

5119

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

\_\_\_\_\_, Director

State: Georgia

DESCRIPTIVE REPORT

Topographic } Sheet No. 5119  
~~Hydrographic~~

LOCALITY  
Vicinity of Sapelo Sound  
~~Georgia East Coast~~

Upper South Newport River  
to  
~~White Chimney River~~

1935

CHIEF OF PARTY

S. B. Grenell

applied to new compilation drawing of chart 574  
Sept. 30, 1936 - J.W.

applied to new compilation of chart 573. Nov. 13, 1936 - J.H.S.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

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

Field No. ....

REGISTER NO. 5119

5119

State..... Georgia

General locality..... ~~Vicinity of Georgia East Coast~~ Sapelo Sound

Locality..... ~~Upper South Newport River to White Bluffs River~~

Scale..... 1:20,000 Date of Photographs 9-20-33; 9-22-33  
~~Date of survey~~ Comp. 19

Vessel..... Aerial photo compilation party #18

Reviewed and recommended for approval:

Chief of party..... Lieut. (j.g.) S. B. Granall

Photographs plotted by: F. B. Hickman

~~Surveyed by~~

Inked by..... John Tassapoulos

Heights in feet above..... to ground to tops of trees

Contour, Approximate contour, Form line interval..... feet

Instructions dated..... November 10, 1933, 19

Remarks: Compilation of Aerial Photos Nos.: M-67; 132 to 144,

61 to 74, 57 to 68.

--NOTES OF COMPILATION--

One copy of this form must accompany each chart from beginning to completion. The last draftsman, whose name appears on this form, is responsible for it and all personnell will endeavor to keep these forms up to date and correctly posted. This form is very important inasmuch as the final Descriptive Report of the chart compiled is based upon the information contained herein.

SHEET No. 5119

	M-67 132		114
	PHOTO NO. <u>M-67:61</u>	to PHOTO NO. <u>74</u>	68
	M-67 57		
BY		START	FINISH
ROUGH RADIAL PLOT	<u>B. B. Lewis</u>	<u>7-10-34</u>	<u>7-15-34</u>
SCALE FACTOR (.915)	<u>B. B. Lewis</u>	<u>7-16-34</u>	<u>7-16-34</u>
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>	<u>7-16-34</u>	<u>7-16-34</u>
PROJECTION	<u>A. M. Gruber</u>	<u>7-17-34</u>	<u>7-18-34</u>
PROJECTION CHECKED	<u>Warren Fitch</u>	<u>7-18-34</u>	<u>7-18-34</u>
CONTROL PLOTTED	<u>W. C. Oliver</u>	<u>7-20-34</u>	<u>7-21-34</u>
CONTROL CHECKED	<u>A. M. Gruber</u>	<u>7-21-34</u>	<u>7-21-34</u>
TOPOGRAPHY TRANSFERRED			
TOPOGRAPHY CHECKED			
SMOOTH RADIAL LINE PLOT	<u>F. B. Hickman</u>	<u>7-23-34</u>	<u>8-7-34</u>
RADIAL LINE PLOT CHECKED	<u>S. B. Grenell</u>	<u>8-8-34</u>	<u>8-8-34</u>
DETAIL INKED	<u>John Tassapoulos</u>	<u>8-4-34</u>	<u>10-9-34</u>
AREA DETAIL INKED	<u>114.0</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m.	<u>20.0</u>	Statute Miles	
LENGTH OF SHORE LINE UNDER 200m.	<u>49.0</u>	Statute Miles	
GENERAL LOCATION	<u>Georgia East Coast Sapelo Sound</u>		
LOCATION	<u>Upper South Newport River to White Chimney River</u>		
DATUM STATION	<u>Davis 1932</u>	LATITUDE <u>31° - 37' 35.006" (1078.1m)</u>	
DATUM	<u>N. A. 1927</u>	LONGITUDE <u>81° - 18' 10.735" (282.9m)</u>	

*adjusted*

# INSPECTION REPORT

COMPILATION No. 5119

Scale 1:20,000

## REFERENCE:

In reviewing this sheet in the Washington office, reference should be made to the General Report for 5-lens Compilations forwarded with compilation No. 5114.

## GENERAL INFORMATION:

This compilation covers the area between the South Newport River and the White Chimney River and extends inland from a junction with compilations 5117 and 5120 to a line approximately three miles west of the S. A. L. R.R. The two rivers mentioned above include practically all the water area falling within the tracing limits. The greater part of the area is fast land, partly wooded as indicated.

## TOPOGRAPHIC DETAIL:

The main highway system is clearly shown on the sheet with the main coastal highway, U.S. Route 17, noted on the overlay sheet. The single track main line of the S. A. L. R.R. is shown with the conventional symbol as well as several narrow gauge tram roads which are marked as such. These tram roads are used for the transportation of logs to the large lumber mill which is situated on the S. A. L. R.R. near triangulation station WAR.

The land area is very flat and except where cleared by logging operations or for cultivation is heavily wooded with a mixed growth of pine and deciduous trees. The swampy areas are mostly deciduous with gum predominating and sections of cypress in the flooded areas. Much of the swamps are flooded during the wet season only.

A network of narrow depressions covers the general area and the depressions are choked with a dense growth of gum and deciduous bush which shows clearly on the photographs and which has been carefully indicated because the systems of depressions, when viewed as a whole, clearly indicate the drainage. The feature is clearly indicated on most of the sheets of this section of the Georgia coast.

The marsh shoreline of the rivers and streams is clean cut and quite definite. No particular difficulty was experienced in tracing out the smaller streams.

## CONTROL:

This compilation was controlled by triangulation and traverse only. The triangulation consists of schemes by C. D. Meaney, 1932 and C. A. Egner, 1934. The traverse consists of

stations established by Melvin E. Lutz, 1918, along the S. A. L. R.R. and a traverse of third order triangulation accuracy run in by this compilation party in 1934 along the main highway from station RICE, 1932 to station CRESCENT, 1932. The traverse was approximately sixteen miles long and had a closing error of 2.3 meters. Tie in points were selected along the traverse and spotted on the photographs for control but no effort was made to mark the traverse stations since the C. W. A. survey had established stations along most of the route but had not yet completed the observing of computations. *See below*

COMPARISON WITH CONTEMPORARY SURVEYS:-

Junctions have been made and checked with all adjoining compilations. The hydrographic survey of Lieut. C. A. Egner extended for a considerable distance up the South Newport River and the shoreline from the compilation was checked against the fixed position hydrography.

LANDMARKS FOR CHARTS:

A list of landmarks for this section has been submitted by C. A. Egner, 1934.

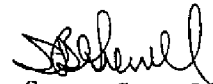
COAST PILOT NOTES:

Notes have been submitted by C. A. Egner, 1934.

NAMES:

All names appearing on the overlay sheets were taken from current issues of charts and Geological Survey maps.

Respectfully submitted,

  
S. B. Grenell,  
Chief of Party #18

*Note* These traverse stations though not marked are recoverable for future photo plotting as the stations are marked on the photographs and the positions are marked by line holes in the celluloid.

*B. G. Jones*

REPORT OF COMPILATION: -

Compilation #5119

3

COMPILATION METHOD:

This sheet was compiled by the standard radial line plot method.

Due to lack of control it was found necessary to run a secondary traverse along Route #17. —

ADJUSTMENT OF PHOTOGRAPHS:

Great difficulty was experienced in adjusting photographs on South Newport River in vicinity of station McIntosh due to lack of radial points. The system of interlacing radial points was used to furnish additional fixes.

Some control was poorly picked especially on the traverse Crescent to Rice. Stations Ponsell, Jones and War were slightly off on pictures which cut stations at right angles to flight.

Common points between flights were in some places transferred wrong causing difficulty where points were scarce.

INTERPRETATION: -

Pictures around station McIntosh were badly sun-spotted in addition to possessing a large amount of tilt. Shoreline, therefore, was indelible to a certain degree. Points in error in this area may thus be attributed to detail being obscure or indefinite.

Heavily wooded swamp areas are shown by symbol of broken water lining around clumps of cypress and gum trees. Fast land on either side of swamp proper is indicated in the conventional way with blank sections shown where large heavily wooded areas exist.

Cleared areas are indicated by scattered pines and bushes with few grass symbols. Logging concerns have made vast clearances of dry land woods in this locality

INFORMATION FROM OTHER SOURCES: -

Sources of information were the field topographic sheets and field and office photographs.

COMPARISONS WITH OTHER SURVEYS: -

Junctions with other sheets are complete and satisfactory.

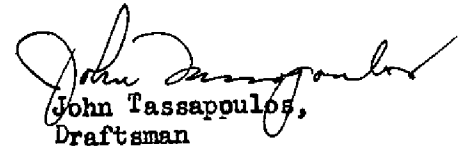
ACCURACY AND COMPLETENESS: -

The area covered by this sheet is complete in every detail as nearly as can be determined from the photographs. Well defined detail is located with a probable error of not more than 4 meters; less well defined detail with an error of not more than 10 meters.

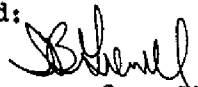
*See Review*

PHOTOGRAPHS:-

No.	to	No.	Date	Time	Stage of Tide
M-67;132		144	9-22-33	10:45AM	8/8 H.W.
M-67;61		74	9-22-33	10:00AM	8/8 H.W.
M-68;57		68	9-20-33	10:45AM	5/8

  
John Tassapoulos,  
Draftsman

Approved:

  
S. B. Grenell,  
Chief of Party #18

Survey No. T 5119

Chart No. U.S.C.F.G.S. 1241

U.S. Army Quads

Diagram No. 574



④

R

IM 100

REVIEW OF AIR PHOTO COMPILATION T-5119 1935

Scale 1:20,000

1. Comparison with Graphic Control Surveys.

(a) T-6157a (1934) 1:10,000. At lat.  $31^{\circ}39.3'$ , long.  $81^{\circ}20.2'$  the difference in location of high water line is due to a plane table error in sketching and the compilation is accepted.

(b) T-6157b (1934) 1:10,000. The compilation has been corrected by addition of radial points at lat.  $31^{\circ}38.8'$ , long.  $81^{\circ}18'$  and now agrees with T-5167b. At lat.  $31^{\circ}40.1'$ , long.  $81^{\circ}18.9'$  the differences in location of high water line are due to plane table sketching and the compilation is accepted.

(c) T-6160a (1934) 1:10,000. The compilation has been corrected by addition of more radial points at lat.  $31^{\circ}33'$ , long.  $81^{\circ}20.5'$  and now agrees with T-6160a.

(d) T-6160b (1934) 1:10,000. No discrepancies.

(e) All detail on the above listed graphic control surveys within the area of this compilation is now shown on the compilation except for temporary topographic stations and the magnetic meridian.

Recoverable plane table stations were transferred from the graphic control surveys to this compilation by *Lande*, and checked by *Crook*. Descriptions on Form 524 are filed under the graphic control survey numbers listed above.

2. Comparison with Recent Hydrographic Surveys.

(a) H-5586 (1934). The compilation has been corrected at lat.  $31^{\circ}36.6'$ , long.  $81^{\circ}18.2'$  by addition of more radial points and the shore line now agrees with the soundings.

(b) H-5585, H-5580, and H-5593 (1934). No discrepancies noted.

3. Comparison with Previous Topographic Surveys.

(a) T-721 (1857) and T-1155 (1869). Comparison shows only minor changes in this area. The compilation is adequate to supersede the sections of T-721 and T-1155 which it covers.

4. Remarks.

The interior of the marsh areas have been generalized in a number of cases and all of the small sloughs are not shown. The accuracy of location of 4 to 10 meters given on page 3 is high for work on this scale. A better estimate is an accuracy of location of 6 to 8 meters

for intersected points and 6 to 15 meters for other detail.

Comparison with the U. S. E. progressive military map shows the important roads to be complete on this compilation. The secondary roads are not complete on the compilation due largely to the fact that they are partly obscured by trees.

by Lande  
B. J. Jones 6/10/35

## REVIEW OF AIR PHOTO COMPILATION NO. 5119

Chief of Party: S.B. GRENELL

Compiled by: J. Tassapoulos

Project: F.P. 4, Ga. Party # 18 Instructions dated: Nov. 10, 1933.

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64) ✓
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n) *No changes noted* ✓
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e) *Theodolite + tape traverse run. Length - 16 stat mi. - Closure = 2.3 m.* ✓
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) *None used* ✓
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. ✓
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i) ✓
7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) ✓

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

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) ✓
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57) ✓  
*Form 524 submitted by C.A. Egner, 1934*
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60) ✓  
*Form 567, C.A. Egner, 1934*
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c) ✓  
*No bridges*
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k) ✓
13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. *(adjusted)* ✓
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) ✓
15. The drafting is satisfactory and particular attention has been given the following: ✓
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report. ✓
  2. The degrees and minutes of Latitude and Longitude are correctly marked. ✓

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

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

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

*Jan. 23, 1935*

*S. B. Howell*  
Chief of Party

19. Remarks after review in office:

*See following pages*

Reviewed in office by: *L. C. Lande* ✓ *B. G. Jones*

Examined and approved:

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

*F. S. Borden*  
Chief, Section of Field Work  
*W. H. Hude*  
Chief, Division of Hydrography  
and Topography.