

5225

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. 5225  
~~Hydrographic~~ }

### LOCALITY

VICINITY OF BRUNSWICK  
GA. GEORGIA

Vicinity of Brunswick

Upper Turtle River

1934

CHIEF OF PARTY

S. B. Grenell

applied to chart 1242      Mar. 16, 1939      J.H.S.

Applied to Chart 840      Nov. 1935      W.A.B.

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. ....

5225

REGISTER NO. 5225

State..... Georgia .....

General locality..... VICINITY OF BRUNSWICK.  
~~Georgia Coast~~ .....

Locality..... Turtle River .....

Scale..... 1 : 10,000 ..... Date of photographs 11-26-33  
Date of Survey Comp.: 12-18-33, 19  
12-16-33

Vessel..... Air Photo Compilation Party #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..... B. B. Lewis, Jr. ....

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 photos Nos.: (789) M-98 to (789)

M-104; (789) M-118 to (789) M-122; (789) M-195 to (789) M-200

--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. 5225

789 M-98  
PHOTO NO. 789 M-118 to PHOTO NO. 789 M-122  
789 M-195 789 M-200

BY	START	FINISH
ROUGH RADIAL PLOT <u>S. B. Grenell</u>		
SCALE FACTOR ( ) <u>S. B. Grenell</u>		
SCALE FACTOR CHECKED <u>S. B. Grenell</u>	<u>3-20-31</u>	<u>3-20-31</u>
PROJECTION <u>A. A. Futral</u>	<u>3-20-31</u>	<u>3-20-31</u>
PROJECTION CHECKED <u>F. B. Hickman</u>	<u>1-30-31</u>	<u>1-30-31</u>
CONTROL PLOTTED <u>F. B. Hickman</u>	<u>1-30-31</u>	<u>1-30-31</u>
CONTROL CHECKED <u>A. A. Futral</u>	<u>1-30-31</u>	<u>1-30-31</u>
TOPOGRAPHY TRANSFERRED		
TOPOGRAPHY CHECKED		
SMOOTH RADIAL LINE PLOT <u>F. B. Hickman</u>	<u>5-1-31</u>	<u>6-1-31</u>
RADIAL LINE PLOT CHECKED <u>S. B. Grenell</u>	<u>6-1-31</u>	<u>6-1-31</u>
DETAIL INKED <u>B. B. Lewis, Jr.</u>	<u>8-10-31</u>	<u>11-1-31</u>
AREA DETAIL INKED <u>25.3</u>	Square Statute Miles	
LENGTH OF SHORE LINE OVER 200m. <u>29.0</u>	Statute Miles	
LENGTH OF SHORE LINE UNDER 200m. <u>35.4</u>	Statute Miles	
GENERAL LOCATION <u>Georgia Coast VICINITY OF BRUNSWICK</u>		
LOCATION <u>r Turtle River</u>		
DATUM STATION <u>Brunswick</u>	42.435"	LATITUDE <u>31° - 11' + 1306.9m</u>
DATUM <u>N.A. 1927</u>	09.153"	LONGITUDE <u>81° - 29' + 242.3m (adjusted)</u>

## INSPECTION REPORT

Sheet #5225

REFERENCE:

In reviewing this sheet in the Washington office, reference should be made to the General Report for Single Lens Sheets filed with sheet #5206

GENERAL INFORMATION:

This sheet covers a section of the Turtle River and the northern portion of the City of Brunswick and shows most of the mainline railroads leading out of the City. Due to the great number of switches and sidings it was impossible to indicate them in the correct number but the general system has been indicated by the single track symbol and has been checked against blueprints secured from the railroad companies.

The eastern branch of the A. B. & C. R. R. has been partially torn up and a second class highway follows the roadbed from the vicinity of station Brunswick northward. The balance of the track is gradually being scrapped.

The marsh and wooded areas are indicated by the standard symbols and offer no unusual features worth of note. The wooded areas are covered with a mixed growth of oak and pine - the oak predominating along the waterways and in the city.

The shoreline is clear and well defined by regular banks and the compiled shoreline checked the hydrographic survey.

CONTROL:

This sheet was controlled entirely by triangulation and traverse. No topographic control was used. The traverse was established by Melvin E. Lutz, 1917-18 and C. V. Hodgson 1917. The triangulation came mainly from the revision scheme of A. M. Durgin, 1932-33. There were a few main scheme and intersection stations from the first order arc of C.D. Meaney, 1932.

LANDMARKS FOR CHARTS:

Landmarks for the area were submitted on form 567 by J. A. Bond and C. A. Egner, 1934.

COAST PILOT NOTES:

Notes for this area were submitted by J. A. Bond and C. A. Egner, 1934.

NAMES:

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

BRIDGE DATA:

Draw and clearance of bridges appearing on this sheet was obtained from the corrected list of U.S.E.D. office, Savannah, Ga.

Respectfully submitted,

*S. B. Grenell* S. B. Grenell

REPORT OF COMPILATION:-

## COMPILATION METHOD:

The standard radial line plot method was used.

There was sufficient control and no trouble was experienced in carrying the plot through. Station Creosote would not hold on any of the prints. There was no field inspection made on station Picric but a tall stack was picked up on the photographs and this seemed to be it.

## ADJUSTMENT OF PHOTOGRAPHS:

The pictures on this sheet have about the average amount of tilt and there is a good deal of overlap between the flights. Some of the points on the overlap were not picked on both flights but there were plenty of points without these and these points could be transferred where necessary.

A small area around Lat.  $31^{\circ} - 11.8'$  and Long.  $81^{\circ} - 28'$  was obscured by a low hanging cloud but the detail was obtained by placing the photographs with area obscured by cloud in back and forward edge of print under stereoscope and drawing detail in on photographs.

Wherever there was any doubt as to location of detail additional were established by lacing points together.

## INTERPRETATION:

The abandoned Brunswick-Altamaha canal was shown by a break in tree symbols.

The buildings ~~shown~~ around station Picric that are ~~not cross hatched or~~ <sup>shown by</sup> ~~shown solid~~ are old abandoned structures and the roofs <sup>U.R.S.</sup> have fallen in on most of them. Outside of the instances cited above, the standard symbols were used.

The pictures on two of the flights were taken at approximately low tide whereas the other flight was taken at nearly high tide. The pictures at low tide show sand bars, shoals etc. and these are shown on the sheet by dotted lines. The bars etc. exposed at low water are shown on part of the sheet and not on the other part due to this condition. *In order to separate shoal areas from low water areas, the compilation was compared with H-5591 in the office. As shoals are adequately developed on H-5591 they have been removed from the compilation. U.R.S. 6-10-35*

Some of the railway lines were picked up with the help of charts made from previous surveys. Other information was obtained from pictures or from discussion with members of the field party.

COMPARISON WITH OTHER SURVEYS: *and the charts.*

The docks shown on Chrispen Island, Lat.  $31^{\circ} - 12.8'$ , Long.  $81^{\circ} - 33.0'$  on chart of St. Simon Sound (No. 1417) do not appear on the pictures and should be removed from the chart.

The junctioning between this sheet and adjoining sheets have been made and are complete.

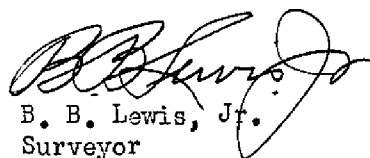
ACCURACY AND COMPLETENESS:

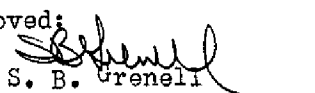
The error in well defined detail is less than 4 meters and in less well defined detail less than 10 meters.

The area covered by this sheet is complete.

PHOTOGRAPHS:

No.	to	No.	Time	Date	Stage of Tide
(789) M99		M104	10:30 AM	11/26/33	0 - L.W.
(789) M196		M200	10:30 AM	12/18/33	7/9
(789) M119		M122	1:00 PM	12/16/33	0 - L.W.

  
B. B. Lewis, Jr.  
Surveyor

Approved:   
S. B. Grenell

## Review of Air Photo Compilation T-5225 (1934)

April 1935

### Projection

The projection has been checked in the office. All meridians and parallels are within two meters of their correct locations.

### Comparison with contemporary surveys

#### 1. T-6170 (1934), 1:10,000

The compilation covers only a small part of T-6170. There is no disagreement between the compilation and T-6170.

Details which appear on that part of T-6170 covered by the compilation, and which are not shown on the compilation, are temporary topographic stations and one buoy.

#### 2. T-6174 (1934), 1:10,000

At lat.  $31^{\circ} 10.8'$ , long.  $81^{\circ} 31.4'$ , the position of topographic station Gem on T-6174 was about four meters north of the end of the Southern Railway wharves as shown on the compilation. The position of topographic station Gem on T-6170 locates the station on the end of the wharf. The photo plot has been checked, and the compilation is correct. It appears that topographic station Gem was located on T-6170 and incorrectly transferred to T-6174. The correct location of the station is shown in green on T-6174.

At lat.  $31^{\circ} 11.2'$ , long.  $81^{\circ} 31.6'$ , the compilation and T-6174 disagree as to the location of a pier. Inspection of the photographs shows that the pier approach is wrong on T-6174. The compilation location of the pier is shown in green on T-6174.

### Comparison with previous surveys

#### 1. T-3756 (1918-19), 1:5,000

Comparison with T-3756 shows little change in the high ground lines and only small changes in the marsh lines. ~~Three topographic stations at lat.  $31^{\circ} 11.3'$ , long.  $81^{\circ} 32.5'$  and one at lat.  $31^{\circ} 11.7'$ , long.  $81^{\circ} 32.6'$  are shown outside the high water line on T-3756. T-6174 (1934) does not show anything in this area and nothing can be seen on the photographs. The compilation has not been changed; it is complete and adequate to supersede the area on T-3756 that it covers.~~



2. T-2373 (1899), 1:10,000

The part of this survey covered by the compilation shows only the details adjacent to the shore lines of Turtle River from lat.  $31^{\circ} 10'$  to the lower end of the marsh island at lat.  $31^{\circ} 11.7'$ , long.  $81^{\circ} 32.4'$ . Comparison with the compilation shows changes in the marshy shore line up to about 50 meters. The Southern Railway wharves show a difference in location of about 20 meters at the north end. The ruins of a pier shown on T-2373 at lat.  $31^{\circ} 10.2'$ , long.  $81^{\circ} 32.0'$  can not be seen on the photographs and are not included on the compilation. The compilation is complete and adequate to supersede the part of T-2373 which it covers.

3. T-778 (1856-58), 1:10,000

The part of Turtle River which is shown on the compilation is included in this survey. Comparison of the compilation with T-778 shows changes in the shore line up to 100 meters. The compilation is complete and adequate to supersede as much of T-778 as it covers.

Comparison with charts

This area is covered by charts 1242 and 447. Several small piers shown on the compilation along Turtle River should be shown on the charts. The docks mentioned on page 3 of the descriptive report, and the ruined pier at lat.  $31^{\circ} 10.2'$ , long.  $81^{\circ} 31.9'$  should be removed from the charts.

The light shown on both charts in Turtle River at lat.  $31^{\circ} 10.3'$ , long.  $81^{\circ} 31.5'$  was established in 1934 after the photographs were taken and the graphic control surveys were completed. As no position for it can be determined, the light is not shown on the compilation.

Additions and corrections

Inspection of the photographs shows that several details were not included or were shown incorrectly in the field. The following corrections and additions have been made in the office:

(a) Small piers were added at lat.  $31^{\circ} 11.1'$ , long.  $81^{\circ} 32.0'$ ,  
 $31^{\circ} 11.2'$ ,  $81^{\circ} 32.4'$ , and  
 $31^{\circ} 11.25'$ ,  $81^{\circ} 32.5'$ .

Pier ruins were added in the vicinity of  
lat.  $31^{\circ} 10.05'$ , long.  $81^{\circ} 32.0'$ ,  
 $31^{\circ} 10.15'$ ,  $81^{\circ} 32.0'$ , and  
 $31^{\circ} 10.2'$ ,  $81^{\circ} 32.0'$ .

(b) Tanks and buildings of the Atlantic Refining Company were added in the vicinity of lat.  $31^{\circ} 11.2'$ , long.  $81^{\circ} 30.4'$ . Only the larger tanks were shown by the compilation party.

(c) None of the buildings around triangulation station PICRIC were shown as ruins. (See page 3, descriptive report.) The symbols were changed in the office to show the ruins, and a few buildings were added.

(d) At lat.  $31^{\circ} 10.5'$ , long.  $81^{\circ} 29.8'$ , the two converging railroads were joined and continued as a single line with a street on either side. The photographs show two separate railroads. The streets can not be seen. The railroads have been corrected and the streets removed. Additions were made to the tracks on the Southern Railway wharves.

(e) A dolphin near the pier at lat.  $31^{\circ} 11.1'$ , long.  $81^{\circ} 31.6'$  was added in the office.

(f) Symbols, showing that the roads crossing the abandoned Brunswick-Altamaha Canal and the approaches to the wharves and pier from the refinery are carried on filled ground, were added in the office.

#### Recoverable stations

No described topographic stations were located in this area due to the large amount of existing triangulation. (See descriptive report for T-6174 (1934).)

#### Triangulation

The following triangulation stations have been added to the compilation from the latest list of geographic positions:

BOG, 1918	GIL, 1918
CHIM, 1918	HERM, 1918
GAB, 1918	MARSH, 1918
HENDRICKS Signal, 1918	
Southern Docks, elevator, 1918	
Southern Docks, stack, 1918	
Southern Docks, water tank, 1918	
Brunswick, Atlantic Refining Co., lone brick stack, 1932	
Brunswick, Atlantic Refining Co., northwest stack, 1932	
Brunswick, Atlantic Refining Co., southeast stack, 1932	

Plotted by *V. R. Sobieralski*; checked by D. H. BENSON *D. H. Benson*

*V. R. Sobieralski 6-11-35*

*V. B. Jones*

Survey No. T-5225

Chart No. 1242 & 447

Diagram No.

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

Under investigation. Q

[illegible]



## REVIEW OF AIR PHOTO COMPILATION NO. 5225

Chief of Party: S. B. GRENNELL

Compiled by: B. B. Lewis, Jr.

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 navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n) ✓
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) ✓  
*No supplemental control*
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. ✓
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 J.A. Bond, 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 submitted by J.A. Bond, 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.
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;

*Dec. 10, 1934*

*S. B. Schell*

Chief of Party

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

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

*B. J. Jones*

Examined and approved:

*K. T. Adams*

~~Asst Chief, Section of Field Records~~

*L. Q. Roberts*

Chief, Division of Charts

*F. B. Borden*

Chief, Section of Field Work

*G. H. Hude*

Chief, Division of Hydrography  
and Topography.

Applied to chart 447. Feb. 18, 1936 J.H.S.