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U. S. COAST & GEODETIC SURVEY  
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Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

## DESCRIPTIVE REPORT

Topographic } Sheet No. 5124  
~~Hydrographic~~ }

State Georgia

### LOCALITY

~~Georgia East Coast~~

Altamaha River

Everett City

1935

CHIEF OF PARTY

S. B. Grenell

U. S. GOVERNMENT PRINTING OFFICE: 1934

SEE Descriptive Report for Sheet No. 5116 for General Report  
covering this Area.

Applied to drawing of Chart 1242 - Mar 24, 1939 - JH Walker

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. 5124

5124

State Georgia

General locality Georgia East Coast Altamaha River

Locality Altamaha River Everett City

Scale 1:20,000 photographs: 9-22-33  
Date of ~~survey~~ comp.: \_\_\_\_\_, 19\_\_\_\_

Vessel Aerial Photo Compilation Party No. 18

Reviewed and recommended for approval:

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

Photographs plotted by:-

~~Surveyed by~~ F. B. Hickman

Inked by J. W. Griffith, Jr.

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 photographs Nos.: - M-67 29 to 47;

M-67 155 to 172

--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. 5124

PHOTO NO.	M-67 29	to PHOTO NO.	47
	M-67 155		172
BY		START	FINISH
ROUGH RADIAL PLOT	<u>B. B. Lewis</u>		
SCALE FACTOR (.915)	<u>B. B. Lewis</u>		
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>		
PROJECTION	<u>A. M. Gruber</u>	<u>8-17-34</u>	<u>8-17-34</u>
PROJECTION CHECKED	<u>S. B. Grenell</u>	<u>8-17-34</u>	<u>8-17-34</u>
CONTROL PLOTTED	<u>Warren Fitch</u>	<u>8-22-34</u>	<u>8-22-34</u>
CONTROL CHECKED	<u>W. R. Taylor, Jr.</u>	<u>8-24-34</u>	<u>8-24-34</u>
TOPOGRAPHY TRANSFERRED			
TOPOGRAPHY CHECKED			
SMOOTH RADIAL LINE PLOT	<u>F. B. Hickman</u>	<u>8-25-34</u>	<u>11-1-34</u>
RADIAL LINE PLOT CHECKED	<u>S. B. Grenell</u>		<u>11-1-34</u>
DETAIL INKED	<u>J. W. Griffith, Jr.</u>	<u>2-18-35</u>	<u>3-25-35</u>
AREA DETAIL INKED	<u>130.9</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m.	<u>23.2</u>	Statute Miles	
LENGTH OF SHORE LINE UNDER 200m.	<u>26.2</u>	Statute Miles	
GENERAL LOCATION	<u><del>Georgia East Coast</del> Altamaha River</u>		
LOCATION	<u><del>Altamaha River</del> Everett City</u>		
DATUM STATION	<u>McLendon, 1932</u>	LATITUDE	<u>31-26-25.120 (773.6M)</u>
DATUM	<u>N. A. 1927</u>	LONGITUDE	<u>81-32-04.741 (125.2)M</u>

Unadjusted

1

INSPECTION REPORT  
for  
COMPILATION No. 5124  
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:-

The main feature of this compilation is the Altamaha River which flows through a gum and cypress swamp in the north-central section. The river itself is very winding and is walled in on both sides by a dense tree growth which overhangs the bank in many places making it difficult to determine the exact stream lines on the photographs.

No control has ever been <sup>Ry.</sup>carried through this swamp except for a traverse along the S. A. L. ~~Co.~~ and the first order arc which spans the swamp between stations CUT and McLENDON.

The roads and railroads have been clearly shown with the standard symbol and requires no special comment. The flooded swamp area has a high percentage of cypress growth which shows up light on the prints and thus affords an easy and accurate method of determining the deep swamp areas. The sections which are flooded during the wet season only have a fairly high percentage of gum and other deciduous growth.

CONTROL:-

The radial plot was controlled by triangulation and traverse only. The triangulation consists of two first order stations established by C. D. Meaney, 1932. A traverse running along the S.A.L. <sup>Ry.</sup> was established in 1917-18 by Melvin E. Lutz. A short section of traverse run in by the compilation party between stations DARIEN & MC LENDON, falls on the northeast corner of the compilation. This traverse was 9.9 miles long and closed with a computed error of 2.8 meters. see below

CONTEMPORARY SURVEYS:-

Lieut. C. A. Egner made a hydrographic survey of the Altamaha River in 1934. He was unable to get either triangulation or topographic control through the swamps so a rather ingenious experiment was made using photographs for control. The hydrographic party took field prints covering the upper river and used them as boat sheets to control or spot the hydrography and noted such features on the prints as lone trees in the water, white sand spots, small streams etc., to which the hydrography referenced. These field prints were then brought in to the office and the reference points transferred to the mounted prints and thence to the compilation. The compilation was then enlarged to 1:10,000 scale on the projector and the shoreline and control transferred to the smooth hydro sheets. The entire operation was a complete success.

*The traverse running along the Southern Ry. which was established in 1917 by C. V. Hodson, was indirectly used to help control the plot also, as the stations are spotted on the photographs.*

*No data has been sent in by the compilation party, for the short traverse between stations Darien and McLendon, so it has been assumed the stations were not marked. None have been added to the compilation in this office. mdc:ack*

NAMES:-

All names appearing on the overlay sheet were taken from Geological Survey quadrangle "Everett City"

BRIDGE DATA:-

Data for the S.A.L. R.R. bridge is shown on the overlay. *See review*

Respectfully submitted,



S. B. Grenell,  
Chief of Party No. 18

REPORT OF COMPILATION:-COMPILATION METHOD:-

This sheet was compiled by the standard radial line plot method. There were no difficulties encountered in running the plot through on this sheet after the traverse, DARIEN to McLENDON, was plotted. The common points between flights held very well on this compilation. The two sheets making a junction on the south of this compilation, 5125 and 5126, have a scale factor of .925. This junction was made by adjusting the radial points through square by square, causing no more difficulty than would be expected when making a junction at different scales.

ADJUSTMENT OF PHOTOGRAPHS:-

The photographs contained a minimum of tilt and the radial points were well selected and spaced so the adjustments through this sheet were rather simple. In a few cases the radial points were interlaced to obtain additional control points. The fact that the woods along the Altamaha River grow right up to the shoreline and in many cases overhang, made it rather difficult in places to follow the shoreline out on the wing prints.

INTERPRETATION:-

The photographs were clear and detail sharply defined making the interpretation of detail with the use of the stereoscope easy. There are quite a few swamps in the area covered by this sheet. For the most part the swamps are made up of gum and cypress trees. The cleared streak paralleling the S. A. L. R.R. is a telegraph line right of way. Standard topographic symbols were used to indicate the detail throughout this sheet.

COMPARISON WITH CONTEMPORARY SURVEYS:-

The junctions with adjoining sheets compiled in this office are complete and satisfactory. The photographs and field notation were the only sources of information used on this sheet.

COMPARISONS WITH OTHER SURVEYS:-

The detail on this compilation was checked against the Geological Survey topographic sheet, Everett City Quadrangle. For the most part the detail checks perfectly. In some cases smaller streams that appear on the Geological Survey map could not be picked up on the photographs through the heavily wooded areas. Names for the swamps, islands, and streams were taken from this Geological Survey map.

ACCURACY AND COMPLETENESS:-

The area covered on this sheet is complete in every detail as nearly as can be determined from the photographs. All well defined detail is located with a possible error of not more than 4 meters; less well defined detail is located with a possible error of not more than 10 meters. *See Review*

PHOTOGRAPHS:-

No.	to	No.	Date	Time	Stage of Tide
M-67	29	47	9-22-33	10:00 AM	
M-67	155	172	9-22-33	11:00 AM	

*See below*

*J. W. Griffith Jr.*  
J. W. Griffith, Jr.  
Draftsman

Approved:

*S. B. Grenell*  
S. B. Grenell,  
Chief of Party

The stage of Tide is approximately between  $\frac{3}{4}$  high and high tide for both flights. At Champney Island (about 20 miles nearer to Coast) high water the day of 9-22-33 was at 10:34 AM. Along the Altamaha river, where these flights were taken, high water would have been approximately 1 hour to  $1\frac{3}{4}$  hours later than at Champney Island. This makes the stage of tide about  $\frac{3}{4}$  high for both flights, since M67-155 to 172 was taken 1 hour later (11:00 AM) than M67-29 to 47 (10:00 AM) and is 8 or ten miles farther inland. (This estimate was gotten from the Tide Division)

*McCook*



Date. 4-18-35

# GEOGRAPHIC NAMES

Survey No. T-5124  
 U.S. Geological Survey  
 Chart No. Everette City quad

Diagram No. \_\_\_\_\_

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

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Altamaha River</u>	Same on U.S. Geological Survey Everette City Quadrangle	✓		
	<u>Buffalo Swamp</u>		✓		
	<u>clay hole Swamp</u>		✓		
	<u>clayhole Island</u>		✓		
	<u>Hornsby Creek</u>		✓		
	<u>Middle Lake</u>		✓		
	<u>Lewis Creek</u>		✓		
	<u>Dick Swift creek</u>		✓		
	<u>Fulton Creek</u>		✓		
	<u>Old Soldier Cr.</u>		✓		
	<u>Upper Old Soldier Cr.</u>		✓		
	<u>Pico Creek</u>		✓		
	<u>Buzzard Creek</u>		✓		
	<u>Little Buzzard Creek</u>		✓		
	<u>Cowpen Swamp</u>		✓		
	<u>Hunters Siding</u>	Island McNalley. R.R. Guide does not use the word Siding	✓		
	<u>Zuta</u>		✓		
	<u>Fraziers Crossing</u>		✓		
	<u>Pennick</u>		✓		
	<u>Belle vista</u>		✓		
	<u>Jasmine Island</u>		✓		
	<u>Burnt Island</u>		✓		
	<u>Hickory Island</u>		✓		

APPROVED NAMES  
 UNDERLINED IN RED

Date. 4-18-35 GEOGRAPHIC NAMES

Survey No. T-5124

Chart No. \_\_\_\_\_

Diagram No. \_\_\_\_\_

Approved by the Division of Geographic Names, Department of Interior. \*

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

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Clarks Bluff Landing</u>	Same on U.S. Geological Survey Everette city Quadrangle.			
	<u>clayhole Creek</u>		✓		
	<u>Everett City</u>		✓		
	<u>Bear Island</u>		✓		
	<u>Bull Island</u>		✓		
	<u>Bear Island Swamp</u>		✓		
	<u>Oak Island</u>		✓		
	<u>Browns Lake Landing</u>		✓		
	<u>Pocket Lake</u>		✓		
	<u>Old Womans Pocket</u>		✓		
	<u>Swan Lake</u>		✓		
	<u>Hammock</u>		✓		
	<u>Hammock Ridge</u>		✓		
	<del>Southern Railroad</del>				
	<del>Seaboard Air Line R.R.</del>				
	<u>Sandhill Bay</u>		✓		
	<u>Layway Swamp</u>		✓		
	<u>Ames Island</u>		✓		
	<u>Gamecock Lake</u>		✓		
	<u>Tob Hammock</u>		✓		
	<u>Harper Lake</u>		✓		
	<u>Log Landing</u>		✓		
	<u>Walker Lake</u>		✓		
	<u>Fishing Lake</u>		✓		

APPROVED NAMES  
UNDERLINED IN RED



## Review of Air Photo Compilation T-5124 (1934)

### Projection

The projection has been checked in this office and is correct within 2 meters except as follows:

(1) The center construction lines are not truly perpendicular, the parallel failing to cut the intersection by .5 to .7 mm.

(2) The diagonals do not check by .5 to .7 mm. across 8 minute blocks.

(3) The following lines are out as follows:

Lat.  $31^{\circ} 19'$ , too far south .2 mm.  
"  $31^{\circ} 27'$ , too far north .2 mm.  
"  $31^{\circ} 28'$ , too far north .25 mm.

No correction has been made.

### Comparison with other surveys and charts

There were no contemporary planetable surveys for the area covered by this sheet. Hydrographic sheet H-5635 (1934) covered from the Seaboard Air Line Railway bridge (lat.  $31^{\circ} 25.6'$ , long.  $81^{\circ} 36.3'$ ) south, but no discrepancies were noted. The high water line agrees perfectly with the soundings.

There were no old surveys covering this area.

The only previous survey covering this area is the U. S. Geological Survey, Everett City Quadrangle, which agrees very closely with the exception of small streams and unimproved woods roads, which do not show on the photographs and are not shown on the compilation.

No chart covers this area, and no landmarks come within the area of this compilation.

### Bridge Data

The clearance value, referred to on page 2 (Inspection Report) of Descriptive Report, for the S. A. L. Ry. bridge on the upper Altamaha River, was shown as 14 feet. No information has been furnished by the compiler as to how this clearance was determined, or whether the value is for M.L.W., M.H.W. or H.W. The U. S. Engineers List of Bridges, 1927, gives a high water clearance of 11.5 feet which has been used.

Remarks

Many small swampy areas left blank by the compiler have been filled in with the appropriate symbols. This was done by the reviewer to reduce the amount of stick-up required and to make sure these low swampy areas would not be confused with the cleared and cultivated fields in the unflooded areas.

The accuracy of location of 4 to 10 meters given on page 4 is high for work of this scale. A better estimate is an accuracy of location relative to the control of .3 to .8 mm. for intersected points and .3 to 1.5 mm. for other detail; the larger value of 1.5 mm. because of poor definition on some photographs.

4/25/35

W.D. Crook  
B.G. Jones

## REVIEW OF AIR PHOTO COMPILATION NO. 512 4

Chief of Party: S.B. Grenell

Compiled by: J.W. Griffith, Jr.

Project: F.P.H. 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) *Not previously charted.*
3. ✓ Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
4. ✓ Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) *None*
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. *Not covered by plane table survey.*
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 *in cypress swamp* ~~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) *No L.W.L.*
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 by G.H. Egner for lower river  
None for this section.*
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) *No landmarks located.*
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) *In Review*  
*1 R.R. bridge (S.A.L.) near Everett City.*
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. *(UNADJUSTED)*
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;

*March 29, 1935*

*J. B. Borden*  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *M. C. Crook* *April 25, 1935*  
*V. B. G. Jones*

Examined and approved:

*E. K. Green*  
Chief, Section of Field Records

*L. O. Polk*  
Chief, Division of Charts

*J. S. Borden*  
Chief, Section of Field Work

*G. W. H. H. H.*  
Chief, Division of Hydrography  
and Topography.