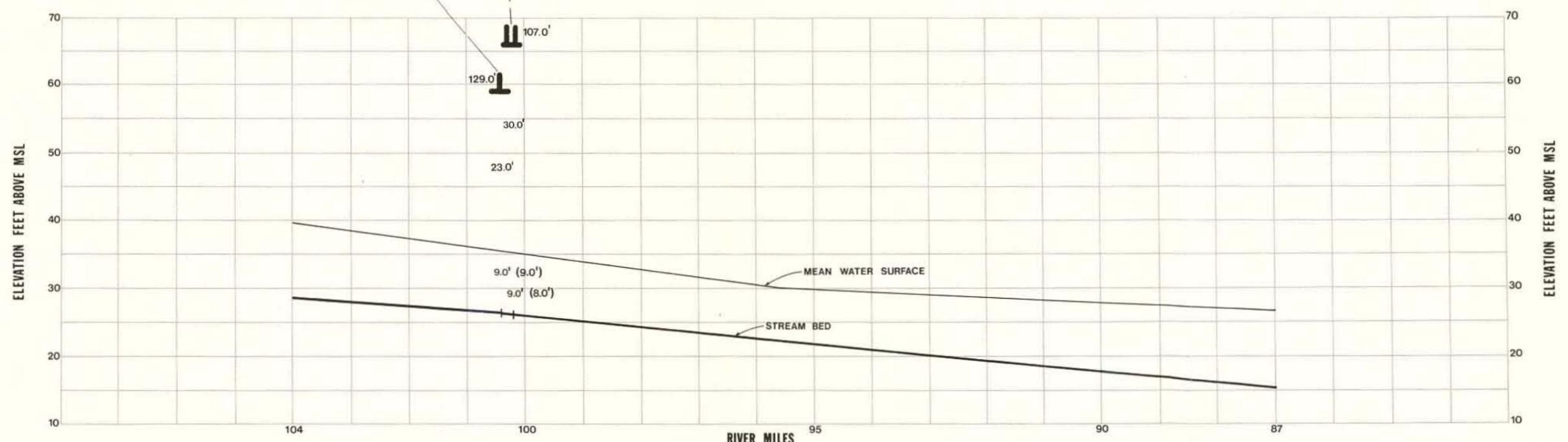
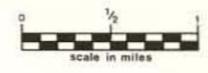
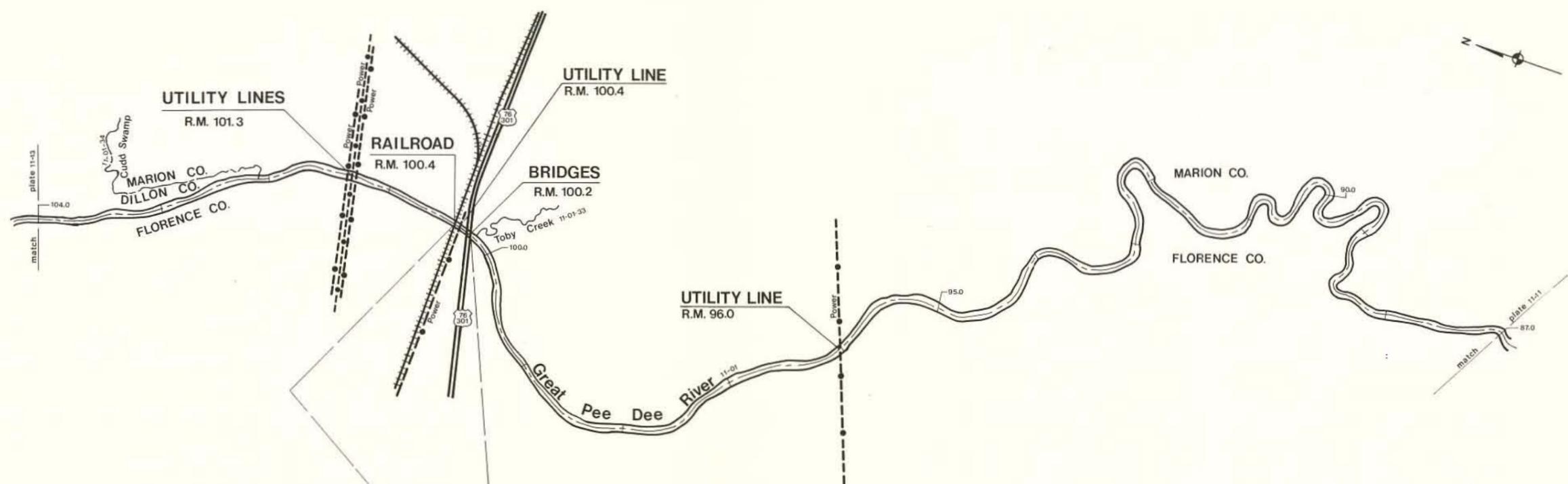
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**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina

STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 FLORENCE - MARION CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 73.0-87.0 Plate 11-11



**LEGEND:**

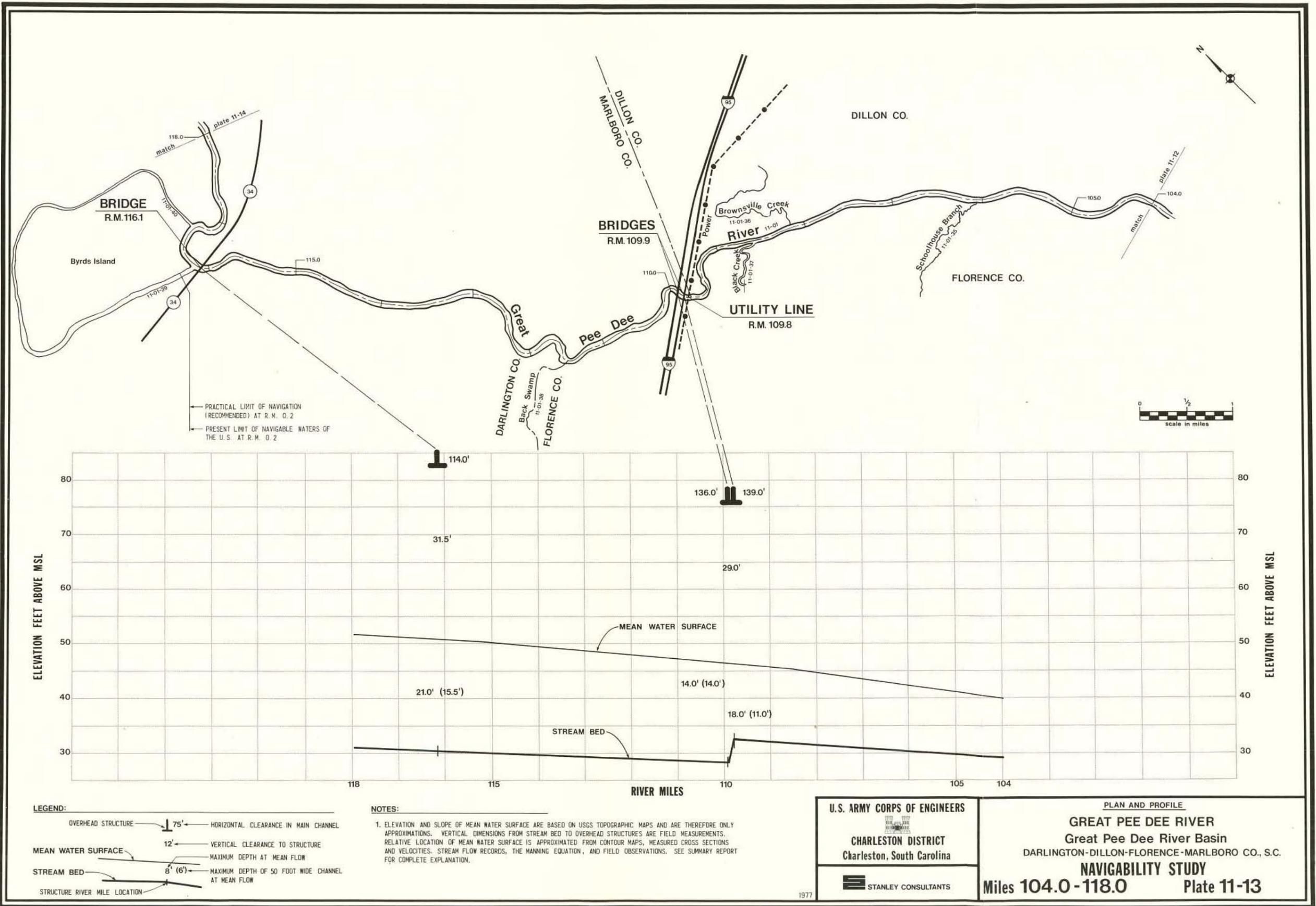
- OVERHEAD STRUCTURE — 75' — HORIZONTAL CLEARANCE IN MAIN CHANNEL
- MEAN WATER SURFACE — 12' — VERTICAL CLEARANCE TO STRUCTURE
- STREAM BED — 6' (6') — MAXIMUM DEPTH AT MEAN FLOW
- STRUCTURE RIVER MILE LOCATION — 8' (6') — MAXIMUM DEPTH OF 50 FOOT WIDE CHANNEL AT MEAN FLOW

**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES. STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 DILLON-FLORENCE-MARION CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 87.0-104.0 Plate 11-12



← PRACTICAL LIMIT OF NAVIGATION (RECOMMENDED) AT R.M. 0.2  
 ← PRESENT LIMIT OF NAVIGABLE WATERS OF THE U.S. AT R.M. 0.2

**LEGEND:**

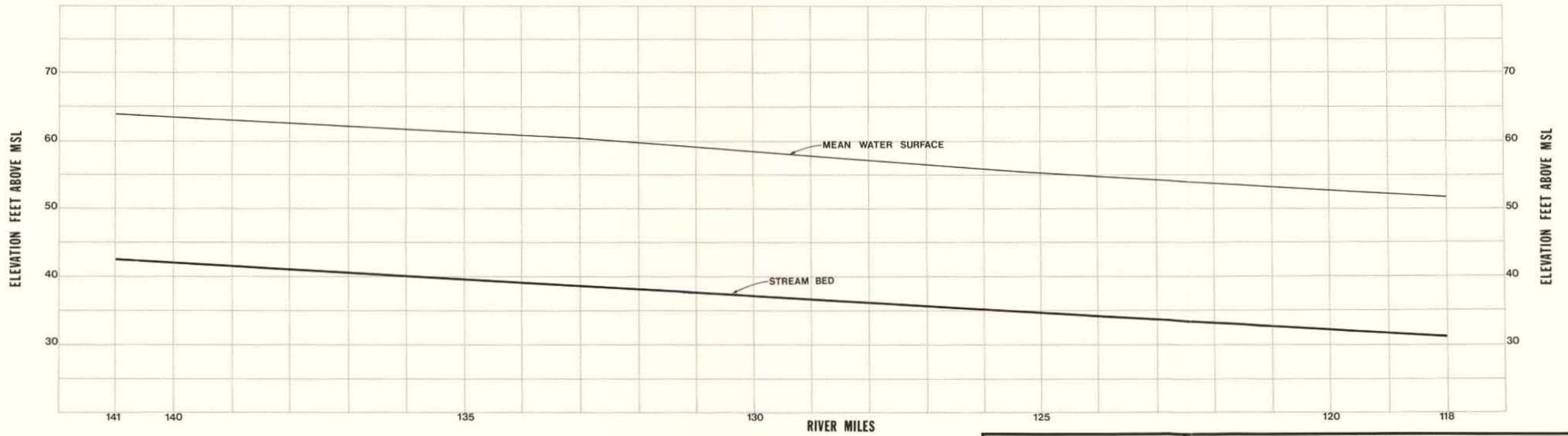
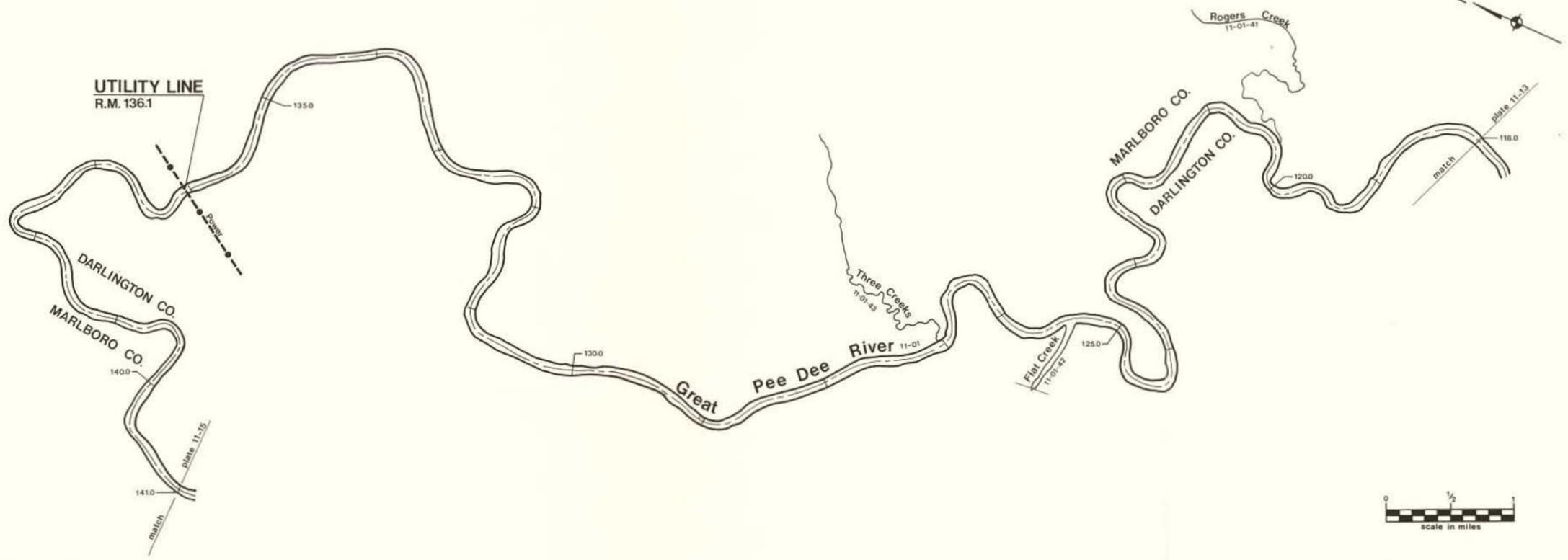
OVERHEAD STRUCTURE	75'	HORIZONTAL CLEARANCE IN MAIN CHANNEL
MEAN WATER SURFACE	12'	VERTICAL CLEARANCE TO STRUCTURE
STREAM BED	8' (6')	MAXIMUM DEPTH AT MEAN FLOW
STRUCTURE RIVER MILE LOCATION		MAXIMUM DEPTH OF 50 FOOT WIDE CHANNEL AT MEAN FLOW

**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES. STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

U.S. ARMY CORPS OF ENGINEERS  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
 STANLEY CONSULTANTS

PLAN AND PROFILE  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 DARLINGTON-DILLON-FLORENCE-MARLBORO CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 104.0 - 118.0 Plate 11-13



**LEGEND:**

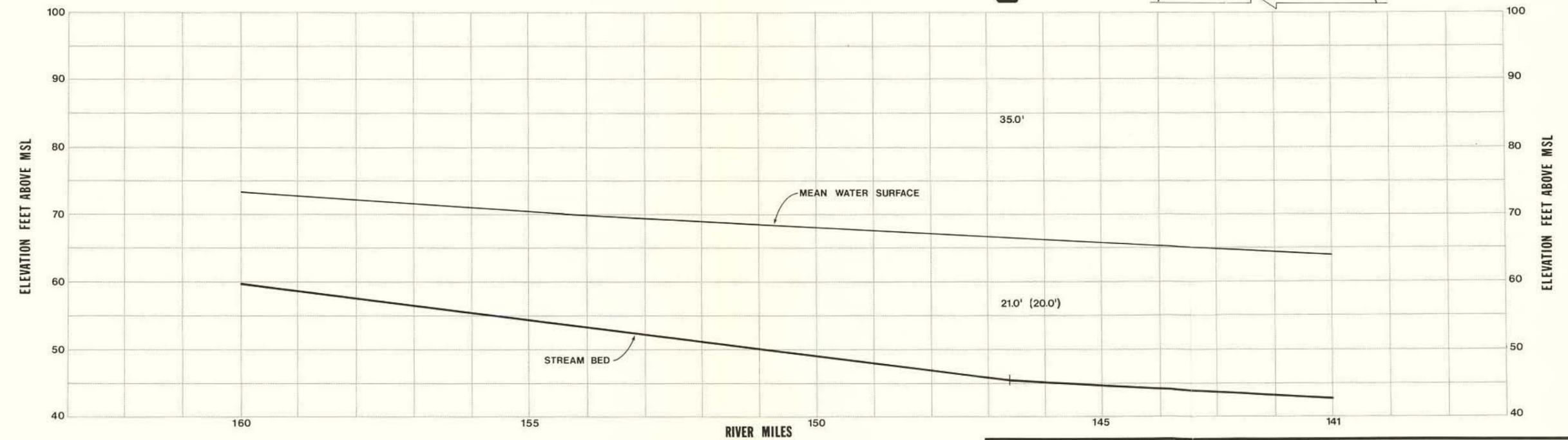
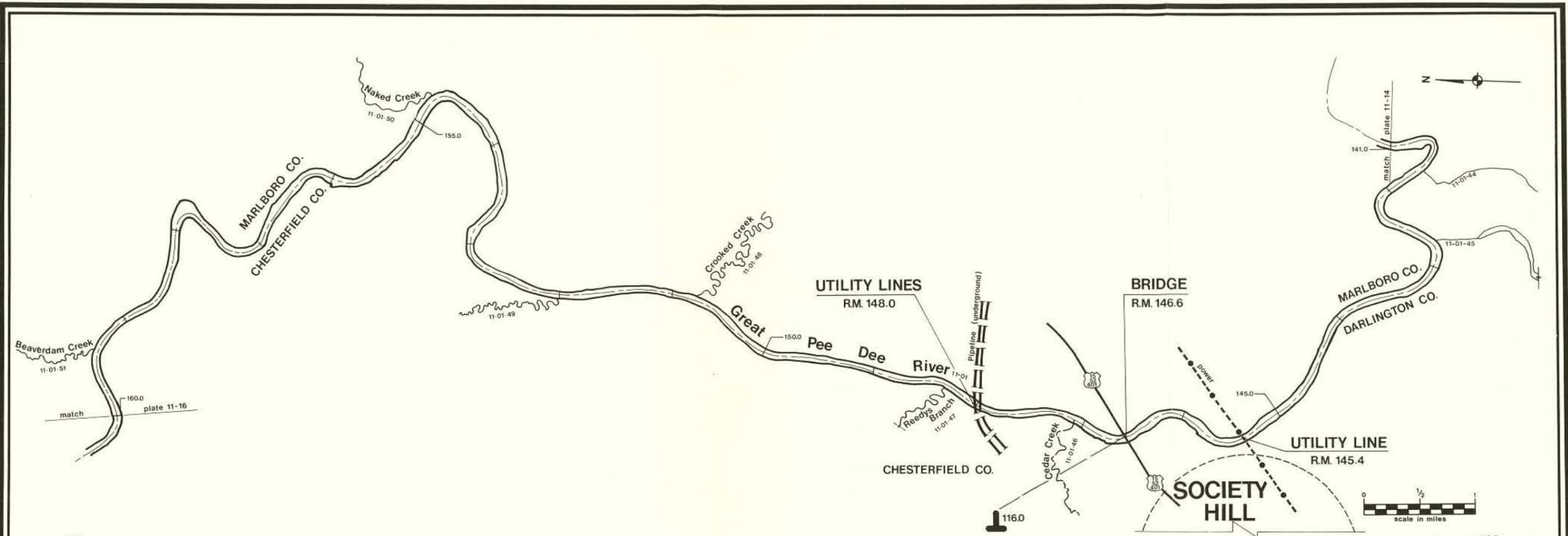
- OVERHEAD STRUCTURE 75' ← HORIZONTAL CLEARANCE IN MAIN CHANNEL
- MEAN WATER SURFACE 12' ← VERTICAL CLEARANCE TO STRUCTURE
- STREAM BED 8' (6') ← MAXIMUM DEPTH AT MEAN FLOW
- STRUCTURE RIVER MILE LOCATION ← MAXIMUM DEPTH OF 50 FOOT WIDE CHANNEL AT MEAN FLOW

**NOTES:**

- ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES. STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

**U.S. ARMY CORPS OF ENGINEERS**  
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PLAN AND PROFILE  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 DARLINGTON-MARLBORO CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 118.0 - 141.0 Plate 11-14



**LEGEND:**

OVERHEAD STRUCTURE — 75' — HORIZONTAL CLEARANCE IN MAIN CHANNEL

MEAN WATER SURFACE — 12' — VERTICAL CLEARANCE TO STRUCTURE

STREAM BED — 8' (6') — MAXIMUM DEPTH AT MEAN FLOW

STRUCTURE RIVER MILE LOCATION

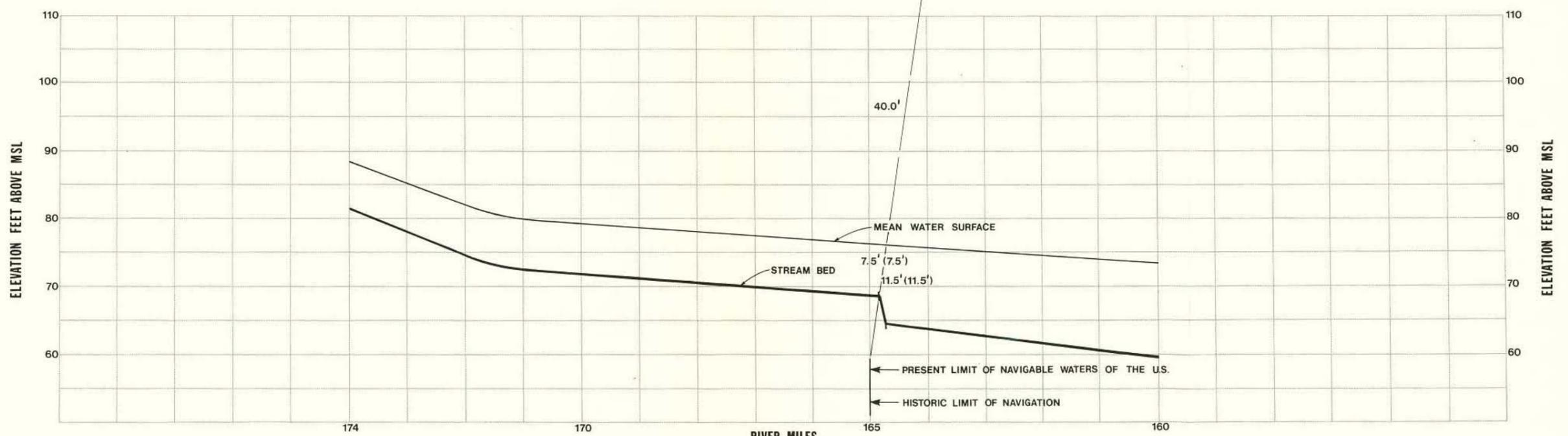
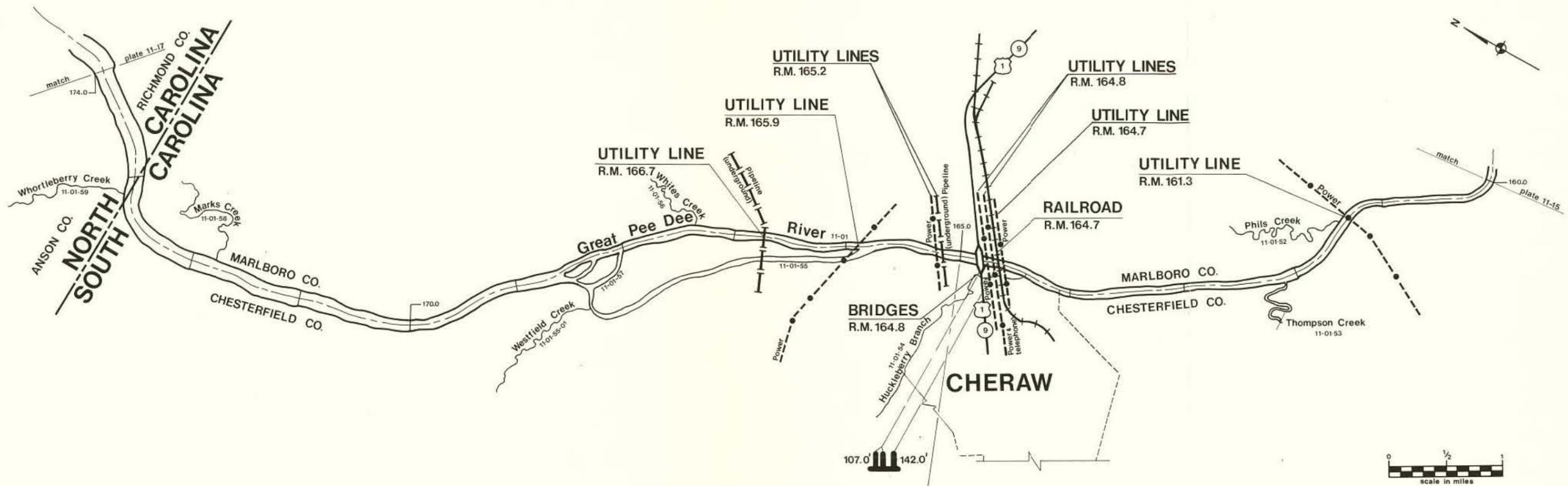
**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES, STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

**U.S. ARMY CORPS OF ENGINEERS**  
 CHARLESTON DISTRICT  
 Charleston, South Carolina

STANLEY CONSULTANTS

**PLAN AND PROFILE**  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 CHESTERFIELD-DARLINGTON-MARLBORO CO., S.C.  
**NAVIGABILITY STUDY**  
 Miles 141.0 - 160.0 Plate 11-15



**LEGEND:**

OVERHEAD STRUCTURE — 75' — HORIZONTAL CLEARANCE IN MAIN CHANNEL

MEAN WATER SURFACE — 12' — VERTICAL CLEARANCE TO STRUCTURE

STREAM BED — 8' (6') — MAXIMUM DEPTH AT MEAN FLOW

— 8' (6') — MAXIMUM DEPTH OF 50 FOOT WIDE CHANNEL AT MEAN FLOW

STRUCTURE RIVER MILE LOCATION

**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES. STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

**U.S. ARMY CORPS OF ENGINEERS**

CHARLESTON DISTRICT  
Charleston, South Carolina

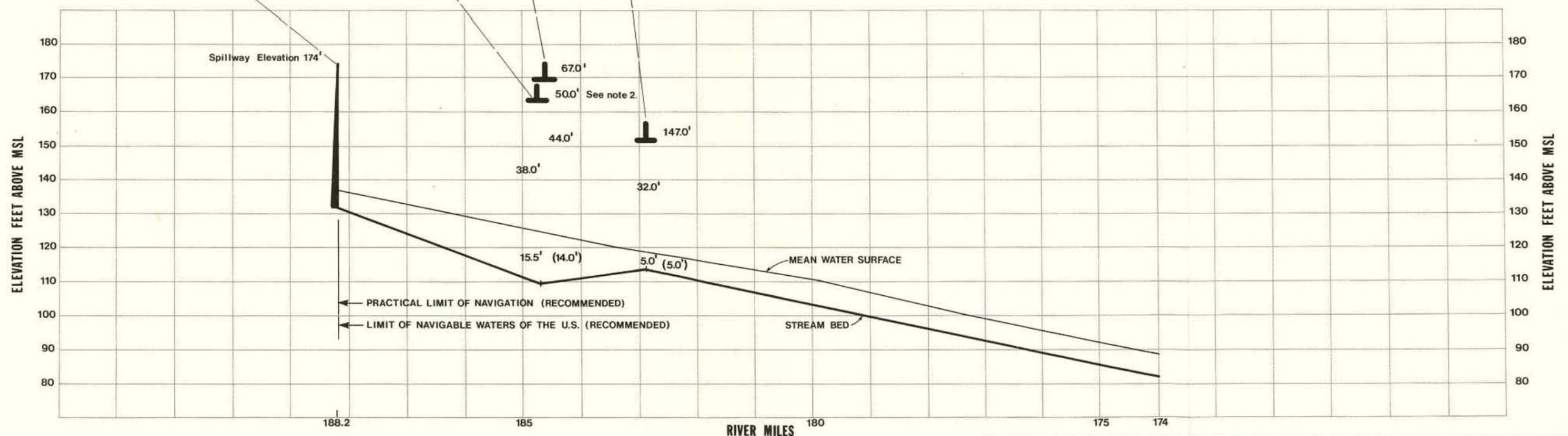
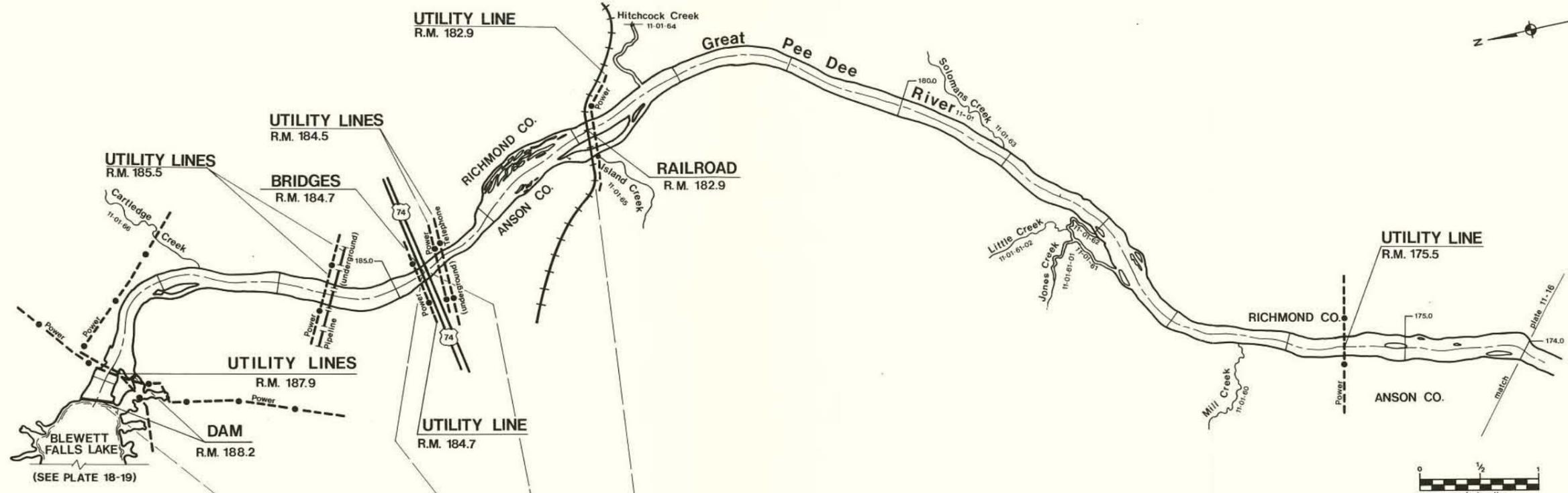
STANLEY CONSULTANTS

**PLAN AND PROFILE**

**GREAT PEE DEE RIVER**  
Great Pee Dee River Basin  
CHESTERFIELD-MARLBORO, S.C., ANSON-RICHMOND CO., N.C.

**NAVIGABILITY STUDY**

Miles 160.0-174.0 Plate 11-16



**LEGEND:**

OVERHEAD STRUCTURE — 75' — HORIZONTAL CLEARANCE IN MAIN CHANNEL

MEAN WATER SURFACE — 12' — VERTICAL CLEARANCE TO STRUCTURE

STREAM BED — 8' (6') — MAXIMUM DEPTH AT MEAN FLOW

STRUCTURE RIVER MILE LOCATION

**NOTES:**

1. ELEVATION AND SLOPE OF MEAN WATER SURFACE ARE BASED ON USGS TOPOGRAPHIC MAPS AND ARE THEREFORE ONLY APPROXIMATIONS. VERTICAL DIMENSIONS FROM STREAM BED TO OVERHEAD STRUCTURES ARE FIELD MEASUREMENTS. RELATIVE LOCATION OF MEAN WATER SURFACE IS APPROXIMATED FROM CONTOUR MAPS, MEASURED CROSS SECTIONS AND VELOCITIES, STREAM FLOW RECORDS, THE MANNING EQUATION, AND FIELD OBSERVATIONS. SEE SUMMARY REPORT FOR COMPLETE EXPLANATION.

2. ARCHED STRUCTURE; CLEARANCE GIVEN AT 50 FOOT WIDTH.

U.S. ARMY CORPS OF ENGINEERS  
 CHARLESTON DISTRICT  
 Charleston, South Carolina  
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PLAN AND PROFILE  
**GREAT PEE DEE RIVER**  
 Great Pee Dee River Basin  
 ANSON - RICHMOND CO., N.C.  
**NAVIGABILITY STUDY**  
 Miles 174.0-188.2 Plate 11-17

APPENDIX A  
STREAM CATALOG

This appendix presents a coded listing of all non-tidal streams located in the Great Pee Dee River basin having a mean annual flow greater than or equal to five cfs. In tidal areas essentially all streams are coded; however, some very small, short streams and drainage tile systems were not coded. This summary does not include secondary streams in the drainage areas for Lake Robinson (18-07), Blewett Falls Lake (18-09), and Lake Tillery (18-13); these stream codes are presented in Report 18.

Streams which are all or partially subject to tidal influence are noted in the listing. These are classified "navigable waters of the U. S." to the tidal limit. Non-tidal reaches of streams classified "navigable waters of the U. S." are covered in Section 6 of this report. All other streams not tidally influenced are classified "waters of the U. S."

The points where flow is approximately equal to five cfs (headwaters) are defined by approximate longitude and latitude, and river miles from the nearest named tributary, major highway, railroad, or other similar reference point. Some streams listed in the tabulation may not have headwater locations identified. This occurs when the name of a stream changes at a confluence where the flow immediately downstream is greater than five cfs. Thus, the headwater locations for streams with more than one name are associated with the appropriate upstream name found on USGS quadrangle maps. Some streams in this appendix listing are also coded in other reports for this study. Cross-references to specific reports are noted.

The coding system shown in the tabulation uses a procedure developed by the Charleston District, Corps of Engineers. Streams are summarized from the mouth of the major river upstream to the report boundary.

USGS data was used to identify the location where the mean annual stream flow is five cfs. Flow records from gaging stations throughout the Charleston District were evaluated and an isoflow map developed

to indicate variations in runoff (cfs per square mile). These runoff values were then applied to the appropriate stream drainage areas (as determined from USGS quadrangle maps) so that a flow of five cfs was approximated.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER		FIFTH ORDER	LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM
										UP	DOWN	
11	01					Great Pee Dee River * #						
		01				Unnamed Tributary *						
		02				Unnamed Tributary *						
		03				Black River * ##						
		04				Jericho Creek * #						
			01			Middleton Cut * #						
			02			Carr Creek * # ç						
			03			Little Carr Creek * #						
			04			Unnamed Tributary * #						
			05			Carr Creek * # ç						
			06			Little Carr Creek * #						
			07			Schooner Creek * #						
			08			Unnamed Tributary *						
			09			Butler Creek * #						
			10			Squirrel Creek * #						
				01		Bullins Creek * #						
			11			Chapel Creek *						

\* All or part tidally influenced.  
ç Dual code in Report 11.

# Dual code in Report 07.

## Dual code in Report 06.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	12					Guendalose Creek * # ‡					
		13					Throughfare Creek * #					
			01				Unnamed Tributary * #					
			02				Cooter Creek * # ‡					
			03				Guendalose Creek * # ‡					
		14					Cypress Creek *					
		15					St. Pauls Branch *					
		16					Little Bull Creek * #					
			01				Cooter Creek * # ‡					
		17					Pole Castle Branch *					
		18					Yauhannah Creek *					
		19					Yauhannah Lake *					
		20					Bull Creek * #					
			01				Cowford Swamp * #					
				01			Horsepen Branch * #					
			02				Horseshoe Lake * #					

\* All or part tidally influenced.

# Dual code in Report 07.

‡ Dual code in Report 11.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )						
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER		FIFTH ORDER	LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM	
										UP	DOWN		
11	01	20	03										
		21											
		22											
		23											
		24											
				01				33 39 45	79 18 45	1.9			Port Creek
				02				33 41 15	79 18 35	0.7			Port Creek
		25											
				01				33 45 10	79 21 45	5.6			Muddy Creek
				02				33 47 15	79 26 15	2.6			Mill Creek
		26											
				01				33 54 15	79 22 10	6.0			Great Pee Dee River
		27											
		28											
		01				34 01 30	79 27 30	5.9			Mulyn Creek		
29													

11-A5

\* All or part tidally influenced.  
ç Dual code in Report 11.

# Dual code in Report 07.  
## Dual code in Report 12.

### Dual code in Report 10.

APPENDIX A  
STREAM CATALOG

STREAM CODE							STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
REPORT NUMBER	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM
										UP	DOWN	
11	01	30					Catfish Creek					
			01				Pitch Pot Swamp	34 07 37	79 28 30	4.4		Catfish Creek
			02				Collins Creek					
				01			Flat Swamp	34 05 30	79 24 40	1.3		Collins Creek
				02			Smith Swamp	34 11 35	79 20 15	0.1		Atlantic Coast Line Railroad Bridge
					03		Catfish Channel	34 21 30	79 31 00	0.3		I-95 Highway Bridge
					01		Stackhouse Creek	34 16 10	79 23 30	2.6		Catfish Channel
		31					Barfield Mill Creek	34 00 02	79 31 45			Confluence-Barfields Old Mill Creek
		32					Jefferies Creek					
			01				Willow Creek	34 06 05	79 41 05			Confluence-Little Willow Creek
				01			Cypress Creek	34 03 45	79 38 55	1.0		Willow Creek
				02			Long Branch	34 10 35	79 36 05	3.3		Jefferies Creek
				03			Middle Branch	34 09 55	79 38 05	2.2		Jefferies Creek
				04			Polk Swamp Canal					
					01		Adams Branch Creek	34 13 10	79 41 15	0.7		Polk Swamp Canal

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	32	05				Middle Swamp	34 11 00	79 54 30	2.6		Atlantic Coast Line Railroad Bridge
				01			Alligator Branch	34 07 35	79 48 20	1.9		Middle Swamp
			06				Beaverdam Creek	34 11 35	79 49 45	0.7		Jefferies Creek
			07				Jefferies Ditch	34 16 15	80 03 10	1.3		Jefferies Creek
		33					Toby Creek	34 13 10	79 31 40			Confluence-Agnay Swamp
		34					Cud Swamp	34 15 35	79 30 30	1.1		Pocosin Swamp
			01				Pocosin Swamp	34 20 35	79 34 45	1.2		I-95 Highway Bridge
				01			Gum Swamp	34 18 10	79 31 30	1.8		Pocosin Swamp
		35					Schoolhouse Branch	34 15 05	79 39 35	6.8		Great Pee Dee River
		36					Brownsville Creek	34 21 20	79 36 00	3.2		I-95 Highway Bridge
		37					Black Creek					
			01				High Hill Creek	34 15 56	79 57 40	1.6		U.S. 401 Highway Bridge
			02				Swift Creek	34 19 25	80 01 30	3.4		S.C. 13 Highway Bridge
				01			Bellyache Creek	34 02 05	79 56 10	2.6		U.S. 401 Highway Bridge

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM	
										UP	DOWN		
11	01	37	02	02			Indian Creek	34 17 15	79 56 55	3.9		Swift Creek	
			03				Horse Creek	34 25 00	79 53 40	3.5		Black Creek	
			04				Seed Creek						
				01			Leavenworth Branch	34 26 25	79 57 29	0.8			Seed Branch
				05			Everlasting Branch	34 23 25	79 57 30	1.5			Black Creek
				06			Boggy Swamp	34 26 15	80 02 50	1.6			Boggy Swamp
					01		Little Boggy Swamp	34 26 20	80 00 55	1.4			Boggy Swamp
				07			Spring Branch	34 24 35	80 04 15	1.7			Black Creek
				08			Beaverdam Creek	34 26 35	80 13 50	7.4			Black Creek
				09			Lower Alligator Creek #	34 29 45	80 12 20	2.1			Lake Robinson
				10			Little Beaverdam Creek #	34 31 05	80 08 05	3.1			Lake Robinson
				11			Big Beaverdam Creek #	34 28 55	80 06 50	2.4			Lake Robinson
				12			Pond Hollow Branch #	34 25 25	80 07 40	0.7			Lake Robinson
				13			Little Alligator Creek#	34 31 10	80 13 15	2.5			Black Creek
				14			Ham Creek #	34 34 25	80 14 15	2.2			Cow Branch
	15			Skipper Branch #	34 37 45	80 13 10		0.2		Dead Pine Branch			

11-A8

# Dual code in Report 18.

APPENDIX A  
STREAM CATALOG

11-A9

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM	
										UP	DOWN		
11	01	37	16				Little Black Creek ##	34 43 35	80 17 05	1.1		Martin Branch	
			38				Back Swamp	34 18 10	79 46 30	2.5		Alligator Swamp	
			01				Unnamed Tributary	34 19 30	79 43 15	4.5		Back Swamp	
			02				Alligator Creek	34 19 15	79 44 30	1.2		Back Swamp	
		39					Unnamed Tributary # (Bryds Island)						
			01				Hurricane Branch	34 21 40	79 48 30	0.8		S. C. Secondary 892 Highway Bridge	
		40				Unnamed Tributary # (Byrds Island)							
		41				Rogers Creek	34 28 05	79 36 55	1.7		S.C. 38 Highway Bridge		
			01				Unnamed Tributary	34 25 55	79 36 50	2.1		Rogers Creek	
		42					Flat Creek	34 25 20	79 48 20	0.6		S. C. Secondary 522 Highway Bridge	
		43					Three Creeks						
			01				Hagins Prong	34 35 40	79 33 30	0.8		S.C. 9 Highway Bridge	
				01			Unnamed Tributary	34 31 10	79 34 30	1.7		Hagins Prong	

# Dual code in Report 11.

## Dual code in Report 18.

APPENDIX A  
STREAM CATALOG

11-A10

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM
										UP	DOWN	
11	01	43	02				Cottingham Creek	34 36 50	79 36 35			Seaboard Coast Line Railroad Bridge
				01			Unnamed Tributary	34 34 00	79 38 40	0.4		Cottingham Creek
		44					Unnamed Tributary #					
			01				Buckholtz Creek	34 27 25	79 51 45	4.7		Robbings Neck Creek
		45					Unnamed Tributary #					
		46					Cedar Creek	34 29 35	80 02 45	1.3		S.C. 102 Highway Bridge
			01				Spot Mill Creek	34 27 35	79 53 30	2.8		Cedar Creek
			02				Harris Creek	34 32 10	79 56 05	3.2		Cedar Creek
			03				Little Cedar Creek	34 32 00	80 01 10	1.4		Pool Branch
				01			Unnamed Tributary	34 31 20	79 59 10	0.7		Little Cedar Creek
		47					Reedys Branch	34 34 45	79 51 40	3.6		Great Pee Dee River
		48					Crooked Creek	34 47 30	79 40 05	1.6		Lightwood Knot Creek
			01				Lilly Quick Creek	34 40 55	79 41 15	2.2		Crooked Creek
			02				Beverly Creek	34 40 50	79 36 55	2.9		Crooked Creek
			03				Lightwood Knot Creek	34 47 45	79 42 15	3.5		Crooked Creek

# Dual code in Report 11.

APPENDIX A  
STREAM CATALOG

STREAM CODE							STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
REPORT NUMBER	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	49					Unnamed Tributary	34 37 30	79 48 30	2.5		Great Pee Dee River
		50					Naked Creek	34 44 30	79 43 15	9.6		Herndon Branch
			01				Herndon Branch	34 39 40	79 44 40	2.4		Naked Creek
		51					Beaverdam Creek	34 39 35	79 49 00	1.6		Great Pee Dee River
		52					Phils Creek	34 44 15	79 46 35	1.9		Wolf Creek
			01				Wolf Creek	34 44 40	79 47 50	1.5		Phils Creek
		53					Thompson Creek	34 46 50	80 17 15	0.3		Stone House Creek
			01				Juniper Creek	34 33 50	80 09 40	2.1		Cow Branch
				01			Little Juniper Creek	34 36 30	80 00 30	1.7		Juniper Creek
			02				Beaver Creek	34 39 20	79 58 30	2.2		Thompson Creek
			03				Bear Creek					
				01			Little Bear Creek	34 39 50	80 08 10			Confluence-Horsepen Branch
					01		Twitty Prong	34 37 55	80 06 20	2.5		Little Bear Creek
					02		Bay Branch	34 38 55	80 06 55	1.1		Little Bear Creek
				02			Big Bear Creek	34 41 20	80 08 30	1.7		Cow Branch
		04					Indian Creek	34 43 50	80 06 35	1.0		S.C. 145 Highway Bridge

11-A11

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM
										UP	DOWN	
11	01	53	05				Abrams Creek	34 44 15	80 02 20	1.7		Thompson Creek
			06				Adams Creek					
				01			Jimmies Creek	34 47 40	80 04 50	2.2		Marsh Branch
			07				Deep Creek	34 45 30	80 14 50			Confluence-Mill Branch
				01			Crews Branch	34 44 40	80 08 25	0.7		Deep Creek
			08				Cedar Creek	34 48 40	80 07 25	2.0		Thompson Branch
			09				Deadfall Creek	34 49 40	80 14 00			Confluence-Boles Creek
				01			Shaw Creek	34 51 55	80 12 10			Confluence-Grindstone Creek
			10				Clay Creek	34 48 30	80 13 25			Confluence-Savannah Branch
			11				Stone House Creek	34 48 40	80 17 40			Confluence-Betties Branch
		54					Huckleberry Branch	34 42 40	79 53 15	1.5		Wilson Branch
		55					Unnamed Tributary #					
			01				Westfield Creek	34 48 10	80 00 20	3.3		Little Westfield Creek

11-A12

# Dual code in Report 11.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM	
										UP	DOWN		
11	01	55	01	01			Little Westfield Creek	34 46 00	79 59 35	1.3		Westfield Creek	
		56					Whites Creek	34 47 15	79 46 15	0.4		Seaboard Coast Line Railroad Bridge	
		57					Unnamed Tributary #						
		58					Marks Creek	34 53 55	79 40 20	0.4		Damon Boyds Lake	
		59					Whortleberry Creek	34 48 50	79 56 00	0.6		Great Pee Dee River	
		60					Mill Creek	34 50 00	80 00 00	0.7		Seaboard Coast Line Railroad Bridge	
		61					Unnamed Tributary #						
			01				Jones Creek						
					01		Hale Creek	34 55 35	79 58 50	2.0		Jones Creek	
					02		N. Fork Jones Creek	35 54 50	80 05 50	3.3		Lampley Branch	
						01	Brush Fork	34 57 35	80 02 25	1.9		Bailey Creek	
				02			Little Creek	34 52 10	79 52 55	0.6		Great Pee Dee River	
		62					Unnamed Tributary #						

11-A13

# Dual code in Report 11.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	63					34 52 55	79 48 05			Confluence-Black Branch	
			01				34 52 30	79 49 45	0.5		Solomans Creek	
		64					35 00 30	79 36 05	3.0		Bones Big Branch	
			01				34 56 30	79 41 45	4.8		South Prong Falling Creek	
				01			34 53 55	79 43 15	1.4		Beaverdam Branch	
			02				34 58 20	79 44 55	0.3		Hitchcock Creek	
			03				35 05 00	79 41 20	2.0		Millstone Creek	
				01			35 01 45	79 40 50	2.0		Rocky Fork	
				02			35 04 00	79 43 25	3.0		Rocky Fork	
				03			35 03 45	79 40 45	0.6		Rocky Fork	
			04				34 57 55	79 38 55	2.7		Hitchcock Creek	
			05				35 02 15	79 37 00	1.7		Big Branch	
		65					34 56 20	79 54 30	2.8		Great Pee Dee River	
		66					35 01 50	79 47 40	0.7		South Prong	
			01				35 01 20	79 46 30	1.4		Cartledge Creek	

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER		FIFTH ORDER	LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	67					34 59 15	79 56 45	1.4		North Fork	
		68					35 02 35	79 57 30	4.1		Great Pee Dee River	
		69										
		70					35 38 10	79 50 20	2.6		South Prong	
			01				35 09 20	79 51 10	0.5		N. C. Secondary 1005 Highway Bridge	
			02				35 10 25	79 58 30			Confluence-Big Wolf Branch	
				01			35 09 10	80 00 04			Confluence-West Prong Hamer Creek	
				03			35 14 55	79 47 55	1.4		Indian Branch	
					01		35 12 35	79 50 30			Confluence-Woodard Branch	
				04			35 10 20	79 56 50	2.1		Little River	
				05			35 14 35	79 56 40	1.8		Cedar Branch	
				06			35 15 05	79 52 50			Confluence-Lick Branch	
				07			35 20 50	79 58 15	4.4		Warner Creek	

# Dual code in Report 18.

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	70	07	01			Little Rocky Creek	35 17 05	79 55 05			Confluence-Hill Br
			08				Big Creek	35 16 50	79 49 15			Confluence-Little Cr
			09				Bridgers Creek	35 18 45	79 50 00	2.3		Little River
			10				Cedar Creek	35 19 45	79 47 55			Confluence-Reedy Fk
			11				Densons Creek	35 25 55	79 54 15	0.6		Arnett Branch
				01			Dumas Creek	35 23 40	79 55 45	2.8		Bishop Creek
			12				West Fork Little River	35 32 00	79 52 55	5.6		Betsy Creek
		71					Dry Creek	35 06 35	80 00 07	0.1		N.C. 109 Highway Bridge
		72					Cedar Creek	35 01 00	80 00 15	6.7		Great Pee Dee River
		73					Brown Creek	34 48 35	80 22 05	2.4		Little Brown Creek
			01				Flat Fork	35 01 55	80 03 20	3.9		Brown Creek
			02				Goulds Fork	34 59 50	80 07 00		1.6	Culpepper Creek
			03				Pinch Gut Creek	35 00 07	80 08 55	0.1		Brown Creek
			04				Little Brown Creek	34 56 30	80 11 05	0.4		Legget Branch
			05				Lick Creek	34 57 10	80 14 20	0.8		Brown Creek
			06				Unnamed Tributary	34 52 58	80 16 10	1.1		Brown Creek

11-A16

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	MAJOR RIVER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )					
		PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM	
										UP	DOWN		
11	01	73	07				Little Brown Creek	34 50 55	80 21 30			Confluence-Wallace Branch	
							Dula Thoroughfare						
		74											
				01				Buffalo Creek	35 07 25	80 05 05	0.5		Dula Thoroughfare
		75						Rocky River	35 31 15	80 46 45			Confluence-Dye Cr
				01				Hardy Creek	35 13 35	80 10 55			Confluence-Ugly Cr
			02					Lanes Creek	34 51 02	80 27 40			Confluence-Gumlog Branch
					01			Blackwell Branch	35 01 15	80 16 35			Confluence-Miles Br
					02			Beaverdam Creek	34 56 45	80 23 35			Confluence-Maple Springs Branch
					03			Wicker Branch	34 52 27	80 25 30	1.0		Lanes Creek
				03				Cribs Creek	35 05 20	80 14 17	1.7		Little Cribs Creek
				04				Richardson Creek	34 55 35	80 33 30			Confluence-Adams Br
					01			Water Branch	35 07 00	80 17 35			Confluence-Little Water Branch
					02			Gourdvine Creek	35 04 55	80 20 00	2.4		Richardson Creek
			03			Negro Head Creek	35 00 25	80 22 40			Confluence-Buck Br		

11-A17

APPENDIX A  
STREAM CATALOG

STREAM CODE							STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )						
REPORT NUMBER	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' '' )	LONGITUDE ( ° ' '' )	STREAM MILES		FROM		
										UP	DOWN			
11	01	75	04	04			Watson Creek	35 04 30	80 25 50			Confluence-Haw Br		
				05			Meadow Branch	35 00 50	80 26 55	3.1		Richardson Creek		
				06			Mill Creek	35 03 25	80 27 50	0.8		Richardson Creek		
				07			Stewart Creek	35 01 47	80 33 35			Confluence-East Fk		
								01	Chinkapin Creek	35 03 45	80 29 57	1.6		Flag Branch
								02	Stumplick Branch	35 01 50	80 31 45	0.9		Stewarts Creek
								08	Rays Fork	34 58 45	80 28 15			Confluence-Flag Br
								09	Bearskin Creek	34 59 35	80 35 00			Confluence-Camp Br
								10	Little Richardson Creek	34 55 05	80 31 05	2.4		Buck Branch
								11	Beaverdam Creek	34 57 05	80 35 40	0.8		N.C. 200 Highway Bridge
							05		Long Creek	35 26 30	80 13 20	0.3		N.C. Secondary 1134 Highway Bridge
								01	Big Bear Creek	35 26 00	80 19 25	6.4		Little Bear Creek
								01	Stony Run	35 16 15	80 19 20			Confluence-Allison Branch
								02	Little Bear Creek	35 23 30	80 22 45	2.9		Big Bear Creek
								02	Little Long Creek	35 16 35	80 14 00	3.0		Long Creek

11-A18

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	MAJOR RIVER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
		PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	75	05	03	01	Little Bear Creek	35 18 10	80 16 15	3.2		Long Creek	
				04		Little Long Creek	35 23 30	80 11 00	1.9		Town Creek	
						Town Creek	35 25 00	80 14 00	4.1		Little Long Creek	
				06		Island Creek	35 13 30	80 23 23	1.8		Cucumber Creek	
				07		Rock Hole Creek	35 12 20	80 26 00			Confluence-Rock Hole Branch	
				08		Grassy Creek	35 08 25	80 25 50	2.1		Rocky River	
				09		Crooked Creek						
				01		South Fork Crooked Creek	35 03 37	80 37 00		2.5	U.S. 74 Highway Bridge	
				02		North Fork Crooked	35 06 35	80 38 40	0.9		N.C. Secondary 1501 Highway Bridge	
				10		Goose Creek	35 07 58	80 37 58		0.6	Stevens Creek	
				01		Duck Creek	35 10 15	80 34 45	5.3		Goose Creek	
				11		Clear Creek	35 11 40	80 37 07	3.1		Sherman Branch	
				12		Muddy Creek	35 13 55	80 30 45	2.5		Rocky River	
				13		Unnamed Tributary	35 15 50	80 27 30	1.0		Rocky River	
14	Little Meadow Creek	35 16 45	80 27 45	1.5		Rocky River						

11-A19

APPENDIX A  
STREAM CATALOG

REPORT NUMBER	MAJOR RIVER	STREAM CODE					STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
		PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	75	15				Anderson Creek	35 16 25	80 31 30			Confluence-Horton Br
			16				Dutch Buffalo Creek	35 31 25	80 30 55	3.9		Lick Branch
				01			Adams Creek	35 23 50	80 28 40	1.4		McAllister Creek
				02			Little Buffalo Creek	35 28 20	80 22 45	2.5		Butcher Branch
				03			Black Run Creek	35 28 10	80 26 25	2.6		Dutch Buffalo Creek
				04			Jinney Wolf Creek	35 28 15	80 28 00	2.4		Dutch Buffalo Creek
			17				Hamby Branch	35 20 05	80 30 25	0.9		Rocky River
			18				Cold Water Creek	35 32 22	80 34 30	4.5		I-85 Highway Bridge
				01			Irish Buffalo Creek	35 32 15	80 38 30	1.9		Kannapolis Lake Dam
				02			Little Cold Water Creek	35 25 55	80 32 15	3.5		Cold Water Creek
			19				Reedy Creek	35 15 05	80 41 40	5.9		McKee Creek
				01			Caldwell Creek	35 16 10	80 35 30	3.1		Reedy Creek
				02			McKee Creek	35 16 08	80 38 15	1.7		Reedy Creek
			20				Back Creek	35 18 35	80 41 00	3.9		Fuda Creek
			21				Coddle Creek	35 32 55	80 44 58	3.1		East Fork Coddle Cr
				01			Mill Creek	35 27 50	80 42 05	1.7		Coddle Creek
				02			East Fork Coddle Creek	35 32 20	80 44 28	2.1		Coddle Creek

APPENDIX A  
STREAM CATALOG

11-A21

REPORT NUMBER	STREAM CODE						STREAM NAME	HEADWATER LOCATION ( Mean Flow = 5 cfs )				
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER	FIFTH ORDER		LATITUDE ( ° ' " )	LONGITUDE ( ° ' " )	STREAM MILES		FROM
										UP	DOWN	
11	01	75	22				Mallard Creek	35 19 30	80 47 05	0.7		Clarks Creek
				01			Stony Creek	35 50 12	80 43 40	1.0		Mallard Creek
				02			Clarks Creek	35 20 55	80 47 15	2.4		Mallard Creek
			23				Clarke Creek					
				01			Ramah Creek	35 25 25	80 45 55	0.6		Clarke Creek
				02			South Prong Clarke Cr	35 24 20	80 48 10	0.9		Clarke Creek
			24				West Branch Rocky R	35 31 10	80 48 58	3.7		South Prong
		76					Clarks Creek	35 17 25	80 01 00			Confluence-Dumas Cr
				01			Lick Fork	35 16 25	79 59 00	3.4		Clarks Creek
		77					Jacobs Creek #	35 17 55	80 08 45	2.1		Lake Tillery
		78					Mountain Creek #	35 23 15	80 09 45	4.5		Little Mountain Cr
		79					Yadkin River ##					

# Dual code in Report 18.

## Dual code in Report 17.

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

This appendix is a compilation of lakes from 10 to 1,000 acres which are contained in the Great Pee Dee River basin.

This inventory was compiled from the following sources:

1. Inventory of Lakes in South Carolina Ten Acres or More in Surface Area.
2. Hydrologic Information Storage and Retrieval System, Register of Dams for North Carolina (computer printout).
3. USGS Quadrangle Maps.

The USGS quadrangle maps are used to locate and to detect lakes that were not listed in the other sources. Actual surface area and gross storage information is supplied where available. The lakes were coded by major stream basin in accordance with other procedures developed for identifying streams. The map data from Source 1 above generally does not permit detailed location of the small lakes. Thus, lakes are coded by basin only as far as the secondary order.

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01					Yauhannah Lake	--	--	Georgetown
11	01					Exchange Plantation Pond	20	32	Georgetown
11	01					Jordan Lake	40	--	Georgetown
11	01					Unnamed Lake	--	--	Marion
11	01	30	02			Gaddy Millpond	50	200	Marion
11	01	30	03			Lances Lake	25	150	Marion
11	01	30	01			Pine Lake	15	60	Marion
11	01					Horseshoes Lake	--	--	Marion
11	01					Staple Lake	--	--	Marion
11	01					Wildhorse Lake	--	--	Marion
11	01					Johnson Lake	--	--	Marion
11	01					Thomas Lake	--	--	Marion
11	01					Ballon Lake	--	--	Marion
11	01					Unnamed Lake	--	--	Marion
11	01					Honey Lake	--	--	Marion
11	01					Hodge Lake	--	--	Marion
11	01					Crooked Lake	--	--	Marion

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01					Graves Lake	--	--	Marion
11	01					Unnamed Lake (Dead River)	--	--	Marion
11	01					Old River Lake	--	--	Marion
11	01	30				Long Lake	--	--	Marion
11	01	30				Ten Acre Pond	--	--	Marion
11	01					Unnamed Lake	--	--	Marion
11	01					Unnamed Lake	--	--	Marion
11	01					Unnamed Lake	--	--	Marion
11	01					Unnamed Lake	--	--	Marion
11	01					J. W. King	30	75	Florence
11	01					C. A. Willoughby & Pete Clark	28	85	Florence
11	01	32	01			Palles Pond	20	50	Florence
11	01	32	02			Pepsi Cola Lake	12	45	Florence
11	01	32	03			Canal Industries	12	40	Florence
11	01	32	05			Muldrows Millpond	45	110	Florence
11	01	30	03			Miss Lacy Jackson Estate	22	100	Dillon
11	01	34	01			Julian H. Berry	15	75	Dillon

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	34	01			Sarah F. Dees	16	50	Dillon
11	01	34	01			John D. Coleman	12	50	Dillon
11	01					Unnamed Lake	--	--	Georgetown
11	01					New Ham Lake	--	--	Georgetown
11	01	20				Unnamed Lake	--	--	Horry
11	01	34	01			Marshden Cox	15	75	Dillon
11	01	36				Unnamed Lake	--	--	Dillon
11	01	32	05			Oakdale Lake	120	480	Florence
11	01	32	05			Forrest Lake	180	865	Florence
11	01	38				Williams Furniture Co.	24	150	Florence
11	01	38				Williams Furniture Co.	18	180	Florence
11	01	37				Ingram Lumber Co.	21	300	Florence
11	01	37				John W. Lanford	10	40	Florence
11	01	37				Unnamed Lake	--	--	Florence
11	01	32				Muldrow Millpond	25	80	Darlington
11	01	37	01			Canal Wood Corp.	150	540	Darlington
11	01	37	01			Bethea Home I	25	100	Darlington

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	37	02			Ramseys Millpond	40	144	Darlington
11	01	37	02			Dr. Byerly Estate (McCowns Millpond)	15	48	Darlington
11	01	37	05			Auburndale Farms (Gilbert Lake)	50	150	Darlington
11	01	37				Unnamed Lake	--	--	Darlington
11	01	37	04			Carl Chapman Pond	50	200	Darlington
11	01	37				Unnamed Lake	--	--	Darlington
11	01	37				Sid Jordan	20	80	Darlington
11	01	37				Unnamed Lake	--	--	Darlington
11	01	39	01			Ed Dennis	20	64	Darlington
11	01	42				T. C. Coxe	400	960	Darlington
11	01	42				Earl Gandy	10	40	Darlington
11	01	44	01			Lake Darpo	15	60	Darlington
11	01	44	01			Wilber Flowers (Spring Lake)	25	100	Darlington
11	01	44				Unnamed Lake	--	--	Darlington
11	01					Klopmans Millpond	12	60	Darlington
11	01	44				Unnamed Lake	--	--	Darlington

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	46	01			Boy Scouts Camp Coker	40	192	Chesterfield
11	01	53	01			Cheraw State Park - Eureka Lake	260	1,660	Chesterfield
11	01	53	01			Cheraw State Park	10	40	Chesterfield
11	01	53	01			U.S. Fish Hatchery	10	32	Chesterfield
11	01	53	01			Sandhill State Forrest - Chambells Lake	60	192	Chesterfield
11	01	53	01			Sandhill State Forrest - Griggs Pond	10	60	Chesterfield
11	01	53	01			Sandhill State Forrest	20	96	Chesterfield
11	01	53	01			Unnamed Lake	--	--	Chesterfield
11	01	53	03			Teals Mill	112	269	Chesterfield
11	01	53	03			Hunts Millpond	20	96	Chesterfield
11	01	53	03			T. F. Sowell	12	53	Chesterfield
11	01	53	03			Merriman Mill	12	29	Chesterfield
11	01	53	03			McLain (McLean Pond)	16	77	Chesterfield
11	01	53	03			Sandhill State Forrest (Mount Lk)	13	62	Chesterfield
11	01	53	03			Laverne Hurst	12	58	Chesterfield
11	01	53	03			Douglas Millpond	10	40	Chesterfield

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	53				Gaddy Pond	40	128	Chesterfield
11	01	53				C. M. Branch Robeson Millpond	12	58	Chesterfield
11	01	53	07			Otis Sellers Pond	22	106	Chesterfield
11	01	53	11			Old Rock Quarry	10	50	Chesterfield
11	01	53	11			Unnamed Lake	--	--	Chesterfield
11	01	53				Hursey Millpond	10	50	Chesterfield
11	01	49				Unnamed Lake	--	--	Chesterfield
11	01	49				Unnamed Lake	--	--	Chesterfield
11	01	49				Unnamed Lake	--	--	Chesterfield
11	01	49				Unnamed Lake	--	--	Chesterfield
11	01	49				Unnamed Lake	--	--	Chesterfield
11	01	53				Ottis Jordan	15	84	Chesterfield
11	01	53	01			Guy Dixon	12	58	Chesterfield
11	01	53	01			W. D. Thomas	12	58	Chesterfield
11	01	37	06			McIntosh Millpond	15	48	Darlington
11	01	37				City of Hartsville	37	185	Darlington
11	01	37				McCuen Morrell	10	40	Darlington

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	37				Prestwood Lake	300	1,800	Darlington
11	01	37	03			Jeffords Mill Pond	100	400	Darlington
11	01	37	08			Segars Millpond	18	58	Darlington
11	01	37	08			Clyde Millpond (Beaverdam Mill-pond)	30	96	Darlington
11	01	37	08			King Rancho (Kings Millpond)	10	32	Darlington
11	01	37	08			Unnamed Lake	--	--	Darlington
11	01	37	09			Ridgeview Farms #	15	72	Chesterfield
11	01	37	10			Thomas J. Morrison #	10	48	Chesterfield
11	01	37	10			Sandhill State Forrest #	20	96	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Martins Lake #	60	288	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Pool D #	20	88	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Lake 12 #	10	44	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Lake 16 #	15	66	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Lake Bee #	25	120	Chesterfield
11	01	37	14			U.S. Wildlife Refuge - Pool G #	15	66	Chesterfield
11	01	37				U.S. Wildlife Refuge - Mays Lake #	25	180	Chesterfield

# Dual code in Report 18.

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	37	15			U.S. Wildlife Refuge - Pool K #	30	144	Chesterfield
11	01	37	15			U.S. Wildlife Refuge - Pool L #	30	144	Chesterfield
11	01	37	15			U.S. Wildlife Refuge - Pool K #	30	144	Chesterfield
11	01	37	16			Woodward Millpond #	30	144	Chesterfield
11	01	37	16			Jimmy Sutton #	10	50	Chesterfield
11	01	37	16			R. W. Jordan Estate (Graves Millpond) #	22	97	Chesterfield
11	01	37				Boyd Rogers	10	24	Chesterfield
11	01	37				Town of Pageland	12	58	Chesterfield
11	01	38				E. E. Dargan - Pee Dee Experiment Station	150	540	Darlington
11	01	38				Unnamed Lake	--	--	Darlington
11	01	38				Lucas Dargan	18	72	Darlington
11	01	38	02			Red Fern	18	86	Darlington
11	01	38	02			Lucas Dargan	14	58	Darlington
11	01	39				Unnamed Lake	--	--	Darlington
11	01	39	01			Unnamed Lake	--	--	Darlington
11	01	39	01			Unnamed Lake	--	--	Darlington

# Dual code in Report 18.

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	54				Becker Sand & Gravel	50	250	Chesterfield
11	01	54				Unnamed Lake	--	--	Chesterfield
11	01	54	01			Buddy Furr	10	40	Chesterfield
11	01	54				K. S. Laney	18	86	Chesterfield
11	01					Rogers Lake	20	80	Marlboro
11	01					Unnamed Lake	--	--	Marlboro
11	01					Brownsville Lake	30	120	Marlboro
11	01					Unnamed Lake	--	--	Marlboro
11	01	41				Hugh Driggers Pond	52	208	Marlboro
11	01	41				Unnamed Lake	--	--	Marlboro
11	01	43				Drakes Millpond	250	7,000	Marlboro
11	01	43				Daileys Pond	10	72	Marlboro
11	01	43				C. P. Polsten	10	48	Marlboro
11	01	43	02			Covingtons Millpond	50	160	Marlboro
11	01	43	01			Smiths Pond	10	76	Marlboro
11	01					McLaurins Millpond	62	174	Marlboro
11	01	48				Duvalis Millpond	77	369	Marlboro

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APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	48				McCalls Millpond	30	84	Marlboro
11	01	48				Lake Wallace	416	1,664	Marlboro
11	01	48				Burnt Factory	96	307	Marlboro
11	01	48	01			Mabry Searcy	20	56	Marlboro
11	01	48				Goodwins Millpond	58	161	Marlboro
11	01	48				Becker Pond	15	60	Marlboro
11	01	48				L. E. Pence Pond	70	280	Marlboro
11	01	48				Unnamed Lake	--	--	Marlboro
11	01	48				Unnamed Lake	--	--	Marlboro
11	01	48				Usher Pond	--	--	Marlboro
11	01	48				Davids Millpond	50	120	Marlboro
11	01	50				McLaurins Millpond	62	174	Marlboro
11	01	50				Bullards Pond	50	100	Marlboro
11	01	52				Andersons Millpond	71	284	Marlboro
11	01	52				Grants Millpond	50	100	Marlboro
11	01	52	01			McMeekin Pond	20	48	Marlboro
11	01	52	01			Haires Pond	15	90	Marlboro

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (SOUTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	52				Dr. Mays Pond	18	86	Marlboro
11	01	52				Girl Scout Pond	16	128	Marlboro
11	01	52				Camp Pee Dee I	10	40	Marlboro
11	01	52				Camp Pee Dee II	10	32	Marlboro
11	01					J. P. Stevens Lagoon	15	90	Marlboro
11	01					J. P. Stevens Pond	11	90	Marlboro
11	01					J. E. Powe Pond	12	67	Marlboro
11	01	56				Paul Wallace Pond	50	200	Marlboro
11	01					Industrial Pond	--	--	Marlboro
11	01					Industrial Pond	--	--	Marlboro
11	01					Unnamed Lake	--	--	Marlboro
11	01					Unnamed Lake	--	--	Marlboro

APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (NORTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	64				Abrams Pond	12	--	Richmond
11	01	75	05			Albemarle City Lake (Long Lake)	84	--	Stanly
11	01	75	07			Unnamed Lake	--	--	Stanly
11	01	75	07			Allen Lake	10	--	Stanly
11	01	64	05			Bagget Lake	14	40	Richmond
11	01	48	03			Krinshaw Pond	--	--	Richmond
11	01	58				Battley Pond	11	--	Richmond
11	01	65				W. R. Bonsal Co. Pond	14	--	Anson
11	01					Unnamed Lake	--	--	Anson
11	01					Unnamed Lake	--	--	Anson
11	01	58				Boyd's Lake	75	--	Richmond
11	01	75	06			Brattain Lake	10	--	Stanly
11	01	75	04			Brewer Pond	14	62	Union
11	01	75	21			Cabarrus Country Club Lake	12	--	Cabarrus
11	01	75	22			Griffith Lakes	--	--	Mecklenburg
11	01	64	01			C-C Pond	60	--	Richmond
11	01	64	01			Unnamed Lake	--	--	Richmond

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APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (NORTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FOURTH ORDER				
11	01	64	03			Camp Millstone Lake (Millstone Lk)	18	--	Richmond
11	01	75	18			Cannon Lake (Kannapolis Lake)	375	4,140	Rowan
11	01	75	18			Cannon's Lake	10	--	Cabarrus
11	01	70	10			Capelsie Lake	35	--	Montgomery
11	01	75	02			Cash Pond	10	36	Union
11	01	75	09			Charlotte Pipe Foundry Pond	10	60	Union
11	01	58				City Lake	80	--	Richmond
11	01	61	01			City Pond - Town of Wadesboro (Wadesboro Municipal Lake)	100	292	Anson
11	01	75	07			Collins Pond	13	68	Union
11	01	75	18			Concord Lake (City of Concord)	101	1,201	Cabarrus
11	01	58				Cordova Lake (Steels Millpond)	40	--	Richmond
11	01	75	03			D & J Farms Pond	10	--	Anson
11	01	70	11			Denson Creek Dam (Troy City Water Supply Lake)	10	--	Montgomery
11	01	63				Dockery's Pond	17	--	Richmond
11	01	71				Unnamed Lake	--	--	Richmond

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APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY (NORTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	70				Eury Dam (Montgomery County Hunt Club, Inc.)	80	--	Montgomery
11	01	58				Everetts Millpond	150	--	Richmond
11	01	64	01			Falling Creek Dam (City of Rockingham) (Hinson Lake)	75	--	Richmond
11	01	64	01			McDonalds Pond	--	--	Richmond
11	01	75	18			Fisher Lake	277	3,377	Cabarrus
11	01	75	12			Foster Pond	10	--	Montgomery
11	01	64	04			Gibson Pond	10	--	Richmond
11	01	58				Hamlet City Lake (Water Lake Dam 02)	85	--	Richmond
11	01	65				Hedricks Lake	25	--	Anson
11	01	70				Hurleys Lake	35	--	Montgomery
11	01	75	21			Jackson Training School Pond	10	--	Cabarrus

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APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (NORTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	75	04			Jones Pond	16	--	Anson
11	01	75	07			Lanes Creek Dam (Marshville City Water Supply Dam)	15	46	Union
11	01	64				Ledbetter Pond (Ledbetter Lake)	350	--	Richmond
11	01	75	04			Lee Lake (City of Monroe)	125	1,380	Union
11	01	70	08			Lewis Millpond	10	--	Montgomery
11	01	75	18			Unnamed Lake	--	--	Cabarrus
11	01	75	18			Lynn Lake	16	--	Cabarrus
11	01	75	18			Unnamed Lake	--	--	Cabarrus
11	01	75	04			Martin Marietta Aggregate Pond	30	--	Union
11	01	64				McKinney Lake	65	440	Richmond
11	01	75	10			McWhirter Lake	18	--	Mecklenburg
11	01	75	12			Unnamed Lake	--	--	Cabarrus
11	01	64				Midway Pond	150	--	Richmond
11	01	75	04			Monroe Lake (City of Monroe)	140	1,228	Union

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APPENDIX B  
SUMMARY OF 10 TO 1,000 ACRE LAKES

REPORT NUMBER	STREAM CODE					LAKE NAME OR OWNER	SURFACE AREA (acres)	GROSS STORAGE (acre-ft)	LOCATION BY COUNTY  (NORTH CAROLINA)
	MAJOR RIVER	PRIMARY	SECONDARY	TERTIARY	FIFTH ORDER				
11	01	75	16			Oaks Cliffs Pond	13	--	Cabarrus
11	01	75	04			Plyler Lake	25	210	Union
11	01	75	04			Unnamed Lake	--	--	Union
11	01	64				Roberdel Dam (Pee Dee Mfg. Co.)	100	--	Richmond
11	01	70				Smitherman Lake	40	--	Montgomery
11	01	75	14			Smith's Lake	22	--	Cabarrus
11	01	75	09			Squash Hill Hunting Club Pond	10	--	Union
11	01	75	07			Stegall Pond	11	66	Union
11	01	75	04			Steward Lake (Twitty Lake)	474	--	Union
11	01	70	11			Troy Emergency Water Supply Lake	14	--	Montgomery
11	01	63	01			Wall Pond	16	--	Richmond
11	01	63	01			Unnamed Lake	--	--	Richmond
11	01	53	09			White Store Development Corp. Dam	25	--	Anson
11	01	75	21			Wilkerson Lake	11	--	Iredell
11	01	73				Windmill Fish Hatchery	16	--	Anson
11	01	70	08			Parson Bros. Pond	11	--	Montgomery
11	01					Unnamed Lake	--	--	Richmond