

6175

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

DESCRIPTIVE REPORT

Topographic  
~~Hydrographic~~

6175  
Sheet No. **HS**

State **Georgia**

LOCALITY

**St. Catherines Sound to John-**

**Walburg Island (31°-37.5)**

193 **4**

CHIEF OF PARTY

**Herman Odessey**

U. S. GOVERNMENT PRINTING OFFICE: 1934

6175

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 6175

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. S

REGISTER NO. 6175

State Georgia

General locality St. Catharines Sound

Locality Walburg Island

Scale 1:10,000 Date of survey February 1934  
~~1933~~

Vessel GILBERT

Chief of Party Herman Odassey

Surveyed by Edwin Shuffle, Jr. Observer

Inked by

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval none shown feet

Instructions dated December 5 1934  
~~1933~~

Remarks: Uninked sheet transferred to party of C.A. Egner on  
April 7, 1934.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Brunswick, Ga.

March 23, 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.

Herman Odessey

Chief of Party.

[illegible]

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, 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 of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

## Plane Table Positions.

Sheet ~~10~~ 5

Name	Latitude D. M. Meters	Longitude D. M. Meters	Description of Object
Front Range, Walburg Cr.	31 40 325.6	81 11 803.8	See Form 524, Description of Topographic Station.
Rear Range, Walburg Cr.	31 40 373.8	81 11 720.3	(Topographic Station) See Form 524, Description of)
Beacon No.1 Johnson Creek	31 39 953.5	81 11 1441.8	See Form 524, Description of Topographic Station.
Beacon No.2 Johnson Creek	31 39 705.7	81 11 1236.7	See Form 524, Description of Topographic Station.
Back	31 39 1710.8	81 10m 872.5	See Form 524, Description of Topographic Station.
We	31 41 497.5	81 09 708.8	See Form 524, Description of Topographic Station.
Top	31 41 825.3	81 11 955.9	See Form 524, Description of Topographic Station.
"H"	31 39 753.8	81 12 1003.0	See Form 524, Description of Topographic Station.
Topo	31 38 552.7	81 11 716.0	See Form 524, Description of Topographic Station.

( 1 )

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEETS - A, B, C, D, E, F, G, & H.  
Ogeechee River to Doboy Sound

PROJECT

1934.

DATE OF INSTRUCTIONS

December 5th, 1933.

CHIEF OF PARTY

Herman Odessey, H. & G. Engineer,  
Commanding Officer, Ship GILBERT.

TOPOGRAPHER

E. Shuffle, Jr. Observer.

INSTRUMENTS

The standard alidade, telemeter rods, and plane table equipment were used with aluminum sheet and a special board.

PURPOSE OF SURVEY

The purpose of this survey was to locate signals for hydrography on the Inland Waterway of Georgia from the Ogeechee River to Doboy Sound, and to obtain data needed to reduce aerial photographs of this area to an accurate scale.

PROCEDURE

Most of the set-ups were made at triangulation stations, and the hydrographic signals cut in. At least one magnetic meridian was obtained on every sheet. No local disturbances were noticed. The bearing of all the ranges were accurately determined by obtaining three point fixes on the range. All of the landmarks not located by triangulation were cut in, and a list is attached. Permanent topographic marks were put in at intervals of about one mile and the description of the stations are attached. As your circular letter was not received until the middle of March, after the first seven sheets had been completed, the sheets were taken to the field again, to rod in sections of shore line. In addition to the topography, the triangulation stations, falling on the sheets were recovered, and in a few cases, the descriptions were revised according to the changes that had taken place.

SHEETS

As the circular letter supplemented the written instructions of December 5th, 1933, your instructions in regard to leaving the cuts on the sheets could not be complied with in full, as most of the sheets had been cleaned up, although wherever it was possible, the cuts were freshened up. The range lines were inked and their bearings were taken off the sheets by a three arm steel protractor. Alongside of each hydrographic signal, its description was printed and sketched, so as to enable any party to locate these signals quickly. There was no field sketching done on the sheets.

All recoverable hydrographic, topographic, and the triangulation stations were indicated by red dots. The hydrographic and topographic stations were indicated by red circles, while the triangulation stations were indicated by red equilateral triangles.

On the magnetic meridians, there was printed the time of day, the date, and the station at which the meridian was obtained.

U. S. Coast and Geodetic Survey topographic stations were labelled "stand" with the name of the station alongside of it. U. S. Engineer stations were labeled "engineer stand".

#### MISCELLANEOUS

##### VERTICAL CONTROL:

As these sheets were intended primarily for aerial photo control and for locating hydrographic signals, no attempt was made at vertical control.

##### GEOGRAPHIC NAMES:

The geographic names are correct as charted.

##### CHANGES IN PROMINENT OBJECTS

Johnson Creek Beacons Nos. 1, 2, and 4 were relocated by plane table method, and described.

Mud River Front Ranges Nos. 2, 3, 4, and 6, and Mud River Rear Ranges Nos. 1, 2, 3, 4, and 6, were relocated by plane table methods, and described.

The description of the Mud River Ranges differ considerably from the descriptions given in our latest Inside Route Pilot (1931).

The descriptions of these ranges were written underneath their positions on sheets "G" and "H" as stipulated in your circular letter of the middle of March in regard to all landmarks.

Approved:

*Herman Odyssey*  
Herman Odyssey  
Chief of Party

Respectfully submitted,

*Edwin Shuffie, Jr.*  
Edwin Shuffie, Jr.  
Observer.