

5214

U. S. COAST & GEODETIC SURVEY
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U. S. COAST & GEODETIC SURVEY
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AUG 5 1935

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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Georgia

DESCRIPTIVE REPORT

Photo

Topographic

~~Hydrographic~~

Sheet No. 5214

LOCALITY

Georgia

Vicinity of Wassaw Sound

Skidaway River to Burnside River

1934

CHIEF OF PARTY

Lieut. (j. g.) S. B. Grenell

Applied to chart 899 Nov. 1935 H.C.

Applied to chart 440 July 22, 1936 G.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. 5214 5214

State Georgia

General locality ~~Coast of Georgia~~ Vicinity of Wassaw Sound

Locality Skidaway River to Burnside River

Scale 1:10,000 Date of Photo s. 12/17/33
Date of ~~survey~~ Comp. April, 1934

Vessel

Reviewed and recommended for approval:
Chief of party Lieut. (J. G.) S. B. Grenell

Photographs plotted by: F. B. Hickman
~~Surveyed by~~

Inked by W. C. Oliver

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated November 10, 1933

Remarks: Compilation of aerial photographs Nos. (789) M165 to M173.

NOTES ON 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 personnel 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. 5214
(789)
PHOTO NO. M165 TO PHOTO NO. M173

	BY	START	FINISH
ROUGH RADIAL PLOT	R. D. Cross	1/24/34	1/25/34
SCALE FACTOR()	R. D. Cross	1/25/34	1/25/34
SCALE FACTOR CHECKED	S. B. Grenell	1/25/34	1/25/34
PROJECTION	A. A. Futral	2/7/34	2/7/34
PROJECTION CHECKED	F. B. Hickman	2/8/34	2/8/34
CONTROL PLOTTED	F. B. Hickman	2/8/34	2/8/34
CONTROL CHECKED	R. D. Cross	2/8/34	2/8/34
TOPOGRAPHY TRANSFERRED	W. C. Oliver	9/4/34	9/4/34
TOPOGRAPHY CHECKED	S. B. Grenell	9/4/34	9/4/34
SMOOTH RADIAL LINE PLOT	F. B. Hickman	3/26/34	3/26/34
RADIAL LINE PLOT CHECKED	S. B. Grenell	3/26/34	3/26/34
DETAIL INKED	W. C. Oliver	3/31/34	4/16/34

AREA DETAIL INKED 17.2 sq. Statute Miles
LENGTH OF SHORELINE OVER 300 m. 25.1 Statute Miles
LENGTH OF SHORELINE UNDER 300 m. 26.4 Statute Miles

GENERAL LOCATION Coast of Georgia

LOCATION Skidway River to Burnside River

DATUM STATION Pryor 2 1932 Latitude 31-55+500.3 m. 31°55'16.257" (500.7m) (adjusted)
N.A.1927 Datum Longitude 81-05+63.1 m. 81°05'02.408" (63.3m)

REPORT OF COMPILATION:COMPILATION METHOD:

This sheet was compiled by the standard radial line plot method. No trouble was experienced in this radial plot except some slight difference with picking of new control through Skidaway Narrows. On the whole the plot adjustment was very good.

ADJUSTMENT OF PHOTOGRAPHS:

Very little difficulty was experienced in adjusting the photographs through this sheet. Points held very nicely except on the outer edges of some of the photographs where the tilt distortion was considerable.

INTERPRETATION:

Pictures very good except for a slight dimness in the outer edges. Some difficulty was experienced with a cloud which covered a small stream on pictures 170, 171, 172. The standard topographic symbols were used to indicate the detail on this sheet. The double row of sand dots paralleling shore line along (Lat. 31-55.6 Long 81-05.6) indicated an old causeway which has been washed out in several places. In the town of Vernon View (Lat. 31-55.7 Long. 81-05.9) the street system is not complete but a ~~high~~ ^{high} system is put in. Roads are broken off in several places on this sheet because of inability to follow them through trees. The stereoscope was used to pick up, as accurately as possible, the elevated details such as : buildings, docks, bluffs, etc.

INFORMATION FROM OTHER SOURCES:

The only source of information other than from the photographs, was the pieces of shoreline on the aluminum mounted sheets of the ~~Hydro-graphic~~ ^{graphic control} party. The shoreline checked within the allowable limit where the topographer rodded in the tall grass line. But sometimes he rodded the edge of fast land behind the marsh as in the immediate vicinity of stations Hope and De Renne. The dock at Lat 31-55.55, Long. 81-05.9 has a float on the end. This float is not shown on the aluminum sheet.

~~(See Review)~~

COMPARISON WITH OTHER SURVEYS:

Junctions with adjoining sheets were made in this office and are complete and satisfactory. There are no details appearing on the charts that should be removed. (See Review)

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 probable error of not more than 4 meters; less well defined detail with an error of not more than 10 meters.

TRACING IN BLUE:

In Lat. 32-00, Long. 81-03.04 the upper reaches of the Heib River are shown in blue on this sheet. This additional tracing was taken from one print only on which it appears and is not sufficiently accurate to be shown on this sheet permanently. The tracing was made to secure shoreline for the hydrographic party. This area will be covered on Sheet No. 5114, 5-lens, 1:20,000. *This detail will not appear on the printed copies of this compilation.*

L.A.M.

PHOTOGRAPHS:

No.	to	No.	Date	Time	Stage of tide
(789)M165	-	M172	12/17/33	11:30	4/9

W. C. Oliver
W. C. Oliver,
Draftsman.

Approved:

S. B. Grenell
S. B. Grenell

INSPECTION REPORT

Sheet No. 5214

REFERENCE:

In reviewing this sheet in the Washington office, reference should be made to the General Report filed with sheet No. 5206.

GENERAL INFORMATION:

This sheet covers an important area, Skidaway Narrows. No complete scheme of control had ever been run through the narrows and the charted topography was evidently of ancient date because in places the correct shoreline from this compilation failed to check charted shoreline by as much as 100 meters. Lieut. C. A. Egner ran a triangulation scheme through the narrows and with this excellent control a fixed radial plot was run through.

The character of the marsh through Skidaway Narrows differs slightly from the general marsh formation for this area in that the grass is not so high and the banks are less clear cut. In places the slope at the edge of the marsh is so gradual that the visible marsh line will shift thirty or forty meters as the tide comes in. In some cases this ~~makes~~ ^{makes} it difficult to determine low and high water line. The pictures were flown at about half tide on a nine foot range.

The land areas, except where cleared, are covered with a dense growth of woods with an unusually large variety of live oak predominating. There is some pine scattered through the growth, particularly in the areas farthest inland.

There are several private and public docks at the summer colony of Isle of Hope (Lat. 31-58.9; Long. 81-03.3) which fronts the Skidaway River from the top of a 15 foot bluff. This bluff and another in Lat. 31-55.2; Long. 81-04.4 are the only points of land with any considerable elevation along the waterway. The latter bluff mentioned above has a mean elevation of only 6 or 8 feet.

CONTROL:

The control for this sheet was entirely from the triangulation coordinating scheme of C. M. Durgin, 1932-3 and C. A. Egner 1934. The plot could not have been run through without the 1934 triangulation for control. *Control was sufficient for a good radial plot. Datum station is ~~not~~ adjusted.*

LANDMARKS FOR CHARTS:

Form 567 will be submitted by C. A. Egner, 1934.

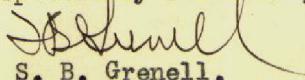
COAST PILOT NOTES:

Notes will be submitted by C. A. Egner, 1934.

LIST OF NAMES:

All names appearing on this sheet were secured from current issues of charts.

Respectfully submitted,


S. B. Grenell.

Survey No. T-5214

Date. May 25, 1935

Chart No. 1241, 140

Diagram No.

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>Herb River</u>	Same			
	<u>Skidaway River</u>	"			
	<u>Skidaway Narrows</u>	"			
	<u>Skidaway Island</u>	"			
	<u>Back River</u>	"			
	<u>Burnside River</u>	"			
	<u>Isle of Hope (island)</u>	"			
	<u>Isle of Hope (village)</u>	"			
	<u>Isle of Hope River</u>	"			
	<u>Grimball Creek</u>	Grimball Creek - 1241			
	<u>Cedar Hammock Creek</u>	Same			
	<u>Runaway Negro Creek</u>				
	<u>Burntpot Island</u>	"			
	<u>Long Island</u>	"			
	<u>Pigeon Island</u>	"			
	<u>Burnside Island</u>	"			
	<u>Dutch Island</u>	"			
	<u>Possum Point</u>	"			
	<u>Vernon View</u>	"			

APPROVED NAMES
UNDERLINED IN RED

[Signature]

(M-136)

Review of Air Photo Compilation T-5214 (1934)

May, 1935

Projection

The projection has been checked in the office. The lines are too heavy to check exactly. All meridians and parallels are within two meters of their correct locations except meridian $81^{\circ} 06'$ which is three meters too far east. This error has not been corrected as it would affect the positions of control stations.

Comparison with T-6143 (1934)

This is a graphic control sheet on 1:10,000 scale, and covers Skidaway Narrows and Burnside River. The projection on T-6143 is in error as follows: Meridian $81^{\circ} 04'$ is 3 meters too far east; parallel $31^{\circ} 57'$ is 1 to 2 meters too far north; parallels $31^{\circ} 54'$ and $31^{\circ} 58'$ are 2 to 3 meters too far south and north respectively. The projection on T-6143 has been corrected in green in the office. Any detail scaled from T-6143 should be scaled from the green projection. This was done in transferring detail to the compilation, and all card descriptions on Form 524 submitted with T-6143 have been corrected in the office.

The triangulation stations on T-6143 are out of position 0 to 3 meters with relation to the black projection. These stations are correct with respect to the correct projection except as follows: Triangulation station Sand, 1934 is 3 meters too far south and 1 meter too far east; triangulation stations Possum 2, 1932, Beacon No. 5, 1934, Bailey, 1932, and Island (U.S.E.), 1932 are 2 meters too far south. A check on the distances between triangulation stations shows them to be correct within 3 meters as shown on the diagram attached to the back of this review. Part of the small errors in the positions of control on T-6143 are apparently due to the inked projection lines not following exactly on the original penciled projection.

At lat. $31^{\circ} 55.6'$, long. $81^{\circ} 05.9'$, shore line on the compilation fell from 5 to 13 meters south of the shore line on T-6143. The compilation shore line and five piers were retraced from the photographs using the original radial points. The compilation now agrees closely with T-6143 at this point.

At lat. $31^{\circ} 56.2'$, long. $81^{\circ} 05.5'$, the compilation shore line falls 0 to 17 meters south of the shore line on T-6143. The photo plot has been checked and found to be correct. No reason can be found for this difference. The compilation has not been changed.

A difference in interpretation similar to those noted on page 1, paragraph 4 of the compilation report was found at triangulation station Wymberly, 1934. The lines on T-6143 which are high ground lines

have been marked as such. The compilation has not been changed.

All detail that is common to the compilation and T-6143 is included on the compilation except temporary topographic stations, range lines of the 14 Skidaway Narrows ranges, and the magnetic meridian.

Comparison with T-6166 (1934)

This is a graphic control sheet on 1:10,000 scale covering Skidaway River and vicinity. The compilation is in agreement with T-6166 except for the difference in shore line interpretation at triangulation station Hope, 1934 which is discussed on page 1, paragraph 4 of the compilation report. This line on T-6166 has been marked "High Ground Line".

The compilation shows all detail which is found on T-6166 south of 32° 00' and west of 81° 01' except temporary topographic stations and the magnetic meridian.

Comparison with T-707 (1858)

This is a plane table topographic survey on 1:10,000 scale, part of which covers the area around Burnside Island. Comparison of the compilation with T-707 shows only those changes which might be expected to occur in the time since T-707 was completed. The compilation, in conjunction with T-6143, is complete and adequate to supersede the area on T-707 which it covers.

Comparison with T-991 (1865)

This is a plane table topographic survey on 1:20,000 scale. The compilation shows several changes which have taken place since T-991 was completed. Skidaway Narrows is much wider and straighter. Jones Narrows is closed in the middle by marsh. The causeway or bridge on T-991 across the Isle of Hope River from the point south of Isle of Hope village to Long Island is completely destroyed. Other changes are of a minor nature and need no discussion. The compilation, in conjunction with T-6143 and T-6166, is complete and adequate to supersede the area on T-991 which it covers.

Comparison with H-5551a, b (1934)

These are hydrographic surveys on scales of 1:10,000 and 1:5,000 respectively. The shore line on H-5551a and b was transferred from the compilation. Difficulty was found on H-5551b in matching the hydrography with the shoreline in the small creeks draining into Skidaway Narrows near triangulation station Away, 1934. Inspection of the photographs and the photo plot showed that these creeks could be opened up and relocated slightly on the compilation to conform to the hydrography. ^{The correction was made in the office.} No other errors were found.

Comparison with charts

The area covered by the compilation is shown on charts 1241 and 440. Changes to be made in the charts as a result of this survey are discussed in the comparisons of other surveys.

Recoverable stations

The following recoverable stations, transferred to the compilation in the office, are described on Form 524 and filed as follows:

<u>Station name</u>	<u>Filed under</u>	<u>Station name</u>	<u>Filed under</u>	<u>Station name</u>	<u>Filed under</u>
Ab	T-6143	Jor	T-6143	Tum	T-6143
Bis	"	Kin	"	Vert	"
Bug	"	Lam	"	Ranges	
By	"	Log	"	1-14	"
Cat	"	Mor	"	Ban	T-6166
Da	"	Nay	"	Bo	"
Ex	"	Non	"	Bur	"
Flag	"	Oyster	"	Egg	"
Ham	"	Pa	"	Spy	"
Ice	"	Pek	"	Tank	"
Ivy	"	Rene	"	Tip	"
Jil	"	Sane	"	Tre	"
		Sug	"		

Plotted by V. R. Sobieralski; checked by B. G. Jones

Recoverable stations, not described, are as follows:

<u>Station</u>	<u>Transferred from</u>
4" x 4" stake (on Pigeon Island).....	T-6143
4" x 4" stake (N. of Range "12").....	"
4" x 4" stake (SW of topographic station Kin (d)).....	"
Beacon "8".....	H-5551a

Plotted by V. R. Sobieralski; checked by B. G. Jones

Approved
K.T. Adams

V. R. Sobieralski
May 25, 1935
B. G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. 5214

Chief of Party: S. B. GRENNELL

Compiled by: W. C. Oliver

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 found in the compilation.* ✓
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) *Small stretches of H.W.L. checked against the aluminum mounted sheets. All areas checked within the allowable limits. (See Review)* ✓
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. *See paragraph #3 & Review* ✓
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)~~ *No low water lines, etc. shown.*
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 will be submitted by C. H. 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 as above (9)
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)~~ *No New Names.*
13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. ✓
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;

9-7-34

S. B. Borden
Chief of Party

19. Remarks after review in office: *See review.*
See following pages.

Reviewed in office by: *V. R. Sobieralski*

Examained and approved:

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

S. B. Borden
Chief, Section of Field Work
G. W. Hude
Chief, Division of Hydrography
and Topography.