6154a 6155b
6154b 6156a
6155a 6156b

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

DESCRIPTIVE REPORT

A' B' C' D' E' F'

Topographic / ~~*Hydrographic*~~ *Sheet No.*

6154a 6155b
6154b 6156a
6155a 6156b

T-6154-b (Add'l. Wk 1937)
At Rear of This Report

State Georgia & South Carolina

LOCALITY

Tybee Roads : Savannah

Tybee Island: Jones Island

Elba Island : Hutchinson Island

Savannah River : Savannah River

1934

CHIEF OF PARTY

C.A. Egner

ETIC SURVEY
ARCHIVES
1935

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO. 61548

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. B'

REGISTER NO. 61548

State GEORGIA--SOUTH CAROLINA

General locality L. Tybee Roads

Locality Jones Island

Scale 1/10,000 Date of survey JULY--AUGUST, 1934

Vessel LAUNCH MILLER; PARTY #23

Chief of party C. A. EGNER

Surveyed by S. E. GREICUS

Inked by S. E. GREICUS; GEORGE FORTUNE

Heights in feet above -- to ground to tops of trees

Contour, Approximate contour, Form line interval -- feet

Instructions dated DECEMBER 5, 1933

Remarks: FOR TOPOGRAPHIC, HYDROGRAPHIC & PHOTO CONTROL COORDINATION OF U. S. E. D. AND C & G. S. STATIONS BY GRAPHIC METHODS.

Form 537a
Ed. Nov. 1929

U.S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO. 6154b

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. A

REGISTER NO. 6154b

State GEORGIA--SOUTH CAROLINA

General locality Tybee Roads

Locality TYBEE ISLAND,

Scale 1/10,000 Date of survey JULY--AUGUST, 1934

Vessel LAUNCH MILLER, PARTY #23

Chief of party C. A. EGNER

Surveyed by S. E. GREICUS

Inked by S. E. GREICUS; GEORGE FORTUNE

Heights in feet above --- to ground to tops of trees

Contour; Approximate contour, Form line interval --- feet

Instructions dated DECEMBER 5, 1933

Remarks: TOPOGRAPHIC, HYDROGRAPHIC, PHOTO CONTROL COORDINATION OF C. & G. S. & U. S. E. D. STATIONS BY GRAPHIC METHODS.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

Acc. No.
DEC 29 1934
U.S. COAST AND GEODETIC SURVEY
GEOGRAPHY AND MAP DIVISION

TOPOGRAPHIC TITLE SHEET

REG. NO. 61558

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. C

REGISTER NO. 61558

State GEORGIA--SOUTH CAROLINA

General locality TYBEE ROADS

Locality SELBA ISLAND RIVER

Scale 1/10,000 Date of survey JUNE, 1934

Vessel MILLER, PARTY #23

Chief of party C. A. EGNER

Surveyed by H. P. THEUS

Inked by H. P. THEUS

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated DECEMBER 5, 1933.

Remarks: THIS SHEET FOR TOPOGRAPHIC AND HYDROGRAPHIC CONTROL ONLY AND COORDINATION OF C. & G. S. AND U. S. E. D. STATIONS BY GRAPHIC METHODS.

Form 537a
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TOPOGRAPHIC TITLE SHEET

REG. NO. 6155b

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. D'

REGISTER NO. 6155b

State GEORGIA--SOUTH CAROLINA

General locality SAVANNAH

Locality HUTCHINSON ISLAND

Scale 1/10,000 Date of survey JULY--AUG.--SEPT 1934

Vessel LAUNCH MILLER, PARTY #23

Chief of party C. A. EGNER

Surveyed by H. P. THEUS

Inked by H. P. THEUS; G. FORTUNE

Heights in feet above ..... to ground to tops of trees

Contour, Approximate contour, Form line interval ..... feet

Instructions dated DECEMBER 5, 1933

Remarks: FOR TOPOGRAPHIC, HYDROGRAPHIC, PHOTO CONTROL. COORDINATION OF C. & G. S. AND U. S. E. D. STATIONS GRAPHICALLY.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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DEC 29 1934
Acc. No.

REG. NO. 6156a

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. E'

REGISTER NO. 6156a

State GEORGIA

General locality SAVANNAH,

Locality SAVANNAH RIVER

Scale 1/10,000 Date of survey JUNE, 1934

Vessel PATSY

Chief of party C. A. EGNER

Surveyed by GEORGE FORTUNE

Inked by GEORGE FORTUNE

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated DECEMBER 5, 1933

Remarks: THIS SHEET FOR HYDROGRAPHIC AND TOPOGRAPHIC CONTROL ONLY AND FOR COORDINATION OF C. & G. S. AND U.S.E.D. STATIONS GRAPHICALLY.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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DEC 29 1934
Acc. No.

REG. NO. 6156b

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. E'

REGISTER NO. 6156b

State GEORGIA

General locality SAVANNAH, G[illegible]

Locality SAVANNAH RIVER

Scale 1/10,000 Date of survey JULY-SEPT., 1934

Vessel PATSY

Chief of party C. A. EGNER

Surveyed by GEORGE FORTUNE

Inked by GEORGE FORTUNE

Heights in feet above ~~MEAN HIGH WATER~~ to ground to tops of trees

Contour, Approximate contour, Form line interval ~~of~~ feet

Instructions dated DECEMBER 5, 1933

Remarks: THIS SHEET FOR HYDROGRAPHIC AND TOPOGRAPHIC CONTROL ONLY AND FOR COORDINATION OF C. & G. S. AND U. S. E. D. STATIONS GRAPHICALLY.

REPORT TO ACCOMPANY TOPOGRAPHIC SHEETS

A', B', C', D', E', F'

REPORT TO ACCOMPANY TOPOGRAPHIC (BRISTOL BOARD) SHEETS:

A', B', C', D', E', F'

INSTRUCTIONS:

The Instructions for the work on this group of sheets were dated December 5, 1933, as a part of the assignment of combined operations undertaken by Party #23, basing at Savannah, Ga.

SCOPE:

These six sheets cover the survey of the Savannah River from the Atlantic Coast Line Ry. bridge (approximately 10 miles above Savannah) to the outside coast at Tybee Island. They cover, likewise, all the area of this lower river from high ground on the west to high ground on the east.

HISTORY:

As a result of several factors, the control of this locality has never proven satisfactory in the past. Many schemes of triangulation, all fragmentary, have been laid down in this river bed. There was found here a multitude of triangulation stations of various qualities poorly coordinated, with basic stations nearly all lost or washed away.

In 1932 there began the work of bringing order out of this confusion. The Coastal Scheme of 1st order triangulation provided basic connections with key stations. The following year, in line with the general plan which has been put into effect along this S. E. Atlantic Coast, a party inserted the Coastal Coordinating scheme of 2nd order making the necessary break downs and ties to various of the old fragmentary schemes, and also (which was most important) making ties with the work of the U. S. Engineers at various points to enable their scheme on Rectangular Coordinate to be reduced to our datum. A further control scheme helping to tie down the photographs at the northern extremity of the work, was a traverse line of 1918.

Making a circuit from the east around the northern part of the work and into Savannah via the A. C. L. Railroad. This traverse, while it provides useful points for the reduction of Photos gives no control for the survey of the river.

As matters stood therefore, while there was a large amount of control around Savannah and down the river there was practically none covering the river from Savannah north. This year, in order to complete the survey of the area, it was decided to supplement the above triangulation with (a) a good scheme of 2nd order stations as far north as the A. C. L. Bridge, putting them on high ground where they would stay; (b) a series of 3rd order intersection stations for immediate control of the Bristol Boards and aerial photography; (c) additional 4th order intersection stations--tanks, stacks, etc. for use in hydrography.

Also, where needed, further breakdown and ties were put in in the midst of the triangulation below Savannah.

The general result is, therefore, that now the Savannah River should be well controlled for future surveys, for years to come.

CONTROL STATIONS OF U. S. ENGINEERS:

The above is all in addition to the work of the U. S. Engineers. For their own use, primarily, the Engineers have built a sheme of triangulation on the river from Savannah to the sea.

This scheme is computed on Rectangular Coordinates and is difficult to determine in quality as compared to our own 3rd or 4th Order, since no record is kept of the original observations.

While frequent ties were made to it in 1932 by the 2nd order Control party, there seemed to be no consistent divergence when computed on our datum.

Here are a hundred or so of these stations, practically all temporarily marked. All are used only to tie down the periodic sounding, done in the river for the Engineers' own information in carrying on their dredging operations.

Altogether, therefore, while very useful in our own control, it was considered best not to include these stations as a part of our triangulation.

GROUPING AND LAYOUT OF BRISTOL BOARD SHEETS:

Six Bristol Board sheets were laid out A', B', C', D', E', F', in regular order from Tybee Island to the A. C. L. Bridge on a scale of 1/-10,000. All C. & G. S. triangulation stations were plotted on these, reduced to North American 1927 Datum.

All U. S. Engineers' stations were indicated in approximate position on the sheets. These were all located by planetable methods, and this location accepted for the final position. This, obviously, is not as accurate a method as triangulation determination would be, but in view of the enormous job of intersecting on these by theodolite and computing, it was believed to be satisfactory under the circumstances. When the sheets were finished, the U. S. Engineers' grid was placed on the sheets in its true position relative to the zero of coordinates (triangulation station Savannah South Base), and all Engineers' stations scaled for comparison with the U. S. E. D. computations.

This has the advantage of placing all C. & G. S. and all U. S. E. D. work on a common graphic basis and will enable the office to apply the results of successive U. S. E. D. surveys of the river to these sheets without the necessity of laborious reductions.

Supplementing these U. S. E. D. stations, the many sounding ranges (spaced approximately 333' apart from Savannah to the sea) have been located and are shown on these sheets in small red circles. ~~Hereafter, sounding on these ranges can~~ The numbers correspond to the U. S. E. D. numbers of these sounding ranges. Hereafter, sounding on these ranges can be applies directly to the sheets.

THE U. S. E. D. GRID OF RECTANGULAR COORDINATES:

On the sheets there have been laid out in fine red lines the U. S. E. D. Grid on a rectangular coordinate basis.

This gives a parallel graphical comparison between the two systems of all control in this river area.

Difficulty was encountered in doing this for the following reasons: (1) with Savannah South Base as the zero of coordinates, there is a difference in longitude at Tybee Island of about 13

minutes which becomes a serious matter in regard to curvature. (2) Laid out in feet, it has been necessary to transfer these many stations from meters to feet and vice versa, a laborious necessity. (3) Observations and computations of the U. S. E. D. stations are somewhat less than 3rd order in quality, so that discrepancies proved not uniform, and when reduced from meters to feet it was difficult to tie down the source of error--whether in faulty intersection or in inherent weakness of the original computation.

It will be noted that the grid falls down at its outer extremity at Tybee Island, and scaled distances to C. & G. S. triangulation introduce the error of curvature.

It was considered better to keep the grid truly rectangular thus keeping the U. S. E. D. stations all on the same basis, rather than apply curvature to it to fit the C. & G. S. triangulation, since both could not be made to fit at the same time.

The result is that all U. S. E. D. stations keep their relation in the U. S. E. D. grid for future plotting purposes of sounding in the river; and all triangulation stations have one position according to this grid and another correct one according to our Polyconic projection.

RANGES:

Determination of all navigating ranges on the main river have been made either by planetable setup at some distance on the extension of the range or by sextant fix.

These have been scaled for ~~time~~ true azimuth and are tabulated herewith.

SIGNALS ON BACK AND MIDDLE RIVERS:

Since high trees line either bank of these unimportant channels and location by planetable very difficult and uncertain, only sufficient signals to control the hydrography supplementing natural objects, have been established. In many cases these were located by sextant fix and plotted on the Bristol Board sheet. These are shown by blue circles.

AERIAL PHOTOGRAPHY:

The aerial photography of this river was done on Atlas sheets, the scale being about 7% smaller than 1/10,000. Since control for these Atlas sheets was not plentiful enough for accurate work the reduction of these sheets had to await this season's triangulation with the result that all the planetable work as well as the hydrography was done without benefit of shoreline.

The shoreline along the Savannah waterfront and docks, slips, were accurately rodded in by the topographer on sheet D'.

SHORELINE:

As a check on Photo-shoreline, when the U. S. Engineers' sounding ranges were rodded in the high water line (grass line) was measured from each of the front ranges which in most cases were close to the bank. This was done by estimation in cases where the distance was very short and by means of a 5 meter rod in the longer ones.

On sheets B', C', D', this gives a very close determination of the H. W. Line and serves as a definite check on the Photo-location.

MARKING OF STATIONS:

In general, no systematic marking of topographic stations was done, for the reason that there is such a great number of triangulation stations, properly marked, throughout this area. Also, the U. S. E. D. stands to the number of nearly 100 including the numerous navigating ranges, and a great number of natural objects located by intersection, makes this locality independent of topo stations marked in the conventional semi-permanent manner.

However, above the highway (Route #17) bridge on sheet F', where a closed planetable traverse was run tieing in at triangulation station END, all stations of this traverse are recoverable as they are instrument stands made of cypress lumber, and will resist decay for a long time.

LANDMARKS:

Additional points located by triangulation, in addition to those previously determined are included in this list, supplemented by an occassional object located by topo.

Indeed, there are so many determined points in the vicinity of Savannah that confusion would result if many more were added to the charts.

METHOD OF TRANSFER OF SIGNALS TO HYDRO SHEETS:

All triangulation points were plotted on the hydrographic sheets by d.m's. and d. p's. All topo points including those stands of the U. S. Engineers used in hydrography were transferred by paper tracing.

Respectfully submitted

O. F. Egner
Lieut. C&G S.

LIST OF NAVIGATING RANGES SAVANNAH RIVER
WITHIN THE SCOPE OF TOPO SHEETS
A', B', C', D', E', F'

	COAST PILOT TRUE	SHEET A' TRUE
TYBEE RANGE	297	297
JONES ISLAND RANGE	284	284
TYBEE KNOLL CUT	264	264
NEW CHANNEL	280	280.9
LONG ISLAND	319	318.8
LOWER FLATS	279	280.2
UPPER FLATS	342	342.4
FORT JACKSON RANGE	210	211.6
OGLETHORPE RANGE	245	244.6

Attention is called to small discrepancies noted on NEW CHANNEL, LONG ISLAND, LOWER FLATS, UPPER FLATS, FORT JACKSON, OGLETHORPE RANGES.

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD: A'

PARTY: No. 23

PROJECT: F. P. 4

YEAR: 1934

STATE: GEORGIA--SOUTH CAROLINA

GENERAL LOCALITY: LOWER SAVANNAH RIVER

LOCALITY: TYBEE ISLAND, TYBEE ROADS.

ADJOINS SHEETS: B' M

SHEET ON REVERSE SIDE: B'

SCALE: 1/10,000

DATUM: NORTH AMERICAN 1927

CHIEF OF PARTY: C. A. EGNER

TOPOGRAPHER: S. E. GREICUS

DATE OF INSTRUCTIONS: DECEMBER 5, 1933

INKED BY : S. E. GREICUS, GEORGE FORTUNE

SHEET A'

U. S. E. D. STATIONS

LAZARETTO
PULASKI
DAYMARK

SOUTH END U. S. E. 1932
TYBRISA TANK 1925
TYBEE LIGHTHOUSE
COCKSPUR LIGHT
JONES ISLAND F.R.
JONES ISLAND R.R.
QUARANTINE U. S. E. 1932
TYBEE KNOLL F. R.
WEST BASE U. S. E. 1932

LIST OF SIGNALS

SHEET A'

NAME	Latitude ° ' Meters	Longitude ° ' Meters	Description
West	31-59 (1480) 367	80-51 (836) 739	4 x 4 cyp. 5 meters in marsh on W. bank of Tybee inlet and directly W. of S. End U.S.E. station.
Bag	31-59 (313) 1535	80-51 (694) 880	4 x 4 cyp. 10 meters in marsh on W. bank of Tybee Inlet and directly W. of Scotties dock on Tybee Island.
Scot	31-59 (331) 1518	80-51 (1196) 478	First entrance post on N. side of Scotties dock on Tybee Island.
Lazaretto	32-00 (55) 1792	80-53 (1482) 92	U. S. Army Engineer's Station on W. bank of Lazaretto River N. of Tybee Road Bridge.
Tom	32-00 (26) 1822	80-53 (766) 808	(4 x 4 cypress on old Savannah Tybee R. R. bed between Tybee Road and South Channel of Savannah River. Ranges denoting the new proposed bridge across South Channel of Savannah River to Fort Pulaski.)
Cap	32-01 (1664) 184	80-53 (144) 1432	
Bum	32-01 (1342) 506	80-54 (971) 602	
N. F. R.	32-01 (1046) 802	80-53 (223) 1354	
S.F.R.	32-01 (1452) 396	80-53 (69) 1507	
S.R.R.	32-01 (1515) 333	80-53 (46) 1530	
East	32-01 (597) 1252	80-54 (---) 738	East Gable of White House on Quarantine dock located on the South Channel of Sav. R.
Al	32-01 (1716) 131	80-52 (1177) 400	4 x 4 cypress 15 meters in marsh on South bank of South Channel of Savannah River 1015 meters S.E. of Cockspur light and 675 meters W.S.W. of West Base.
Shack	32-01 (1290) 558	80-51 (940) 634	North Gable of house facing Jetties of Savannah River and situated on N. end of Tybee Island.
Phone	32-01 (1104) 742	80-51 (1448) 127	Center of Cupolo of old Telephone Exchange Ft. Screven.
Red	32-01 (958) 888	80-51 (1496) 79	Red stack of incinerator on N. end of Ft. Screven.
Club	32-01 (683) 1165	80-51 (1344 231	N. gable of Club house at dock on extreme N. end of Ft. Screven near Pilot Boat.
Pulaski	32-01 (655) 1192	80-53 (926) 650	U. S. Army Engineer Station at Fort Pulaski.
Daymark	32-01 (128) 1718	80-53 (1077) 497	U. S. Army Engineer's.

LIST OF SIGNALS (CONT.)
SHEET A'

NAME	LATITUDE o '	METERS	LONGITUDE o '	METERS	DESCRIPTION
Tide	32-01	1725 (123)	80-53	894 (682)	Center of old Tide shack built on pilling in Savannah River 560 meters E.S.E. of Tybee Knoll Front Range.
Oyster Bed Frt.	32-02	542 (1306)	80-53	142 (--)	Old obselete Front Range on Savannah River near Quarantine
Tybee Knoll Rear	32-01	1734 (113)	80-54	715 (---)	Rear Light Range west of Quarantine.

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD: B'

PARTY: NO. 23

PROJECT: F. P. 4

YEAR: 1934

STATE: GEORGIA--SOUTH CAROLINA

GENERAL LOCALITY: LOWER SAVANNAH RIVER

LOCALITY: SAVANNAH

ADJOINS SHEETS: M, K, C',I', H', A'

SHEET ON REVERSE SIDE: A'

SCALE: 1/10,000

DATUM: NORTH AMERICAN 1927

CHIEF OF PARTY: C. A. EGNER

TOPOGRAPHER: S. E. GREICUS

DATE OF INSTRUCTIONS: DECEMBER 5, 1933

INKED BY: S. E. GREICUS; GEORGE FORTUNE

U. S. E. D. STATIONS

SHEET B'

Fields Cut #2
" " #3
" " #4
" " #5
" " #6
V.P.T.W. #2
Red
Frank
Wing Dam #32
Wing Dam #28
Hydraulic
Long Island #3
Fill
New Johnson
New Hope
Welch

Fields Cut #1
Fields Cut #7
Lower Flats Rear R.
Venus 2 U.S.E. 1932
New Channel Rear R.
Long Island Front R.
Long Island Rear R.
Quarantine U.S.E.
Tybee Knoll F. R.

Marked V.P.T.N. on Sheet 6154a

LIST OF SIGNALS

SHEET B'

NAME	LATITUDE ° '	LATITUDE METERS	LONGITUDE ° '	LONGITUDE METERS	DESCRIPTION
Field Cut #2	32-04	1168 (---)	80-57	757 (---)	U. S. Army Engineer's Station with 4 x 6 center post.
" #3	32-04	1212 (635)	80-57	225 (---)	" " " " " "
" #4	32-04	1186 (662)	80-56	1175 (397)	" " " " " "
" #5	32-~~05~~ 04	1609 (239)	80-56	724 (850)	" " " " " "
" #6	32-05	142 (---)	80-56	397 (1176)	" " " " " "
Beacon #8	32-04	805 (--)	80-57	1074 (---)	Black Beacon at mouth of Field cut and Savannah River. No Bu 8 in this vicinity Red Bu 12 in 1935 Light list.
V.P.T.W. #2	32-04	272 (1576)	80-57	1128 (445)	U.S. Army Engineer Station
Red	32-04	545 (---)	80-57	551 (1022)	U. S. Army Engineer Station
Low Flats Front	32-04	465 (1383)	80-57	448 (1124)	Front Range Light of Savannah River Flats.
Tom	32-04	533 (1314)	80-57	216 (1356)	Wood post range marker 100 meters north of Savannah Riv. Flats R.R.
Frank	32-03	1493 (355)	80-57	351 (1221)	U. S. E. Station.
No. 33-2 Wing Dam	32-03	641 (1207)	80-56	364 (1212)	U. S. E. Station.
Ray	32-03	119 (1729)	80-55	1525 (48)	4 x 4 cyp. 7 meters H.W.L. on N.E. bank of Riv. & 100 m. S.E. of Range marker #178.
Wing Dam No. 28	32-02	1284 (562)	80-56	149 (1425)	U. S. E. Station.
Hydraulic	32-02	1400 (447)	80-55	940 (632)	U. S. E. Station.
Front Cross	32-02	1374 (474)	80-55	972 (600)	Front dredging range 42 meters S.W. of U. S. E. Hydraulic.
Rear Cross	32-02	1330 (518)	80-55	838 (734)	Rear dredge range 125 meters S.E. of U. S. E. Hydraulic.
New Channel Frnt.	32-02	668 (1179)	80-55	1098 (473)	Front range light of New Channel.
Long Id. #3	32-02	278 (1570)	80-55	417 (1155)	U. S. E. Station.
Jo F.R.	32-02	226 (1623)	80-55	(1333) (239)	Wood post range marker 90 meters E. of S. Riv. long Id. & F.Range.
Jo. R.R.	32-01	(148) (1700)	80-55	730 (1499)	Wood post range marker 140 meters N.W. of South Riv. Long Id & R.Range
Fill	32-02	876 (972)	80-54	956 (617)	U. S. E. Station
New Johnson	32-02	126 (1723)	80-54	708 (864)	U. S. E. Station
Lone Cross	32-01	--- (05)	80-54	899 (673)	Dredge Rear Range 215 meters N.W. of Tybee Knoll R. R.
Q Light	32-02	126 (1722)	80-54	261 (1311)	~~Red~~ Green light on Quarantine dock 64 m. N. of Quarantine Tank. Light List calls for Fixed Green Light. V.R.S. 7-30-35

LIST OF SIGNALS (CONT.)

SHEET B'

NAME	LATITUDE ° '	METERS	LONGITUDE ° '	METERS	DESCRIPTION
Bo.F.R.	32-02	723 (1126)	80-54	212 (1360)	Wood Post Front Range on North bank directly North of L. Light
Bo R.R.	32-02	782 (1066)	80-54	207 (1367)	Wood Post Rear Range on North bank directly North of L. Light
[illegible] F.R.	32-02	726 (1121)	80-53	--- (126)	Wood Post Front Range on N. Bank directly N. of Tybee Knoll F.R.
Lo R.R.	32-02	793 (1055)	80-53	--- (129)	Wood Post Rear Range on N. Bank directly N. of Tybee Knoll F.R.
Oyster Bed Rear	32-02	599 (1248)	80-53	1092 (484)	Old Obselete Lighthouse on N. Bank of Riv. 80 meters S.of Quarantine
New Hope	32-01	772 (1075)	80-54	845 (729)	U. S. E. Station
Cory	32-01	751 (1096)	80-54	1231 (343)	4x4 cypress projecting 5 feet
Dex	32-01	--- (860)	80-55	352 (1222)	above old road bed of Savannah and Tybee Railroad on South
Rock	32-01	--- (533)	80-55	918 (656)	bank of South Channel
Sol	32-04	1017 (831)	80-55	36 (1538)	4 x 4 cypress 10 meters in marsh on east bank of Wrights River
Welch	32-03	493 (1355)	80-56	998 (577)	U. S. E. Station

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD: C'

PARTY: NO. 23

PROJECT: F. P. 4

YEAR: 1934

STATE: GEORGIA, SOUTH CAROLINA

GENERAL LOCALITY: SAVANNAH

LOCALITY: SAVANNAH RIVER

ADJOINS SHEETS: B' D', H, K, I' H'

SHEET ON REVERSE SIDE: D'

SCALE: 1/10,000

DATUM: N. A. 1927

CHIEF OF PARTY: C. A. EGNER

TOPOGRAPHER: H. P. THEUS

DATE OF INSTRUCTIONS: DECEMBER 5, 1933

INKED BY: H. P. THEUS

LIST OF SIGNALS TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD C'

NAME	LATITUDE o '	METERS	LONGITUDE o '	METERS	DESCRIPTION
[redacted] 2	32-05	667 (1181)	81-01	350 (1224)	
Oglethorpe F. R.	32-05	789 (1059)	81-01	164 (1410)	
Bn. 1	32-05	759 (1089)	81-01	164 (1410)	
Bn 4	32-05	700 (1148)	81-01	184 (1390)	
Old Bn. 4	32-05	644 (1204)	81-01	190 (1384)	
Tree	32-05	539 (1309)	81-01	307 (1267)	Oak tree with triangle blazed on trunk.
F. R. #3	32-05	496 (1352)	81-00	903 (671)	
Mark	32-05	114 (1734)	81-00	1087 (493)	4"x 4"x 8' cypress hub.
R. R. #3-7	32-05	396 (1452)	81-00	529.5 (1044.5)	
F. R. #7	32-05	255.5 (1582.5)	81-00	429 (1145)	
Now	32-04	1667 (181)	81-00	521 (1053)	4"x 4"x 8' cypress hub.
R. R. #9	32-04	1771 (77)	80-59	1509 (65)	
F. R. #5-9	32-04	1678 (170)	80-59	1527 (47)	
R. R. #5	32-04	1604 (244)	80-59	1395 (179)	
Gus	32-05	1294 (554)	80-59	1405 (169)	1 meter N. W. U. S. E. D. hydrographic range 151-1
N.Elba Id.T. W. Lt.	32-05	975 (873)	80-59	643 (931)	
Pile	32-05	171 (1677)	80-59	226 (1348)	Blazed Pile on shoreline
[redacted] Mutt	32-04	1555 (293)	80-58	1240 (334)	4"x 4"x 8' cypress hub.
Black Bn.	32-04	1062 (786)	80-58	1435 (139)	
Iron Bn.	32-04	1052 (796)	80-58	1492 (82)	
Beacon	32-04	756 (1092)	80-58	808 (766)	Bn. on Girls Wharf
Iron Bn.	32-04	705 (1143)	80-58	834 (740)	
Ft.Jackson Ft.R.	32-05	361 (1487)	81-01	688 (886)	
Ft.Jackson R.R.	32-05	176 (1672)	81-01	809 (765)	

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD: D'

PARTY: NO. 23

PROJECT: F. P. 4

YEAR: 1934

STATE: GEORGIA--SOUTH CAROLINA

GENERAL LOCALITY: SAVANNAH RIVER

ADJOINS SHEETS: C', E', H

SHEET ON REVERSE SIDE: C'

SCALE: 1/10,000

DATUM: NORTH AMERICAN 1927

CHIEF OF PARTY: C. A. EGNER

TOPOGRAPHER: H. P. THEUS

DATE OF INSTRUCTIONS: DECEMBER 5, 1933

INKED BY: H. P. THEUS; GEORGE FORTUNE

LIST OF TOPOGRAPHIC SIGNALS TO ACCOMPANY SHEET

FIELD D'

NAME	LATITUDE o '	METERS	LONGITUDE o '	METERS	DESCRIPTION
Wympy	32-05	434 (1414)	81-02	1151 (423)	4"x 4"x 8' cypress stake 3 meters from shoreline Back River
L[illegible] Tree	32-04	--- (530)	81-02	1394 (180)	Tree 5 meters from shoreline at end of road
Stick	32-04	--- (443)	81-03	1161 (413)	Circle of nails located at inward corner of East end A.C.L.R.R.wharf
Chute	32-04	--- (454)	81-03	1311 (263)	North peak of roof of red fertilizer chute
Corner	32-04	---- (516)	81-03	1563 (11)	N.E. corner of Roof on A.C.L.wharf
Bit	32-04	--- (608)	81-04	438 (1136)	Wood Bit on A.C.L. wharf
Pipe	32-04	--- (610)	81-04	886 (688)	Circle of nails 10 ft. west of water outlet.
Stack	32-04	--- (571)	81-04	1278 (296)	
Mess	32-04	--- (500)	81-04	1357 (217)	X marked in concrete foundation
Rosin	32-04	--- (193)	81-05	36 (1538)	Circle of nails on Seaboard wharf under edge of roof 12m from E.end
Pure Oil Tank	32-04	--- (579)	81-02	1171 (403)	Peak of roof gasoline tank
Standard Oil Tank	32-04	--- (537)	81-02	979 (595)	Peak of roof gasoline tank
Standard Oil Stack	32-04	--- (488)	81-02	978 (596)	Stack--Standard Oil pump house
Ft.Ogletheorpe Light	32-04	--- (117)	81-02	334 (1240)	
Chimney	32-05	1133 (715)	81-03	1490 (84)	Brick chimney
Tower	32-04	--- (656)	81-04	484 (1090)	Peak of roof of fire tower
Sco	32-05	--- (140)	81-06	1174 (---)	X marked one meter from N.E. corner of concrete wharf at Southern Cotton Oil Company

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET

FIELD: E'

PARTY: NO. 23

PROJECT: F. P. 4

YEAR: 1934

STATE: GEORGIA

GENERAL LOCALITY: SAVANNAH, GEORGIA

LOCALITY: SAVANNAH RIVER

ADJOINS SHEETS: D', F'

SHEET ON REVERSE SIDE: F'

SCALE: 1/10,000

DATUM: NORTH AMERICAN 1927

CHIEF OF PARTY: C. A. EGNER

TOPOGRAPHER: G. FORTUNE

DATE OF INSTRUCTIONS: DECEMBER 5, 1933

INKED BY: G. FORTUNE

U. S. E. D. RECOVERABLE STATIONS

SHEET E'

Acan
Sand 3
South Seaboard
Diamond
Marsh Pt. 2
Hermit
Bank
Marine 2
Mud
City Dock
Ham
Queen 2
Lower compress
Upper Compress
Prince 2
High Cypress 2
Clear 2
Island
Mack 2
Middle River
Liberty 2
Cluster
Wabak
Onslow
Cut Off
Trouble
No. 2 Front
No. 2 Rear
Argyle 1934

HYDROGRAPHIC
RECOVERABLE TOPOGRAPHIC SIGNALS

SHEET E'

NAME	LATITUDE o '	LATITUDE METERS	LONGITUDE o '	LONGITUDE METERS	DESCRIPTION
Sugar Ref. Stack	32-08	1188 (660)	81-08	1200 (373)	Prominent brick stack Savannah Sugar Ref. W. bank Savannah Riv.
Black Stack	32-06	99 (1749)	81-06	--- (67)	Black metal stack near edge river American Can Company
Compress Stack	32-07	634 (1214)	81-08	239 (1334)	Compress stack on west bank Savannah, Ga.
Flat Tank	32-08	1090 (758)	81-08	1172 (401)	Silver open-top tank Savannah Sugar Refinery
Red	32-08	985 (863)	81-07	625 (947)	N.W. gable of red-roofed barn west bank Back River
Rice	32-08	1768 (80)	81-06	--- (486)	Western gable abandoned rice mill on east bank Back River
Bound	32-09	1731 (117)	81-07	1268 (304)	Georgia-S.Carolina state line marker.
Mist	32-09	745 (1103)	81-09	548 (---)	Topographic stand
Ter	32-09	1325 (523)	81-09	456 (---)	Topographic stand

Descriptive Report to Accompany Topographic Sheet

Field: F'

Party: No. 23

Project: F.P.4

Year: 1934

State: Georgia

General Locality: Savannah, Ga.

Locality: Savannah River

Adjoins Sheets: E'

Sheet on Reverse side: E'

Scale: 1/10,000

Datum: North American 1927

Chief of Party: C. A. Egner

Topographer: G. Fortune

Date of Instructions: December 5, 1933

Inked by: George Fortune

LIST OF RECOVERABLE STATIONS

SHEET F'

NAME	LATITUDE o '	METERS	LONGITUDE o '	METERS	DESCRIPTION
Elk	32-13	827 (---)	81-08	1436 (135)	West bank Savannah River 4 meters high water line
Side	32-13	1263 (---)	81-08	1112 (459)	West bank Savannah River on high water line
Isle	32-13	1609 (---)	81-08	1025 (546)	On small island in Savannah R. 120 m. S.E. A.C.L.R.R. Bridge
Gus	32-13	660 (---)	81-09	278 (1293)	On mud flat, west side Savannah River 6 m. inside H.W.L.
Oil	32-13	236 (---)	81-09	228 (1343)	On S. end small island Savannah R.S.junction Sav.R. & Back River
Olive	32-12	1718 (130)	81-09	187 (1385)	On west bank Savannah River on H. W. L.
Ike	32-12	1252 (596)	81-08	1380 (192)	On east bank Savannah River 3 meters from marsh grass line
Boob	32-12	779 (1069)	81-09	159 (1413)	On west bank of Savannah River on high water line.
Till	32-11	1785 (63)	81-09	416 (1156)	On west bank of Savannah River 2 meters from marsh grass line.
Mack	32-11	1470 (378)	81-09	810 (762)	On west bank of Savannah River on high water line
Mike	32-12	254 (1594)	81-09	25 (1547)	On east bank of Savannah River 4 meters from H.W.L.
Boot	32-11	286 (1562)	81-09	485 (1087)	On West bank Savannah River 2 meters from high water line
Fritz	32-10	1764 (84)	81-09	853 (719)	On west bank of Savannah River 1st bend above Drakies Cut.
Hanz	32-10	1341 (507)	81-09	446 (1126)	N.E. point Drakies Cut Savannah R. on H. W. Line
Mutt	32-10	247 (1601)	81-09	640 (932)	On west bank Savannah River 3 meters from high water line
Jeff	32-10	657 (1191)	81-09	455 (1117)	On east bank of Savannah River 2 meters from high water line
Center of Draw A.C.L Bridge	32-13	1625	81-08	1210	Savannah river. Center of draw span A.C.L.Bridge

Form 567
Rev. Jan. 1933

Duplicate copy
(letter 892-1934)

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

DIVISION OF CHARTS, FILE NO. _____

Sheet A' "
" B' none
" C' none
" D'
" E'
" F'

LANDMARKS FOR CHARTS

Savannah, Ga.

1934 DEC 24 AM 10:07

_____, 1934

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

C. A. Egner *Chief of Party.*

DESCRIPTION	POSITION				DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE				
	° '	D.M. METERS	° '	D.P. METERS			
Tybee Waterworks Tank	32-00		80-50		N.A. 1927	Triangu- lation	1241 440
Rourke's Iron Works	32-04	1338	81-04	1552	"	"	"
U.S.E.D. Water Tank	32-04		81-04		"	"	"
Savannah Slender Water Tank	32-05	719.1	81-04 (2)	363.5	"	"	"
Power House Stack E.	32-05	03.6	81-05	1156.5	"	"	"
Power House Stack W.	32-05	27.9	81-05	1195.0	"	"	"
Standpipe	32-05	486.2	81-06	390.9	"	"	"
Tall Stack	32-06	346.8	81-07	268.7	"	Topo	"
Mexican Pet. N.E. Tank △ MEXICAN	32-06	1198.7	81-07	919.0	"	Triangu- lation	"
Stack (Compress)	32-07	634	81-08	239	"	Topo	"
Sav.Riv.Lbr.Co.Tank △ WENT 1932	32-09	95.4	81-09	131.0	"	Triangu- lation	"
Concrete Stack	32-09	348.3	81-09	432.9	"	"	"
Center of draw span Savannah Riv. Bridge	32-09	1681.0	81-09	564.3	"	"	"
N.W.Gable Rice Mill Tavern	32-09	1722	81-06	1516	"	Topo	"
Boundary Sign S.Carolina-Georgia	32-09	1731	81-07	1268	"	"	"

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive indentification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

U.S. GOVERNMENT PRINTING OFFICE: 1934 25370

Form 567
Rev. Jan. 1933

DIVISION OF CHARTS, FILE NO._____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

_____

_____, 193

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

_____
Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	° ′	D.M. METERS	° ′	D.P. METERS			
Center of draw span A.C.L.Bridge	32-13	1625	81608	1210	N.A. 1927	Triangu-lation	1241 440

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U.S. GOVERNMENT PRINTING OFFICE: 1934 25379

STATION U.S.E.D. NAME	C.&G.S. NAME	LATITUDE	U.S.E.D. FT. (A) S.	C.&G.S. TOPO	C.&G.S. FT. (B) Δ	DIFFERENCE	LONGITUDE	U.S.E.D. FT. W.	C.&G.S. FT. TOPO	C.&G.S. FT. Δ	DIFFERENCE	KIND OF STATION BM: BEACON S: USE.D. STAND Δ: C.&G.S. MARK
TYBRISA TANK	SAME AS U.S.E.D.	31-59	37,662.18		36,674	-12	80.50	64,343.03		64,340	+3	Δ
SOUTH END	"	31-59	38,378.31		38,384	-6	80-51	63,145.23		63,124	+21	Δ
WEST BASE	"	32-01	26,759.03		26,780	-21	80-51	59,288.55		59,300	-12	Δ
LAZARETTO	"	32-00	27,814.81	27,830		-16	80-53	52,953.89	52,956.17		-2	S
DAYMARK	"	32-01	22,012.67	22,000.		+12	80-53	51,627.97	51,624.		+4	S
NEW HOPE	"	32-01	25,109.52	25,126.		-17	80-54	45,317.92	45,314		+4	S
PULASKI	"	32-01	23,718.02	23,734.		-16	80-53	51,132.48	51,126		+6	S
QUARANTINE	"	32-02	19,342.84		19,350	-7	80-55	49,670.72	~~49,670~~	49,670	0	Δ
NEW JOHNSON	"	32-02	21,171.75	21,184		-12	80-54	45,757.94	45,760		-2	S
FILL	"	32-02	18,705.55	18,728		-22	80-54	44,940.98	44,940		+1	S
LONG ID.	"	32-02	20,660.66	20,688		-27	80-55	41,549.43	41,560		-11	S
HYDRAULIC	"	32-02	16,993.01	17,001.		-8	80-55	39,827.25	39,828		-1	S
WING DAM No.28	"	32-02	17,375.76	17,386		-10	80-56	37,270.50	37,270		0	S
WING DAM No.33-2	"	32-03	13,430.84	13,440		-9	80-56	36,564.44	36,566		-2	S
WELCH	"	32-03	13,916.32	13,924		-8	80-56	34,486.96	34,480		+7	S
VENUS 2	"	32-03	11,086.45		11,090	-4	80-56	34,348.01		34,340	+8	Δ
FRANK	"	32-03	10,646.36	10,640		+6	80-57	31,428.41	31,440		-12	S
RED	"	32-04	7,686.16	7,696		-10	80-57	30,764.62	30,770		-6	S
VPTW 2	"	32-04	8,592.28	8,600		-8	80-57	28,890.83	28,880		+10	S
PHILBRICK 2	"	32-04	7,910.99	7,910		+1	80-58	26,673.71	26,668		+5	S
PALMETTO	"	32-04	6,237.56	6,240		-2	80-58	27,350.76	27,350		+1	S
ELBA	"	32-04	6,661.69	6,654		+8	80-58	23,720.74	23,704		+17	S
MEIGS	"	32-04	5,192.44	5,184		+8	80-59	21,501.95	21,524		-22	S
"B" 2	"	32-05	3,059.05	3,060		-1	80-59	20,021.02	20,030		-9	S
"A"	"	32-05	~~654.44~~	640		+14	80-59	18,816.68	18,820		-3	S
BUSH	"	32-05	666.91		680	-13	80-59	19,744.12	19,745		-1	Δ
BEACON	"	32-05	2,266.21	2,280		-15	80-57	17,953.43	17,970		-17	S
HUNT	"	32-05	1973.63	2,000	~~3684~~	-26	81-00	14,570.00	14,570		0	S
PROCTOR R. U.S.E.	"	32-06	3,658.42		3684	-26	81-00	13,994.53	13,990		+5	Δ

STATION		LATITUDE						LONGITUDE						KIND OF STATION
U.S.E.D. NAME	C.B.G.S. NAME		U.S.E.D. FT. S.		C.B.G.S. FT. TOPO	C.B.G.S. FT. Δ	DIFFERENCE		U.S.E.D. FT. E.	U.S.E.D. FT. W.	C.B.G.S. FT. TOPO	C.B.G.S. FT. Δ	DIFFERENCE	BN=BEACON S = U.S.E.D. STAND Δ = C.B.G.S. MARK.
BAUER ✓ X	SAME AS U.S.E.D.	32-05	1,116.82		1,120		-3	81-00	12,336.27		12,336		0	S
JAM ✓	X "	32-05	1,942.00		1,944		-2	81-01	11,164.30		11,164		0	S
FINGER ✓	X "	32-05		119.00	100		+19	81-01	11,684.46		11,684		0	S
BARN ✓	X "	32-05		245.61	230		+16	81-01	8,906.51		8,910		-4	S
FEVER ✓	X "	32-05		3,173.58	3,164		-10	81-01	7,824.48		7,844		-20	S
BARNWELL 18 No.2 ✓	X "	32-05		1,169.01	1190.		-21	81-01	7,480.38		7,464		+16	S
FT. JACKSON ✓	X "	32-04		3,828.84		3832	-3	81-02	5,758.43		~~5770~~	5770	-12	Δ
ABE ✓	X "	32-05		2,358.40	2360		-2	81-02	5,313.52		5,316		-2	S
DEPTHFORD ✓	"	32-04		4,858.69	4,880		-21	81-02	3,797.74		3,790		+8	S
POINT ✓	"	32-04		4,209.31	4,220		-11	81-02	1,963.00		1,990		-27	S
CYPRESS TREE 2 ✓	"	32-04		5,161.49	5,180.4		-19	81-03	1,466.56		1,480	1	-14	S
PERRY ✓	"	32-04		6,027.46		6020	+7	80-59	18,276.43		~~18,284~~	18,284	-8	Δ
ST. AUGUSTINE ✓	"	32-04		3926.99		3920	+7	80-59	17,369.80		X	17,386	-16	Δ
MIDWAY ✓	"	32-05		2000.88		1990	+11	81-00	14938.88			14940	-1	Δ
FIG 2 ✓	"	32-04		4078.92	4086		-7	81-03	58.11		60		-2	S
SAN. SOUTH BASE ✓	"	32-05	0	0	0	0	0	81-03	0	0	0	0	0	Δ
CHIMNEY ✓	"	32-05	279.83		314.9		((35))	81-03		3,336.15	3274		((62))	S
FERRY ✓	"	32-04		3967.27	3970		-3	81-03		2,088.20	2,064		+24	S
PATRICK 2 ✓	"	32-04		4615.54	4620		-6	81-04		4,714.88	4,690		+25	S
MORGAN ✓	"	32-04		4395.74	4400		-4	81-04		7,308.38	7,290		+18	S
COMPRESS ✓	"	32-04		3678.54	3680		-1	81-05		10,088.04	10,096		-8	S
FISH 3 ✓	"	32-04		3586.02	3580		+6	81-05		12,083.46	12100		-17	S
CITY HALL PINNACLE ✓	"	32-04		4284.57		4284	+1	81-06		11,177.09		11180	-3	Δ
BUTLER ✓	"	32-04		4396.99	4406.0		-9	81-05		10,284.63	10250		+35	S
SEABOARD OFFICE 2 ✓	"	32-04		3486.64	3486		0	81-05		10,771.46	10,780		-9	S
GROCERY ✓	"	32-04		4033.95	4040		-6	81-05		11,866.99	11,870		-3	S
KELLY ✓	"	32-05		2314.17	2,300		+14	81-05		12,489.04	12,490		-1	S
M.B.M. 2 ✓	"	32-05		2794.95	2780		+15	81-05		13,048.00	13060		-12	S
CANAL 2 ✓	"	32-05		743.54	720		+24	81-06		13,897.82	13900		+8	S

STATION		LATITUDE							LONGITUDE							KIND OF STATION
U.S.E.D. NAME	C.&G.S. NAME		U.S.E.D. FT. N.	U.S.E.D. FT. S.	C.&G.S. FT. TOPO	C.&G.S. FT. Δ	DIFFERENCE		U.S.E.D. FT. E.	U.S.E.D. FT. W.	C.&G.S. FT. TOPO	C.&G.S. FT. Δ	DIFFERENCE	BN.= BERCON S. = U.S.E.D. STAND Δ = C.&G.S. MARK
TARHEAD ✓	SAME AS U.S.E.D.	32-05		590.38	590.0		+10	81-06		14943.71	14944		0	S
WALL ✓	"	32-05	712.68		700.		+13	81-06		15,303.27	15320		-17	S
SAND 1-2 ✓	"	32-05	1786.94		1816.		-29	81-06		16,376.59	16440		+36	S
SAND 3-2 ✓	"	32-06	3515.93		3514		+2	81-06		18,325.11	18344		-19	S
ACAN ✓	"	32-06	3098.55		3100		-1	81-06		18,786.37	18797		-11	S
SEABOARD S. ✓	"	32-06	3798.39		3780		+18	81-07		19634.14	19636		-2	S
MARSH POINT 2 ✓	"	32-06	4909.60		4900		+10	81-07		19649.71	19660		-10	S
DIAMOND	"	32-06	—		4170 N			81-07		—	20108.2-W			S
HERMIT	"	32-06	5730.30		5720		+10	81-07		21136.47	21150		-14	S
BANK	"	32-06	6859.82		6850		+10	81-07		20644.04	20656.1		-12	S
MARINE 2 ✓	"	32-06	6861.52		6856.		+6	81-07		21973.45	21974		-1	S
MUD	"	32-06	7849.72		7844		+6	81-07		21,564.29	21576		-12	S
HAM	"	32-07	8938.35		8910		+28	81-07		22,755.71	22760		-5	S
CITY DOCK	"	32-06	—		8650 N			81-07		— —	23,384 W			S
LOWER COMPRESS ✓	"	32-07	10,490.60		10480		+10	81-08		24,615.83	24,630		-14	S
UPPER COMPRESS ✓	"	32-07	11,091.46		11080		+11	81-08		24,875.44	24,870		+5	S
HIGH CYPRESS 2 ✓	"	32-07	12,878.48		12872		+6	81-08		25, 768.00	25,774		-6	S
ARGYLE ✓	"	32-07	14,111.40			14096	+15	81-08		24,408.93		24,416	-7	Δ
CLEAR 2 ✓	"	32-07	14439.02		14,420		+19	81-08		26, 865.71	26, 880		+14	S
ISLAND ✓	"	32-08	15,251.05		15,236		+15	81-08		25,977.78	25,980		-2	S
MACK 2 ✓	"	32-08	16,601.68		16,610		-9	81-08		26,579.84	26,590		-11	S
MIDDLE RIVER ✓	"	32-08	17,793.25		17,770		+23	81-08		26, 389.09	26,400		-11	S
CLUSTER ✓	"	32-08	19,531.59		19,520		+12	81-08		26, 879.00	26, 886		-7	S
LIBERTY 2 ✓	"	32-08	19,508.80		19,500		+9	81-08		26, 131.03	26, 140		-9	S
WABAK ✓	"	32-09	20, 838.95		20, 850		-11	81-08		26, 783.28	26, 790		-7	S
ONSLOW ✓	"	32-09	22,143.31		22,144		-1	81-08		26, 613.82	26, 616		-2	S
CUT OFF ✓	"	32-09	21,870.46		21, 867		+3	81-08		29, 053.05	29, 050		+3	S
TROUBLE ✓	"	32-09	21, 785.19		21, 742		+42	81-09		30, 305.16	30, 280		+25	S
PRINCE 2 ✓	"	32-07	?		11942			81-08		?	24532			S

STATION		LATITUDE						LONGITUDE						KIND OF STATION
U.S.E.D. NAME	C&G.S. NAME		U.S.E.D. FT. N.	S.	C.&G.S. FT. TOPO	Δ	DIFFERENCE		U.S.E.D. FT. E.	W.	C.&G.S. FT. TOPO	Δ	DIFFERENCE	BN = BEACON S = U.S.E.D. STAND Δ = C.&G.S. MARK
FIELDS CUT 1	SAME AS U.S.E.D.	32-04		6,616.41		6630	-14	80-57	29,122.43			29,110	+12	Δ
FIELDS CUT 2	"	32-04		5,611.63	5630		-18	80-57	30,114.26		30,094		+20	S
ST. AUGUSTINE REAR	"	32-04		3664.30	3667.9		-4	80-59	17,304.17		17,310		-6	R
ST. AUGUSTINE FRONT	"	32-04		3954.29	3959.8		-6	80-59	17,218.19		17,260		-42	R
IRON BEACON ABOVE A ELBA	"	32-04		6033.54	6016.		+18	80-58	22,533.19		22546		-13	BN
COCKSPUR LT.	"	32-01		25,518.84		25524	-5	80-52	54,243.64			54,236	+7	BN Δ
TYBEE F LT.	"	32-00		28,715.81	28733.8		-18	80-49	70,880.85		70,842		+38	R. BN
TYBEE LT. HOUSE	"	32-01		25,665.76		25,680	-14	80-50	64,887.17			64886	+1	R. BN Δ
BLOODY POINT FRONT	"	32-03		11,476.56		11,525.3	-48	80-50	64,487.77			64,468.6	+19	R. Δ
BLOODY POINT REAR	"			6,063.76		6,104.4	-40		60,021.98			60,020.9	+2	R. Δ
JONES ISLAND FRONT	"	3202		18446.31		18454	-8	80-52	57138.13			57150	-12	R Δ
JONES ISLAND REAR	"	32-02		16829.30		16828	+1	80.53	50545.53			50556	-10	R
OYSTER BED FRONT	"	32.02		19787.92	19726		-62	80.53	52792.88		51740		+53	R
OYSTER BED REAR	"	32.02		19606.44	19661.6		-55	80.53	49666.01		49670		-4	R
TYBEE KNOLL FRONT	"	32.01		21651.88		21664	-12	80.53	48521.80			48516	+6	R Δ
TYBEE KNOLL REAR	"	32.01		21957.45	21980		-23	80.54	45745.68		45740		+6	R
LONG ID. FRONT	"	32.02		20812.43		20822	-10	80.55	41850.13			41860	-10	R Δ
LONG ID REAR	"	32.01		22249.54		22264	-15	80.54	43104.41			43108	-4	R Δ
NEW CHAN. FRONT	"	32.02		19391.29	19400.0		-9	80.55	39302.48		39320		-18	R
NEW CHAN REAR	"	32.02		18915.04		18916	-1	80.56	36812.36			36808	+4	R Δ
LOWER FLATS FRONT	"	32.04		7947.73	7960		-12	80.57	31104.25		31104		0	R
LOWER FLATS REAR	"	32.04		8080.90		8092	-11	80.57	31870.72			31860	+10	R Δ
IRON BN. GIRLS HSE.	"	32.04		7158.66	7160		-1	80.58	24715.93		24690		+24	BN
BN. GIRLS HSE. WHARF	"	32.04		6982.42	6990		-8	80.58	24810.62		24770		+40	BN
FIELDS CUT 3	"	32.04		5478.18	5500		-22	80.57	31880.69		31850		+30	S
FIELDS CUT 4	"	32.04		5576.02	5580		-4	80.56	33880.65		33880		+1	S
FIELDS CUT 5	"	32.04		4189.56	4200		-10	80.56	35372.90		35368		+5	S
FIELDS CUT 6	"	32.05		2947.39	2940		+7	80.56	36426.16		36444		-18	S
FIELDS CUT 7	"	32.05		1975.51		1982	-7	80.56	37552.96			37550	+3	Δ

STATION		LATITUDE			C. & G. S. FT.			LONGITUDE			C. & G. S. FT.			KIND OF STATION
U.S.E.D. NAME	C. & G. S. NAME		U.S.E.D. FT. N.	S.	TOPO	A	DIFFERENCE		U.S.E.D. E.	W.	TOPO	A	DIFFERENCE	BN: BEACON S: U.S.E.D. STAND D: C. & G. S. MARK
WRIGHT	"	32.06		[illegible]		5578.2		80.58				25935.0		Δ
UPPER FLATS FRONT ✓	X "	32.04		4554.81		4550	+5	80.59	21138.86			21144	−5	R
UPPER FLATS REAR ✓	X "	32.04		6394.42		6390	+4	80.59	21722.16			21730	−8	R
NELBA ID TWLT ✓	X "	32.05		203.00	204	[illegible]	−1	80.59	20140.19		20148		−8	BN
OGLETHORPE FRONT ✓	X "	32.05			800 S			81.01			11400 E			R
OGLETHORPE REAR ✓	X "	32.05	2292.83			2305	−12	80.59	17942.62			17950	−7	R Δ
BN BARNWELL ISLAND JETTY	PROCTOR PLACE LT	32.06		3352.13		3376	−24	81.00	13584.15			13592	−8	Δ
BN "4" ✓	X	32.05		1294.57	1289.2		+5	81.01	11320.35		11316		+4	BN
BN "2" ✓	X	32.05		1224.38	1210		+14	81.01	10792.81		10784		+9	BN
FT. JACKSON E.	X	32.05		2226.48	2221.0		+5	81.01	9670.84		9674		−3	R
FT. JACKSON R.	X	32.05		2830.47	2831.2		−1	81.01	9303.13		9276		+27	R
NO 2 FRONT ✓		32.07	11806.63	[illegible]	11860.1		−53	81.08		24549.08	24610		−61	R
NO 2 REAR ✓		32.07	11569.05		11550		+19	81.08		24347.24	24350		−3	R

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Topographic / *Hydrographic* } *Sheet No.* A!

T-6154-B (Addl Wk. 1937)

Graphic Control

State Georgia-South Carolina

LOCALITY

Tybee Roads

Tybee Island

1937

CHIEF OF PARTY

B. H. Rigg

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537a
Ed. Nov. 1929

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. 6154-B

REGISTER NO. T6154 b (Addl. Wk. 1937)

State Georgia - South Carolina

General locality Tybee Roads

Locality ~~Savannah River~~ Tybee Island

Scale 1-10,000 Date of survey August 16, 19 37

Vessel Benj. H. Rigg

Chief of party Benj. H. Rigg

Surveyed by Benj. H. Rigg

Inked by Benj. H. Rigg

Heights in feet above ____ to ground to tops of trees

Contour, Approximate contour, Form line interval ____ feet

Instructions dated Orders, August 14, 19 37

Remarks: Revision work shown in brown ink

GPO

DESCRIPTIVE REPORT TO ACCOMPANY
REVISION SURVEY OF G.C.S. 6154-B

INSTRUCTIONS

Orders August 14, 1937

PURPOSE OF REVISION

The purpose of this revision was to check by topographic methods the locations of Jones Island front and rear range structures, quarantine tank, new dock constructed by the Lighthouse Bureau, to obtain the location of Lazaretto Creek Light, to check the positions of several floating aids and to locate any additional landmarks in the vicinity.

SURVEYING METHODS USED

Setups were made and cuts taken from Quarantine U.S.E. 1932, Quarantine Light, Cockspur Light 1902, West BAse U.S.E. 1932 and from a three point setup on the Lighthouse Dock. Orientations in each case were accurately checked on triangulation stations.

REVISION WORK

The positions of Jones Island range structures and Quarantine Tank were found to be correct. In addition to locating the new dock belonging to the Lighthouse Service a section of the high water mark at the point was located and is shown in brown ink. A strong location was obtained for Lazaretto Creek Light. In addition to this a new flagpole at Fort Pulaski was located and a new position was obtained for the weather tower near Tybee Lighthouse. The position of this weather tower depends on a single topographic cut and a round of angles taken at the tower

see next page BGG

Jones Island F.R. 1913	
Tybee Lt.	94°37'
Scrivens Tank	39°13'
Tybee Tank	08°44'
Tybee F.R.	47°43'
Jones Island F.R. 1936	159°11'
" " " 1913	10°37' ✓

plotting ✓ BGG 10/3/37

LEGEND

New work shown in brown ink.

NOTE

Positions were obtained for several buoys which were turned over to the Superintendent of the Sixth District for his information. No buoys were found out of position.

Respectfully submitted

Benjamin G. Rigg

POST-OFFICE ADDRESS: U. S. Lighthouse Depot
Charleston, S. C.

~~30~~ TELEGRAPH ADDRESS:

~~20~~ EXPRESS ADDRESS:

Reference 80 DRM

80 KTA C.K.G.
McJones

1937 OCT 14 AM 8:2

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

October 13, 1937

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

From: Benjamin H. Rigg
Chief of Party

Subject: Location of Weather Tower on T-6154b.

You are advised that the Weather Tower near Tybee Lighthouse was moved to a new location some time in 1936. This information was obtained yesterday from the Lighthouse Keeper at Tybee. Due to the erosion in the locality the Tower was moved from a point near the high water line to the position recently furnished by me which is on the top of the fortifications.

Benjamin H. Rigg
Chief of Party

CRG
KTA

80-DRM

October 9, 1937.

To: Lieutenant Benjamin H. Rigg,
U. S. Coast and Geodetic Survey,
U. S. Lighthouse Depot,
Charleston, South Carolina.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Location of Weather Tower on T-6154b.

With reference to your recent location on T-6154b (additional work) of the weather tower near Tybee Lighthouse, will you please advise this office as to whether this is a new location of the same tower located on T-6154b in 1934, or the location of a new tower built since 1934.

Your descriptive report for T-6154b(additional work) states, "A new position was obtained for the weather tower near Tybee Lighthouse." It is not entirely clear from the wording of the report whether the tower has been rebuilt since the original position on T-6154 was determined. The difference between the 1934 position and your 1937 position is approximately sixty meters.

(Signed) HAROLD O. T[illegible]

[illegible] Director.

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~No. xxx~~
GRAPHIC CONTROL
No. T-6154-B (Addl. Wk., 1937)

received Sept. 1, 1937
registered (Sept. 13, 1937
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
✓ 83		RFS.	
88			
90			

RETURN TO

82	C. K. Green

✓