

5226

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

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

_____, Director

State: Georgia

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. 5226

LOCALITY

Georgia
VICINITY OF ST. SIMON SOUND

Brunswick, Ga.

1934

CHIEF OF PARTY

S. B. Grenell

U. S. GOVERNMENT PRINTING OFFICE: 1928

applied to chart 1242. Mar 16, 1939 G.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 for-
warded to the Office.

Field No.

REGISTER NO. 5226

State..... Georgia

General locality..... ~~Coast of Georgia~~ VICINITY OF ST. SIMON SOUND

Locality..... ~~City of Brunswick Georgia~~

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

Vessel Air Photo Compilation Party #18

Reviewed and recommended for approval:
Chief of party..... Lieut. (j.g.) S. B. Grenell..... *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: ^{aerial} Compilation of photos Nos.: M-93 to M-98; M-192 to M-195;

M-113 to M-118; M-213 to M-217; (flight 789)

--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. 5226

789M 213 799M - 217
 789M - 192 789M - 195
 PHOTO NO. 789M - 93 to PHOTO NO. 789M - 98
 789M - 113 789M - 118

BY START FINISH

ROUGH RADIAL PLOT S. B. Grenell _____

SCALE FACTOR () _____

SCALE FACTOR CHECKED S. B. Grenell _____

PROJECTION A. A. Futral 3/21/31 3/21/31

PROJECTION CHECKED F. B. Hickman 11/30/31 11/30/31

CONTROL PLOTTED A. A. Futral 5/1/31 5/3/31

CONTROL CHECKED F. B. Hickman 5/3/31 5/3/31

TOPOGRAPHY TRANSFERRED _____

TOPOGRAPHY CHECKED _____

SMOOTH RADIAL LINE PLOT F. B. Hickman 5/3/31 5/3/31

RADIAL LINE PLOT CHECKED S. B. Grenell _____

DETAIL INKED B. B. Lewis, Jr. 6/7/31 8/1/31

AREA DETAIL INKED 29.7 Square Statute Miles

LENGTH OF SHORE LINE OVER 200m. 23.1 Statute Miles

LENGTH OF SHORE LINE UNDER 200m. 56.0 Statute Miles

GENERAL LOCATION Coast of Georgia

LOCATION City of Brunswick Georgia

DATUM STATION Sugar 1933 LATITUDE 31 - 07 + 1050.4

DATUM N. A. 1927 LONGITUDE 81 - 29 + 316.2

INSPECTION REPORT
Sheet #5226

REFERENCE:

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

GENERAL INFORMATION:

This sheet covers the general area of the upper Brunswick River, the lower Turtle River and the main portion of the City of Brunswick. The waterways and marsh areas are typical of this section of the coast and offer no unusual topographical features. The street system of Brunswick has been accurately shown with full lines although many of the streets in the outlying districts are unimproved.

The wooded areas in and around the city are comprised principally of groves of fine old live oaks of unusual size.

The main railway lines run on adjoining tracks through the center of the city with many sidings and switches serving the manufacturing plants. It was impossible to show the actual number of tracks in each case but special effort was made to indicate the actual system. The railway layout was checked against blueprints of the track system borrowed from the railroad companies.

CONTROL:

This sheet was controlled by triangulation only. No topographic stations were located or used. Most of the control came from the revision scheme executed by C. M. Durgin, 1932-33 with a few additional stations and connections from the first order arc of C. D. Meaney, 1932.

LANDMARKS FOR CHARTS:

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

COAST PILOT NOTES:

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

WHARF LINE CHANGES:

There are numerous minor changes in the positions and shapes of some of the docks and wharfs along waterfront at Brunswick. This sheet has been compared with the recent records of the U.S.E.D office and a careful inspection has been made in the field so it is felt that this sheet represents the true conditions of waterfront structures.

The only one worthy of note is the outer pier line at the A. B. & C. terminal where two main docks are shown with a fine dashed line. These docks were constructed during the world war and later abandoned and all that remains now are lines of rotting piling which still constitute an obstruction to navigation.

INSPECTION REPORT (cont'd)
Sheet #5226

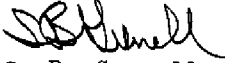
BRIDGE DATA:

Data for clearance of bridges was procured from the corrected list in the office of the U. S. E. D. , Savannah, Ga.

NAMES:

All names appearing on this sheet were taken from current copies of charts and Geological Survey topographic maps.

Respectfully Submitted,


S. B. Grenell

REPORT OF COMPILATION:

COMPILATION METHOD:

The standard radial line plot was used.

The control for this sheet was adequate and there was no trouble in carrying the plot through.

There are four flights on this sheet with a great deal of overlap. The centers of one of the flights fall in the tracing area of an adjoining sheet but the pictures cover a good deal of area on the sheet. The points were not all picked common to all the flights they appeared on, thus a point could be cut in from one flight whereas a point next to it could be cut in from a different flight. This was kept straight by using a different colored ink for the points cut in from each flight. Some points that were common to three flights had three circles around them in different colored inks designating the three sets of pictures they appeared on and were cut in from.

ADJUSTMENTS OF PHOTOGRAPHS:

The pictures on this sheet as a whole were very good and due to the large amount of overlap there was no trouble adjusting the pictures to the plot. There were a good many points picked over the city of Brunswick and this aided greatly in putting in the street system and detail in the town.

INTERPRETATION:

Standard symbols were used.

The pictures on two of the flights covering this sheet were taken at low tide and the pictures on the other flights at some higher tide. The shoals, sand bars, mud flats and etc. showed up on the pictures taken at low tide and were shown as such on the sheet. This accounts for part of the sheet showing these features and the other part not showing any.

Where ever possible the shoreline was taken from the low tide pictures or at least checked by them.

Two or more lines of tracks running on the same bed could not be picked up on the pictures and there was not space enough on a sheet of this scale to show them as such.

INFORMATION FROM OTHER SOURCES:

All information was obtained from the pictures and discussion with the field men.

Previous surveys aided in the picking up of railroads and railroad sideings.

COMPARISON WITH OTHER SURVEYS:

All sheet junctions have been made and are complete.

There are no structures shown on the charts to be removed.

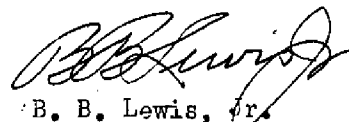
ACCURACY AND COMPLETENESS:

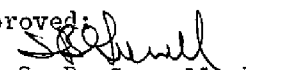
The error in well defined detail is less than four meters and in less well defined detail less than ten meters.

The area covered by this sheet is complete.

PHOTOGRAPHS:

No.	to	No.	Time	Date	Stage of Tide
93		98 (789)	10:30 A.M.	11/26/33	0 - L. W.
192		195 (789)	10:30 A.M.	12/18/33	7/9
113		118 (789)	1:00 P.M.	12/16/33	0 - L. W.
213		217 (789)	11:00 A.M.	12/18/33	7/9


B. B. Lewis, Jr.
Surveyor

Approved: 
S. B. Grenell

REVIEW OF AIR PHOTO COMPILATION T-5226 (1934)

August 1935

1. Projection.

The projection has been checked in the office. No errors have been found.

2. Comparison with Cotemporary Graphic Control Surveys.

a. T-6170 (1:10,000) Feb.-Apr. 1934.

The only shore line detail shown on T-6170 is along the Brunswick waterfront. The compilation has been corrected as necessary after a comparison with the photographs and T-6170. There remain isolated differences of 0 to 10 meters between T-6170 and this compilation which are due to the sketching on T-6170.

At lat. $31^{\circ} 09.7'$, long. $81^{\circ} 30.1'$, GElm on T-6170 falls about 15 meters outside the compilation high water line. Several objects which cannot be identified are visible on the photographs. They may be anchored barges and small boats or grounded hulks. They are not shown on the compilation. @Elm falls on one of these objects.

Details on T-6170 which do not appear on the compilation are as follows:

- (1) Temporary topographic stations,
- (2) Magnetic meridian,
- (3) Range lines. All range beacons are shown, but the azimuths have not been transferred to the compilation.

b. T-6172 (1:10,000) Feb.-Apr. 1934.

There is no shore line on T-6172. No conflicts have been noted between the compilation shore line and temporary topographic stations on T-6172.

Temporary topographic stations and the magnetic meridian have not been transferred to the compilation.

c. T-6183 (1:10,000) Feb. 1934.

The compilation covers the area above lat. $31^{\circ} 06'$ on T-6183. Some shore line has been sketched in pencil on T-6183. This does not agree with the compilation in several places. As the shore line was not rodded in on T-6183 (see descriptive report T-6183), the differences have not been corrected. No conflicts have been found between the compilation shore line and temporary topographic stations.

Details on T-6183 which have not been transferred to the compilation are temporary topographic stations and the magnetic meridian.

3. Comparison with Previous Topographic Surveys.

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

Extensive changes have taken place in this area since the date of T-778. All marshy shore lines have changed, especially along the small streams. The City of Brunswick has expanded with an accompanying development of the waterfront. Brandy Point has built up due to the addition of the jetty.

The compilation is complete and adequate to supersede that part of T-778 which it covers.

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

This is a survey of the shore line and adjacent detail along the Turtle and Brunswick Rivers. There has been little change in the high water line.

The compilation is complete and adequate to supersede the section of T-2373 which it covers.

c. T-2374 (1:5,000) 1899.

This is a detailed survey of the Brunswick waterfront. Some of the old piers have been destroyed and new ones added. The compilation is complete and adequate to supersede T-2374.

4. Comparison with Contemporary Hydrographic Surveys.

H-5579 (1:10,000) 1934, H-5591 (1:10,000) 1934, H-5686 (1:10,000) 1934-35, H-5687 (1:10,000) 1934-35.

No conflicts have been noted between the compilation shore line and the hydrography. For additions to the compilation from the hydrographic surveys see paragraph 6d,e.

5. Comparison with Charts.

This area is covered on charts 447 and 1242. The major changes which affect the charts are at Brandy Point, which has filled out to the jetty and in the marsh between Colonels Island and Joiner Creek. This area, known locally as Eastfield, is broken by numerous small streams and sloughs which do not show on the charts. Three piers on the Brunswick waterfront opposite the lower end of the Brandy Point jetty are in ruins and should be shown as such on the charts. The small pier shown on the compilation at lat. $31^{\circ} 09.6'$, long. $81^{\circ} 32.1'$ should be added to the charts.

6. Additions and Corrections.

a. The small islands and broken marsh at Eastfield have been added to

the compilation in the office. The compilation, before correction, showed a broken high water line along the channels. The breaks were turned in to indicate the cut up character of the marsh. Where the high water line on the photographs could be located definitely, it was added in the office.

b. The Brunswick waterfront has been changed in the office to agree more closely with T-6170. The graphic control survey was used as an aid in identifying waterfront details.

c. Piling and dolphins have been transferred to the compilation from T-6170 (lat. $31^{\circ} 07.7'$, long. $81^{\circ} 29.5'$) (lat. $31^{\circ} 08.2'$, long. $81^{\circ} 29.9'$) lat. $31^{\circ} 09.6'$, long. $81^{\circ} 30.0'$).

d. A wreck (lat. $31^{\circ} 09.2'$, long. $81^{\circ} 30.7'$) has been transferred to the compilation from H-5591. It is described on the hydrographic sheet as a "boiler, bare at H. W.". The position is the same as @ QUO on T-6170.

e. The gravel and stone piles (lat. $31^{\circ} 06.9'$, long. $81^{\circ} 29.6'$) (lat. $31^{\circ} 07.4'$, long. $81^{\circ} 29.7'$) have been transferred to the compilation from H-5579. They can be partially identified on the photographs.

7. Recoverable Stations.

Three recoverable stations have been transferred to the compilation by *V.R. Sobivalski* and checked by *L.H. Benson*. Descriptions on Form 524 are filed under T-6183.

8. Landmarks, Lights, and Beacons.

All landmarks, lights, and beacons shown on the charts are located on the compilation. No new landmarks have been recommended by the graphic control party.

9. Names.

All geographic names shown on the compilation have been taken from the charts with the exception of Eastfield, Long Creek, and Cedar Creek. These names are in local usage and recommended for adoption by the graphic control party. (Descriptive Report T-6183).

Respectfully submitted,

V.R. Sobivalski

8-19-35

B. G. Jones

Survey No. T- 5226

GEOGRAPHIC NAMES

Date. August 15, 1935Chart No. 1242 - 447

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>Blythe Island</u>	✓ Same	✓		
	<u>Turtle River</u>	✓ "	✓		
	<u>Academy Creek</u>	✓ "	✓		
	<u>Terry Creek</u>	✓ "	✓		
	<u>Fancy Bluff Creek</u>	✓ "	✓		
	<u>South Brunswick River</u>	✓ "	✓		
	<u>Buzzards Roost</u>	✓ "	✓		
	<u>Buzzard Island</u>	✓ "	✓		
	<u>East River</u>	✓ "	✓		
	<u>Brunswick River</u>	✓ "	✓		
	<u>Brunswick</u>	✓ "	✓		
	<u>Clubbs Creek</u>	✓ "	✓		
	<u>Colnels Island</u>	✓ "	✓		
	<u>Plantation Creek</u>	✓ "	✓		
	<u>Jointer Creek</u>	✓ "			
	<u>Brandy Point</u>	✓ "	✓		
	<u>Parsons Creek</u>	✓ "	✓		
	<u>Long Creek</u>	✓	Same		
	<u>Cedar Creek</u>	✓	"		
	<u>Eastfield</u>	✓	"		
	<u>BRUNSWICK PT.</u>	✓	APPROVED NAMES UNOFFICIAL		
	<u>BRUNSWICK HARBOR</u>	U.S. COAST & GEOD. SURV. 676	<i>[Signature]</i>		Oglethorpe Bay (USG.N. decision) (M-108)

REVIEW OF AIR PHOTO COMPILATION NO. 5226

Chief of Party: S. B. GRENELL

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) ✓
None
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.H. 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.H. 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

J. B. Schull

Chief of Party

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

Reviewed in office by: *V. R. Sobienulski* *B. J. Jones*

Examined and approved:

C. R. Green

Chief, Section of Field Records

L. O. Tolbert

Chief, Division of Charts

J. B. Borden

Chief, Section of Field Work

G. W. Wade

Chief, Division of Hydrography and Topography.

Applied to chart 447 3/28-36 J.N.S.