

5127

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. 5127
~~Hydrographic~~

State Georgia

LOCALITY
Vicinity of St. Andrew Sound
Georgia - East Coast

Upper Reaches of Satilla River

1935

CHIEF OF PARTY

S. B. Grenell

U. S. GOVERNMENT PRINTING OFFICE: 1934

5127

(applied direct - west of Long. $81^{\circ}34'$)

applied to chart 448 (^{east of Long. $81^{\circ}34'$} ~~thru~~ Chart 841) July 1937. J.S.L.

applied to chart 1242 Mar. 14, 1939 - 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. 5127

State Georgia

General locality St Andrew Sound
Georgia - East Coast

Locality Upper Reaches of Satilla River

Scale 1:20,000 Date of Photographs 9-21-33; 9-22-33; 10-13-33
Survey Comp., 19

Vessel Aerial Photo. Compilation Party #18

Reviewed and recommended for approval:

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

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-68; 1 - 2; M-67 1 to 12;

M-66 113 to 123

--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. 5127

	M-66 113	123
PHOTO NO.	M-67 1 to	PHOTO NO. 12
BY	M-68 1	2
	START	FINISH
ROUGH RADIAL PLOT	<u>B. B. Lewis</u>	
SCALE FACTOR (.925)	<u>B. B. Lewis</u>	
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>	
PROJECTION	<u>A. M. Gruber</u>	<u>9-21-34</u>
PROJECTION CHECKED	<u>Warren Fitch</u>	<u>9-21-34</u>
CONTROL PLOTTED	<u>W. R. Taylor, Jr.</u>	<u>10-3-34</u>
CONTROL CHECKED	<u>A. A. Futral</u>	<u>10-6-34</u>
TOPOGRAPHY TRANSFERRED	<u>John Tassapoylos</u>	<u>Various Times</u>
TOPOGRAPHY CHECKED	<u>S. B. Grenell</u>	<u>" "</u>
SMOOTH RADIAL LINE PLOT	<u>F. B. Hickman</u>	<u>10-17-34</u>
RADIAL LINE PLOT CHECKED	<u>S. B. Grenell</u>	<u>11-6-34</u>
DETAIL INKED	<u>John Tassapoylos</u>	<u>11-15-34</u>
AREA DETAIL INKED	<u>84.0</u>	<u>Square Statute Miles</u>
LENGTH OF SHORE LINE OVER 200m.	<u>39.4</u>	<u>Statute Miles</u>
LENGTH OF SHORE LINE UNDER 200m.	<u>60.7</u>	<u>Statute Miles</u>
GENERAL LOCATION	<u>St Andrew Sound</u> <u>Georgia East Coast</u>	
LOCATION	<u>Upper Reaches of Satilla River</u>	
DATUM STATION	<u>Dover, 1932</u>	<u>LATITUDE 31°-01' - 05.438" 167.5m</u>
DATUM	<u>N. A. 1927</u>	<u>LONGITUDE 81°-31' - 42.255" 1120.8m (adjusted)</u>

INSPECTION REPORT
for
Compilation No. 5127
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 filed with compilation 5114.

G GENERAL INFORMATION:-

This compilation covers the upper reaches of the Satilla River and its various tributaries. Except for the streams and the main highway and railroad which pass along the western border of the sheet, there are few topographic features worthy of special note. As on all sheets for this section, the large wooded areas have been left blank in the center and appropriate notes made on the overlay. The forest symbol has been put in along all streams, roads and railroads in order to give a better representation of the actual appearance of the country as viewed from stream or road than would be shown if only such notes as "Heavily wooded" were used.

CONTROL:-

The radial plot was controlled entirely by triangulation except for a short section of traverse run in by the compilation party in the junction between this compilation and 5128. This control falls within the tracing area in the vicinity of the village of Woodbine. There is one first order station established by C. D. Meaney, 1932; the balance of the control was in the vicinity of Bailey's Cut on the Satilla River and was established by C. M. Durgin, 1933. The control put in by H. A. Paton, 1934, along the upper Satilla was not established until after the radial plot was completed and so was of no use in the compilation of this sheet.

Station CLEWS was difficult to pick because of tall trees and never exactly held on the plot. The plot however was controlled further on by station CEYLON which was check inspected when the first inspection proved to be questionable. The final radial plot ran through smoothly and there is no reason to expect excessive errors in this region although the control could hardly be considered adequate.

COMPARISONS WITH CONTEMPORARY SURVEYS:-

The shoreline on this compilation was checked against short sections rodged in on aluminum mounted control sheets and against the fixed hydrography executed by H. A. Paton in 1934.

LANDMARKS FOR CHARTS:-

The above have been submitted by H. A. Paton, 1934.

NAMES ON OVERLAY SHEET:-

All names appearing on this compilation were taken from current issues of charts and from Geological Survey Quadrangles.

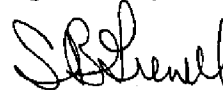
BRIDGE DATA:-

There are two bridges crossing the Satilla River in Long. 81 - 43.6 with data as follows:

S.A.L. R.R.; Swing Span; draw 46.5'-51'; clearance 12' MLW
U.S. Hwy. 17; Swing Span; draw 80'-80'; clearance 10' MLW

See Review

Respectfully submitted,



S. B. Grenell,
Chief of Party #18

REPORT OF COMPILATION:-Compilation Method:

This sheet was compiled by the standard radial line plot method and was fairly well controlled by triangulation and traverses. Trouble was experienced with stations CEYLON and CLEWS. CEYLON falls on the extreme edge of the sheet out of the tracing area and was an important tie between flights. Reinspection of CEYLON showed the original inspection to be in error by a considerable amount. The new position was picked and checked into the plot. It was impossible to reinspect CLEWS which was assumed to be slightly in error and was not held in the plot.

No inspection was ever made on the new control put in on the Satilla River by H. S. Paton, after the radial plot was completed; stations BRITT, PINE and MOORE.

There was additional trouble experienced due to breaks in flights where points were originally picked independently and later were tied together by transferring a few common points. However this did not account for all points between flights thus leaving many points as weak fixes. Some points in this particular area had only two cuts on them.

Adjustment of Photographs:

Great difficulty was experienced in adjusting the photographs on the Satilla River and Dover Creek at the eastern side of the sheet due to lack of radial points. Additional points were provided by a system of interlacing. Topographic detail in this area was very dim on the photographs causing some difficulty in picking points and identifying shoreline and other detail.

Interpretation:

Pictures in the vicinity of Dover Creek and Satilla River were badly sun spotted in addition to possessing a great deal of tilt. Shoreline was put in with considerable difficulty.

Standard topographic symbols were used throughout this sheet.

Information From Other Sources:

Sources of information were the field parties reports and office photographs.

Comparisons With Contemporary Surveys:

Junctions with adjoining sheets are complete and satisfactory. Also comparisons were made with the fixed control hydrography executed by H. A. Paton and with sections of shoreline rodded in on the aluminum mounted control sheets. Corrections were made to bring the two surveys to agreement.

--2--
-4-

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:

<u>No.</u>	<u>to</u>	<u>No.</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
M-68	1	2	10-13-33	9:10 AM	1/4
M-67	1	12	9-22-33	9:20 AM	5/7
M-66	113	123	9-21-33	9:10 AM	6/7

J. B. Schull

John Tassapoulos
John Tassapoulos,
Draftsman

GEOGRAPHIC NAMES

Survey No. T 5127

Date. _____

Chart No. 1242

Diagram No. _____

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

Ø Not Approved by the Division of Geographic Names, Department of Interior.

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Satilla River</u>	U.S.C+GS 1242 ✓			
	<u>Bailey^{out} Cut</u> ✓	" " " ✓	Bailey on USGS QUAD. "KINGSLAND"		
	<u>Noyes Cut</u> ✓	" " " ✓			
	<u>Todd Creek</u> ✓	" " " ✓			
	<u>Dover Creek</u> ✓	" " " 448 ✓			
	<u>Honey Creek</u> ✓	" " " ✓			
	<u>Dover Bluff</u> ✓	" " " ✓	U.S. GS. QUAD. "BLADEN"		
	<u>White^{as word}oak Creek</u> ✓	U.S. Geol. Survey	Bladen (Quad) Ga.		
	<u>Waverly Creek</u> ✓	" " " ✓	" " "		
	<u>Quarterman Creek</u> ✓	" " " ✓	" " "		
	<u>Red Bluff</u> ✓	" " " ✓	" " "		
	<u>Goat Island</u> ✓	" " " ✓	" " "		
	<u>Seaboard^{Air Line} Air Line Ry</u> ✓	" " " ✓	" " "		
	<u>White Oak</u> ✓	" " " ✓	" " "	Ry. Guide P.O. Guide	
	<u>Sparkman Creek</u> ✓	U.S. Geol. Survey	(Kingsland Quad) Ga.		
	<u>Pine Island</u> ✓	" " " ✓	" " "		
	<u>Tower Swamp</u> ✓	" " " ✓	" " "		
	<u>Woodbine</u> ✓	" " " ✓	" " "	As guide by guide	
	<u>U.S. Route 17</u> ✓				
	<u>U.S. Highway 17</u> ✓				
	<u>Galesburg</u>	R.R.G.			
	appears only on T-5128				
			Names indicated in red approved by <u>Ch. Gunn</u> on 1-29-36		

Review of Air Photo Compilation T 5127

1. Projection

The projection diagonals have been checked in this office and found correct. No further check was made during this review.

2. Comparisons with contemporary surveys

(a) T 4898, 1934 (1:10,000). By adding more radial points and using the clearest photographs the compilation shoreline along the Satilla River at various points has been shifted from 0 to 1.5 mm. and is now in agreement with graphic control survey T 4898.

All information and detail shown on that part of the graphic control survey T 4898 covered by the compilation is shown on the compilation except the magnetic meridian and temporary topographic signals.

(b) T 6185, 1934 (1:10,000). At Lat. $31^{\circ} 00.8'$, Long. $81^{\circ} 31.4'$, by locating additional radial points it was found the dock could be shifted approximately 12 meters and is now in agreement with graphic control survey T 6185. A small dock shown on T 6185 has been transferred to the compilation at Lat. $31^{\circ} 00.9'$, Long. $81^{\circ} 31.7'$.

All information and detail shown on that part of the graphic control survey T 6185 covered by the compilation is shown on the compilation except temporary topographic signals and the magnetic meridian.

(c) Examination of the new hydrographic surveys shows the compilation to be in agreement with the hydrography on H 5686 (1934), H 5689 (1934), H 5691 (1934), and H 5698 (1934).

3. Comparison with former surveys

(a) T 1145, 1867 (1:20,000) covering this area shows no important change. The compilation is complete and adequate to supersede the section of T 1145 (1867) which it covers.

4. Recoverable stations

The recoverable topographic stations which are shown on graphic control survey T 4898 and are covered by the compilation have been added to the compilation in this office. Triangulation station "Property", U.S.E. (1933) was added to the compilation. Descriptions of recoverable topographic stations shown on this compilation are filed under T 4898.

Transferred by *L. C. Lande*; checked by *M. D. Creek*.

5. Bridge data

(a) The bridge clearances given on page 2 of the preceding report do not agree with the data given on H 5691 nor with the Engineers Bridge List.

Compilation: S.A.L. R.R. Sw. Span - 12 feet M.L.W.
U.S.Hwy. #17 Sw. Span - 10 " "

H. 5691: S.A.L. R.R. Sw. Span - 14 " "
U.S.Hwy. #17 Sw. Span - 14 " "

U.S.E. Bridge

List, 1927: S.A.L. R.R. Sw. Span - 14 " "
Hwy. Bridge B 10.6 " "

There is no information in either the compilation or hydrographic reports as to how these data were determined. In the absence of further information the lower values given in the preceding report are accepted and have been reduced to M. H. W. values by applying a mean range of tide of 6 1/2 feet. The S.A.L. R.R. Sw. Span has been changed from 12' M.L.W. to 5.5' M.H.W., and the U. S. Hwy. #17 Sw. Span from 10' M.L.W. to 3.5' M.H.W.

6. Remarks

(a) The accuracy of 4 to 10 meters given on page 4 of the preceding report ~~are~~ high for work on this scale and in view of the statements on pages 1 and 5 regarding control a better *estimate of the accuracy of location is from 4 to 10 meters for intersected points and 4 to 20 meters for other detail*

(b) The interior of the marsh areas has been generalized and all of the small sloughs have not been shown.

Comparisons with U. S. G. S. maps shows this compilation to be complete for the main roads but most of the secondary roads are incomplete. This is due largely to the dense timber which obscures the roads on the photographs.

Comparison with present charts

(a) The present charts show no detail beyond the limits of Long. 81° 36'. No aids to navigation or landmarks are shown on that part of the present chart covered by the compilation.

Approved
K.T. Adams

L. C. Lande
B.G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. 5127

Chief of Party: S. B. GRENELL

Compiled by: J. Tassapoulos

Project: F.P. 4, Ga. Party # 18

Instructions dated: 11-10-33

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 naviga-
tion which affect the chart, is discussed in the descriptive
report. (Par. 26; and 66 g, n) *No changes*
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 applica-
tion 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.
Comparisons with Hydro. & Topo. sheets of H.A. Paton, 1934
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 ade-
quate 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 by H.A. Poton, 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 by H.A. Poton, 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)
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 Longi- ✓ tude 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 20, 1935

S.B. Shnell
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:

K.T. Adams
Asst Chief, Section of Field Records
Division of Charts
L.O. Polbert
Chief, Division of Charts

F.S. Borden
Chief, Section of Field Work
Glude
Chief, Division of Hydrography
and Topography.