

# 9954

# N & S

Diag. Cht. No. 1242-2 and Insert.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-83 Office No. T-9954 North  
T-9954 South

### LOCALITY

State Georgia

General locality St. Simons Sound

Locality Turtle River

1945 51-56

### CHIEF OF PARTY

J.E. Waugh, Chief of Field Party

E.H. Kirsch, Baltimore Photo. Office

### LIBRARY & ARCHIVES

DATE July 31, 1959

B-1870-1 (1)

# 9954

DESCRIPTIVE REPORT - DATA RECORD

Page 1

T - 9954

Project No. (II):

~~6069~~ PA83

Quadrangle Name (IV):

TURTLE RIVER

Field Office (II): Photogrammetric Party No. 1

Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 27 December 1951

Copy filed in Division of  
Photogrammetry (IV)

Sup. 1 " 12 March 1952

Sup. 5 " 16 October 1952

Sup. 6 " 2 April 1953

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 4-13-56

Date reported to Nautical Chart Branch (IV):

MAY 14 1956

Applied to Chart No.

Date:

Date registered (IV): 3/19/58

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): Road 2, 1933

Lat.: 31° 11' 25.995" (800.6 m) Long.: 81° 32' 52.471" (1389.3 m)

Adjusted

~~unadjusted~~

Plane Coordinates (IV):

State: Georgia

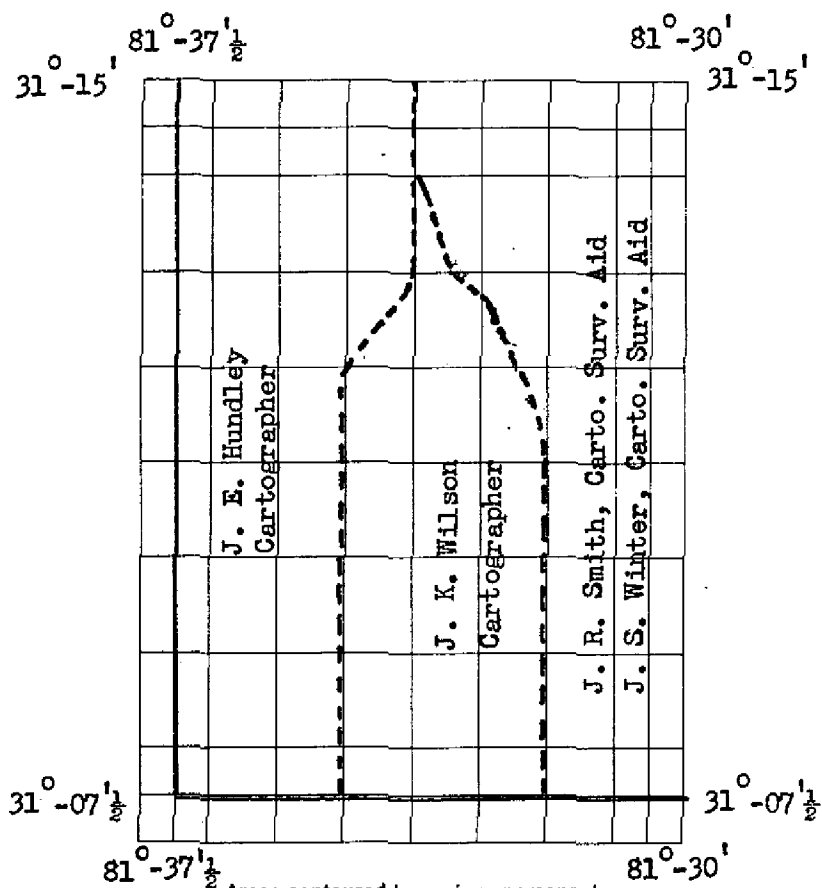
Zone: East

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,  
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.



Areas contoured by various personnel

(Show name within area)

(II) (III)

DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): J. S. Winter, Carto. Surv. Aid  
J. E. Hundley, Cartographer Date: August 1954  
July-August 1954

Planetable contouring by (II): J. R. Smith, Carto. Surv. Aid  
J. S. Winter, Carto. Surv. Aid Date: June 1954  
J. E. Hundley, Cartographer June-August 1954  
J. K. Wilson, Cartographer June-August 1954  
August-Oct. 1954

Completion Surveys by (II): Date: MAY 1956  
JOSEPH E. NOLSON

Mean High Water Location (III) (State date and method of location):  
APRIL 11, 1951 (DATE & PHOTOGRAPH)

Projection and Grids ruled by (IV): J. D. ALLEN Date: 7/7/ 52

Projection and Grids checked by (IV): H. D. Wolfe Date: 7/16/52

Control plotted by (III): D. W. Williams Date: 8/19/55

Control checked by (III): F. Wisiecki Date: 12/22/55

Radial Plot ~~XXXXXXXXXX~~ E. L. Williams Date: 1/4/56  
~~XXXXXXXXXX~~ by (III):

Planimetry Date:  
Stereoscopic Instrument compilation (III): Contours Date:

Manuscript delineated by (III): J. Honick Date: 2/28/56  
J. Phillips

Photogrammetric Office Review by (III): H. R. Rudolph Date: 3/30/56

Elevations on Manuscript A.K. HAYWOOD Date: 3/11/58  
checked by (II) (III):

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): Single lens "O" Camera

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
51-0-4415 to 4418	4-11-51	1114	1:10,000	6.1 above MLW
51-0-4513 to 4515	4-11-51	1208	1:10,000	6.2 above MLW
51-0-4516 to 4518	4-11-51	1209	1:10,000	6.7 above MLW
51-0-4532 to 4537	4-11-51	1226	1:10,000	6.7 above MLW
51-0-4688 to 4691	4-13-51	1510	1:10,000	5.0 above MLW

Tide (III)

From Predicted Tide Tables

Reference Station: Savannah River Entrance, Georgia  
Subordinate Station: Southern Ry. Wharves, Turtle River  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	6.9	8.1
1.1	7.6	8.9

Washington Office Review by (IV):

*A.K. Heywood*

Date: *MARCH 1958*

Final Drafting by (IV): J.H. Frazier T-9954-S

Date: NOV 7, 1958

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 51  
Shoreline (More than 200 meters to opposite shore) (III): 37 Mi  
Shoreline (Less than 200 meters to opposite shore) (III): 99 Mi  
Control Leveling - Miles (II): 42.0  
Number of Triangulation Stations searched for (II): 98 \*  
Number of BMs searched for (II): 24 \*\*  
Number of Recoverable Photo Stations established (III): 3  
Number of Temporary Photo Hydro Stations established (III): None

Recovered: 52 + Identified: 19°  
Recovered: 12 ++ Identified: 20

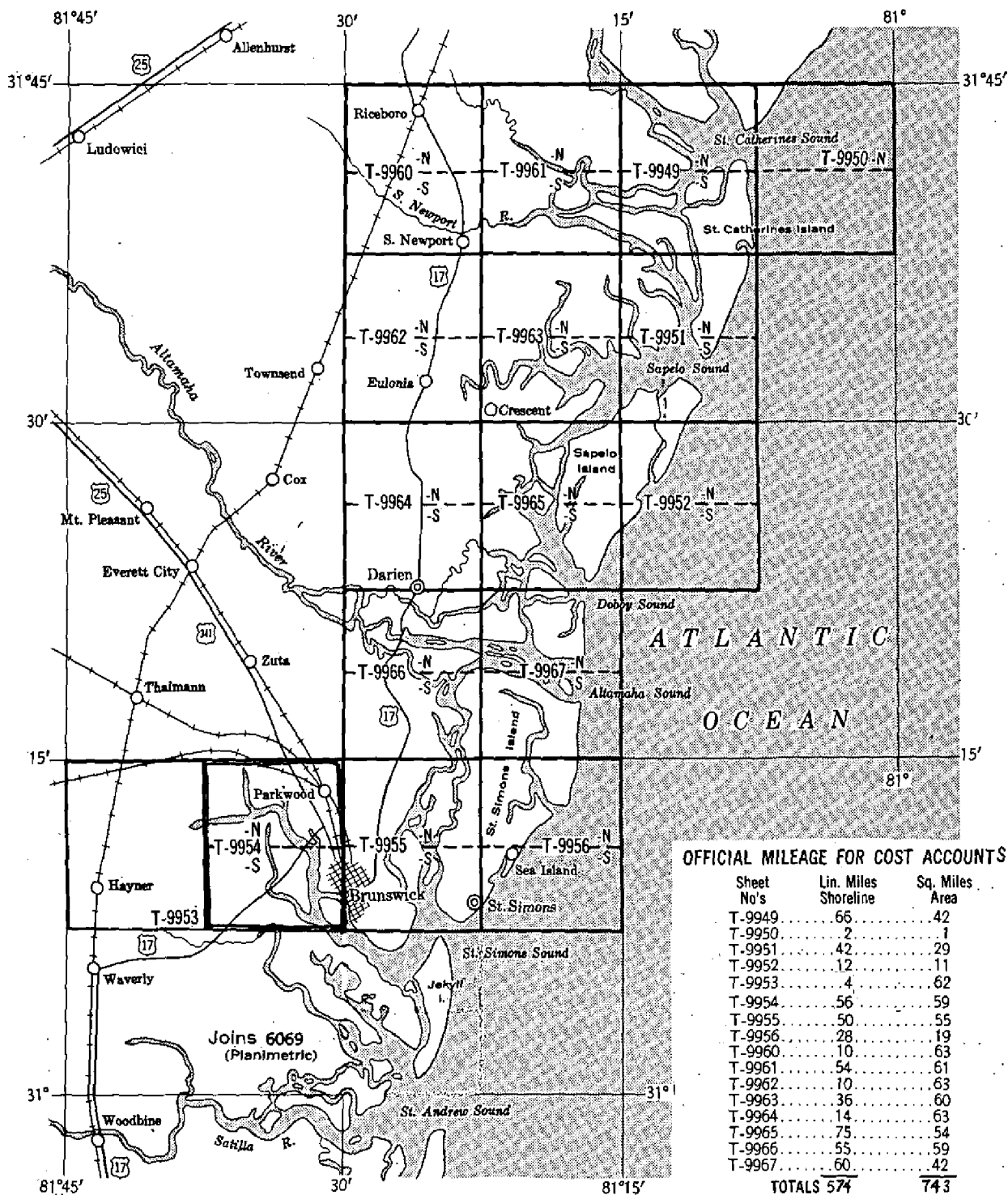
Remarks:

- \* 6 are also Bench Marks
- \*\* 15 are tidal Bench Marks
- + 19 are also Bench Marks
- ++ 5 are also Tidal Bench Marks
- ° 6 are also Bench Marks

# TOPOGRAPHIC MAPPING PROJECT 24180

GEORGIA, St. Catherines Sound to St. Simons Sound

(Refer to Air-Photo Index 127-C)



Compilations in two parts each (North and South) at scale 1:10,000, T-9950 North part only.

## DATE OF PHOTOGRAPHS:

Nine-lens photographs, scale 1:10,000 taken February 1952

Nine-lens photographs, scale 1:20,000 taken April 1951

Single-lens photographs, scale 1:24,000 taken April 1951

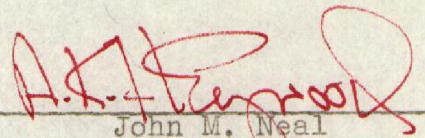
Single-lens photographs, scale 1:32,800 (U.S.G.S.) taken March 1951

Summary to Accompany Description Report

T-9954

Topographic map T-9954 is one of <sup>16</sup>~~14~~ similar maps in PROJECT 6083. This project covers the Georgia Coast from latitude 31°07'30" (St. Simons Sound) northerly to latitude 31°45' (St. Catherine Sound).

This map was compiled by hand plot methods. Field work prior to compilation included complete field inspection, supplemental leveling and complete planetable contouring. The compilation was at scale of 1:10,000. The manuscript is in 2 sheets, each 3.75' in latitude and 7.5' in longitude. The map was field edited and is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7.5' topographic quadrangle. The registered copies under T-~~9954~~ will include 2 one-half quadrangle Cronar film positives at scale 1:10,000 designated as T-9954 N/2 and T-9954 S/2, and a complete 7.5' quadrangle cloth-mounted print in color at scale 1:24,000. Hydrographic Data furnished by this Bureau, including depth curves and soundings will be shown on the color print.

  
John M. Neal  
Reviewer  
December 1955

## FIELD INSPECTION REPORT

Project Ph-69  
Quadrangle T-9954

### 2. AREAL FIELD INSPECTION

The quadrangle is predominantly in its natural state of woodland and marsh. The eastern portion is heavily developed in the vicinity of Brunswick and the area bordering on U. S. Highway 17.

U. S. Highway 17 and numerous public and private secondary roads adequately serve the area.

The Atlantic Coast Line Railroad, Seaboard Air Line Railroad, and the Southern Railway have freight connections from Brunswick to their main lines. The Southern Railway also has limited passenger service.

The principal industries are logging for pulpwood and cattle raising. The Brunswick Pulp and Paper Co. operates a large pulp mill on the east shore of Turtle River about a mile south of U. S. Highway 17 bridge. This plant processes the major portion of the pulpwood produced in this area. Of equal importance is Plant McManns of the Georgia Power Company. It is located on Crispin Island. It supplies electricity throughout the extent of the project.

These two plants are the largest single employment factors in this area.

No difficulty was encountered in the interpretation of the photographs. The interior field inspection is believed to be adequate and complete.

### 3. HORIZONTAL CONTROL

See the Field Inspection Report for Quadrangle T-9953.

4. VERTICAL CONTROL

All bench marks were searched for and reported on Form 685a. They are listed as follows:

<u>Bench Mark</u>	<u>Establishing Agency</u>	<u>Order</u>
R-10-MIDDLE	USC&GS	First
S-10-PAIM	"	"
U-10-KID	"	"
W-10-VICK	"	"
Y-10	"	"
24 MC (USGS)	"	"
BM 13	U.S.G.S.	Third
NO 29	"	"

In addition to the bench marks listed above as recovered, the Georgia Geodetic Survey traverse stations are third order bench marks. Those recovered within the quadrangle limits and not identified as horizontal control have been identified on the photographs as such. They are listed below. No Form 685a's have been submitted:

T-9954

4G-20	5G-1	7G-1	16C-20D
21	2	3	20G
26		6	21
27		7	22B
29			23
30			
32			

The following Tidal Bench Marks were searched for and reported on Form 685a:

Buffalo Creek Entrance, Turtle River, Tidal  
Bench Marks 1, 2 and 3

Crispin Island, Turtle River, Tidal Bench  
Marks 3, 4 and 5

Dillard Creek, Tidal Bench Marks 1, 2 and 3

Highway Bridge, Blythe Island, South Brunswick  
River, Tidal Bench Marks 1, 2 and 3

Southern Railway Docks, Turtle River, Tidal  
Bench Marks 1, 2 and 3

Forty two miles of fly levels were run as control for plane table contouring. Fifty level points were established beginning at No. 54-01 and terminating at 54-50. The largest error of closure was -0.29 foot. No adjustment was made.

#### 5. CONTOURS AND DRAINAGE

The contouring was accomplished by standard plane table methods on 1:10,000 scale single-lens photographs at an interval of five feet.

The instructions contained in the last paragraph of a letter to CDR Hubert A. Paton, dated 5/20/52, ref. 711-mk1, in reference to a separate set of photographs to be used for the identification of horizontal control has not been complied with. Recovery and Identification was accomplished as a "fill-in" while a large part of the personnel was on leave. It was not considered a serious deviation and for that reason the identification was not transferred to one set prior to submission.

The terrain is generally flat, with the highest elevation encountered being thirty five feet on U. S. Highway 84 near the western edge of the quadrangle.

Natural drainage is predominantly toward the southeast corner of the quadrangle through Turtle River, South Brunswick River and their numerous tributaries.

The methods outlined for the completion of drainage and swamp limits in the Director's letter to LCDR Paul Taylor, dated 8/11/52, ref. 711-aal, were followed.

Three vertical accuracy tests were run, consisting of plane table traverses on the contoured photographs. The tests are inked in purple.

The test on photograph 51-0-4691 was about three-quarters of a mile long; approximately one third of the distance was through cultivated fields and the remainder through moderately to heavily wooded areas. Twenty five points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy, 25 per cent were in error of 1 foot, the remainder were found to be correct as shown.

The test on photograph 51-0-4513 was approximately 0.7 mile in length, running almost due north from the Jekyll Island Road, through moderate to heavily wooded country, and terminating at the marsh along Fancy Bluff Creek. Eighteen points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy. About 15 per cent of the points were 1 foot in error; the remainder are correct as shown.

The test on photograph 51-0-4537 was approximately 1.0 mile in length, through moderate to heavily wooded country. Thirty five points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy; one point was 2.0 feet in error; approximately 15 per center were 1.0 foot in error; and the remainder were correct as shown.

#### 6. WOODLAND COVER

The coverage was classified in accordance with current instructions. The several different tones have been labeled on the photographs. It is believed that the compiler should have no great difficulties. A majority of the swamp limits have been delineated by the field inspector in red ink. Most of the trees are pine. The fringe of trees along the border of the swamps is a mixture of pine, oak, gum and underbrush. The swamps, as a whole, contain black gum. Very little cypress was found.

Attention is invited to the areas along the streams. In many instances the tones of the photographs in these areas have the appearance of swamp. They are not swamps, being a peculiarity of this section of Georgia. An attempt was made to correctly label the areas.

## 7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line or apparent shoreline have been indicated on the photographs in representative areas.

The low water was not inspected.

The foreshore along the areas of apparent shoreline is mostly soft mud varying in width from 5 to 15 meters at low water. In areas of MHWL it is generally more solid, and composed of shells and mud.

All piers, wharves, and landings are shown, and when in ruins are labeled as such.

The submerged cable-crossing south of U. S. Highway 17 bridge over Turtle River is indicated and the shore ends of the cable are noted on the photograph.

A slip and canal have been dredged at Plant McManus on Crispin Island and have been located by plane table methods on photograph 51-0-4517A.

All alongshore structures have been indicated.

## 8. OFFSHORE FEATURES

The wreck shown on Chart 447 on the north side of East River just west of Brunswick Harbor has been indicated. No other offshore features were discernible at the time of field inspection.

## 9. LANDMARKS AND AIDS

All fixed aids to navigation have been located in accordance with project instructions. A tabulation of the aids and a sketch showing the cuts to those aids located during this survey are submitted with this report.

During the field work the stack and water tank at the power plant and the radio masts on Blythe Island were located by theodolite cuts. The positions of the masts have

been computed in the field. The cuts to the stack and water tank should be plotted graphically. The location of these objects is shown on the sketch.

The stack, tank and masts, together with several other objects in the vicinity of Brunswick, are recommended as landmarks for nautical charts and are submitted on Form 567.

The fire tower of the Glynn County Forestry Headquarters, located on U. S. Highway, about two miles north of Brunswick, is indicated on photograph 51-0-4689 as an interior landmark. It is not recommended for either an aeronautical or nautical aid and Form 567 is not submitted.

All points on ranges have been located.

#### 10. BOUNDARIES, MONUMENTS AND LINES

This is the subject of a special report submitted by Mr. Richard L. McGlinchey, Cartographic Survey Aid, on 2 February 1953.

#### 11. OTHER CONTROL

All control in this quadrangle has been discussed in previous paragraphs.

#### 12. OTHER INTERIOR FEATURES

The clearances of all bridges and cables over navigable waters have been measured and indicated on the photographs. The measurements were taken to the actual water level and a time and date was noted. The clearances have been computed in the field using predicted tides. A copy of a letter to the District Engineer, calling attention to discrepancies found in the published bridge data, is enclosed with this report.

All roads, buildings and other interior features have been classified in accordance with the Topographic Manual.

13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The following reports and supplemental data have been submitted previously:

<u>Description</u>	<u>Submitted to:</u>	<u>Date</u>
Boundary Report	Washington, D. C. in Pkg. No. 94	2 February 1953
Shoreline for Project Ph-84 and Preliminary Report & Data for Quadrangles T-9957 & T-9793, Project Ph-69	Baltimore Office in Pkg. No. 54-14	5 May 1954
Additional Control Identification for Project Ph-84 and Quadrangles T-9953, T-9954, T-9958 and T-9968, Project Ph-69	Baltimore Office in Pkg. No. 54-18	8 June 1954
Preliminary Reports and Data for Quadrangles T-9794N, T-9795N and T-9958S, Project Ph-69, and Quadrangle T-9959S, Project Ph-83	Baltimore Office in Pkg. Nos. 54-24 and 54-25	25 June 1954
Field Data for Quadrangle T-9955, Project Ph-83	Washington, D. C. in Pkg. Nos. 54-35 and 54-36	9 August 1954

Control Identification and Shoreline  
Inspection for Quadrangle T-9959, Project Rh-83

Baltimore Office 10 September 1954  
in Pkg. Nos.  
54-43 and 54-44

Submitted by: NOV 12 1954

*John S. Winter*

John S. Winter  
Carto. Surv. Aid

Approved & Forwarded: NOV 12 1954

*J. E. Waugh*

J. E. Waugh  
CDR, USC & GS  
Officer in Charge

PHOTOGRAMMETRIC PLOT REPORT  
Project ~~6062~~ **PA 83**  
Surveys No. T-9954

21. AREA COVERED

This radial plot covers the area of Survey T-9954 in Project 6069. **83**  
This is a topographic survey located just to the west of Brunswick, Georgia and includes Blythe Island and Turtle River.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Georgia State Grids, east zone, in red at a scale of 1:10,000 were furnished by the Washington office. Base sheets were prepared in this office. Survey T-9954 was divided into north and south halves.

All control stations and substitute stations were plotted using the beam compass and meter bar.

A sketch, showing the layout of surveys in this plot and the distribution of control and photograph centers, is attached to this report.

Photographs:

The photographs used in this plot are as follows: Forty (40) single lens photographs taken during April 1951, at a scale of 1:24,000 and ratioed to a scale of 1:10,000:

51-0-4398 thru 4406  
51-0-4415 thru 4420  
51-0-4511 thru 4519  
51-0-4530 thru 4539  
51-0-4688 thru 4693

Standard symbols were used on all photographs.

Templets:

Vinylite templets were made for all photographs. The master templet was used to correct the paper and film distortion.

22. METHOD - RADIAL PLOT

Closure and Adjustment to Control:

All identified control was transferred to the base sheets from the map manuscripts by matching common grid lines.

In addition some pass points and photograph centers located by previous plots for surveys Nos. T-9955, T-9959 and T-9958 were, also, transferred to the base sheets. See Photogrammetric Plot Report for Surveys T-9794, T-9795, T-9958 and T-9959 dated 18 August 1954, and the plot report for T-9955, T-9956, T-9964 to T-9967 dated 1 September 1953. These surveys are part of project 6083.

**SHEETS T-9953 & T-9954 WERE ORIGINALLY PART OF PA 69. IT HAS BEEN DECIDED TO DISCONTINUE PA 69 AS A TOPOGRAPHIC PROJECT. TWO SHEETS, T-9953 & T-9954, WERE TO BE TRANSFERRED FROM PA 69 TO PA 83.**

**AKA**

## 22. METHOD - RADIAL PLOT (CONT'D)

### Closure and Adjustment to Control (Cont'd):

The radial plot was constructed on the base sheets. The templets for photographs 4398 through 4406 were relaid as they had been for the previous plot for Surveys T-9955 and T-9959. Then the flights to the west of this flight were laid. In each of these flights the templet for the southernmost photograph, the position of which had been previously established in the radial plot for Survey T-9958, was laid first. Then each flight was extended to the north.

A satisfactory plot was constructed in this manner. A very good tie-in with the previous plots for surveys T-9955, T-9958, and T-9959 was made.

### Transfer of Points:

The positions of all pass points and photograph centers were pricked directly on the map manuscripts by superimposing the manuscripts on the plot and matching common grid lines.

## 23. ADEQUACY OF CONTROL:

The control was adequate for a satisfactory plot.

All of the identified control stations within the limits of survey T-9954 were held in this plot.

However, the radially plotted position established for Sub. Pt. SALE, 1934 in the radial plot laid in 1954 is still 1.8 mm southeast of its computed position.

BRUNSWICK HARBOR REAR RANGE BN., 1933 for which a radially plotted position (0.3 mm E. of its geographic position) was established in the radial plot laid in 1953, was held in this radial plot. The explanation for this is simply that new templets were made and additional control has been identified since the 1953 plot. This made it possible to adjust the templets the slight amount necessary to hold this station.

## 24. SUPPLEMENTAL DATA

The following control stations of less than third-order accuracy for which positions were computed in the field were held in the plot:

- (1) TURTLE RIVER LOWER RANGE FRONT LIGHT, 1954
- (2) BLYTHE ISLAND WGIG - of 3 RADIO MASTS, 1954 (EASTERLY CENTER WESTERLY).
- (3) BLYTHE ISLAND RANGE, REAR LIGHT, 1954.

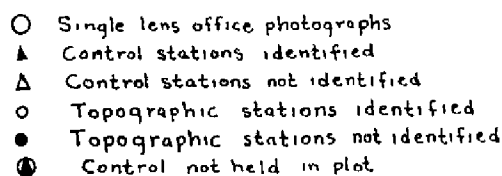
## 25. PHOTOGRAPHY

The photography was adequate.

No tilt determination was necessary, and only photograph No. 4688 was noticeably tilted.

Respectfully submitted  
4 January 1956  
*E. L. Williams*  
E. L. Williams  
Carto. (Photo.)

## 17



MAP T-9954 PROJECT NO. 6069 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\mu$ -COORDINATE LONGITUDE OR $\lambda$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
					FORWARD	(BACK)		FORWARD	(BACK)	
16 C - 20 D, GGS	GGS p 857	N.A. 1927	454,445.69 682,772.01		4,445.69 2,772.01	(554.31) (2227.99)		1355.0 844.9	(169.0) (679.1)	
Sub Pt 16C-20D, GGS		"	454,353.10 682,827.03		4,353.10 2,827.03	(646.90) (2172.97)		1326.8 861.7	(197.2) (662.3)	
16 C - 20 G, GGS	GGS pp 857-8	"	453,428.03 690,999.92		3,428.03 999.92	(1571.97) (4000.08)		1044.9 304.8	(479.1) (1219.2)	
Sub Pt 16 C - 20 G, GGS		"	453,445.69 690,878.50		3,445.69 878.50	(1,554.31) (4121.50)		1050.2 267.8	(473.8) (1256.2)	
16 C - 22 B, GGS	GGS p 858	"	451,543.97 698,542.09		1,543.97 3,542.09	(3456.03) (1457.91)		470.6 1079.6	1053.4 (444.4)	
VICK, 1917	G-1892 p 40	"	31 13 57.144 81 31 04.628					1759.9 122.5	(87.9) (1465.4)	
Sub Pt VICK, 1917		"	31 13 81 31					1682.3 105.2	(165.5) (1482.7)	
16 C - 23, GGS	GGS p 858	"	447,944.06 702,551.85		2,944.06 2,551.85	(2055.94) (2448.15)		897.3 777.8	(626.7) (746.2)	
SKY, 1934	G-2241 p 157	"	31 13 33.629 81 35 45.336					1035.7 1199.9	(812.1) (388.1)	
Sub Pt SKY, 1934		"	31 13 81 35					951.4 1284.9	(896.4) (303.1)	
PTS 1 USGS 1917 (24 MC MOREHEAD, 1899)	Bulletin North American 709C p 51		31 13 39.0 81 30 57.7		1201.1 1527.1	(646.7) (60.9)	2.5 1.1	1198.6 1528.2	(649.2) (59.8)	10 10 10
DIL, 1918	G-1804 p 98	N.A. 1927	31 13 15.646 81 34 22.384					481.8 592.5	(1366.0) (995.6)	10 10

1 FT. = .3048006 METER

COMPUTED BY: P. Williams

DATE: June 10, 1955

CHECKED BY: Harry R. Rudolph

DATE: 29 July 1955

M. 2388-12

MAP T. 9954 PROJECT NO. 6069 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
HERM 2, 1933	G-1804 p 98	N.A. 1927	31 13 13.739 81 33 23.321				423.1 617.3	(1424.7) (970.8)	
Sub Pt HERM 2, 1933		"	31 13 81 33				481.0 645.7	(1366.8) (942.4)	
CREEK, 1918	G-1804 p 98	"	31 12 47.988 81 34 16.190				1477.9 428.5	(369.9) (1159.7)	
WET, 1934	G-2241 p 157	"	31 12 43.002 81 35 51.167				1324.3 1354.4	(523.5) (233.8)	
BOG, 1918	G-1774 p 66	"	31 12 42.04 81 33 29.98				1294.7 793.6	(553.1) (794.7)	
BYRD U.S.E., 1933	G-1804 p 112	"	31 12 24.89 81 33 24.24				766.5 641.7	(1081.3) (946.6)	
HEN, 1918	G-1804 p 98	"	31 12 29.210 81 33 00.086				899.6 2.3	(948.2) (1586.0)	
TURTLE, 1933	G-1804 p 91	"	31 12 25.297 81 33 41.957				779.1 1110.7	(1068.7) (477.6)	
Sub Pt TURTLE, 1933		"	31 12 81 33				722.5 1012.5	(1125.3) (575.8)	
4 G - 21, GGS	GGS Supp. p 194	"	438,235.03 706,161.87	3,235.03 1,161.87	(1764.97) (3838.13)		986.0 354.1	(538.0) (1169.9)	
4 G - 20, GGS	GGS Supp. p 194	"	438,178.87 707,845.48	3,178.87 2,845.48	(1821.13) (2154.52)		968.9 867.3	(555.1) (656.7)	
Sub Pt 4 G - 20, GGS		"	437,996.91 707,869.94	2,996.91 2,869.94	(2003.09) (2130.06)		913.5 874.8	(610.5) (649.2)	

Page 19

COMPUTED BY: P. Williams DATE: June 10, 1955 CHECKED BY: Harry R. Rudolph DATE: 1 August 1955  
1 FT. = 3048006 METER M. 2388-12

MAP T. 9954 PROJECT NO. 6069 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
TEL, 1918	G-1804 p 98	N.A. 1927	31 12 09.307 81 33 21.622				286.6 572.4	(1561.2) (1016.0)	
MARSH, 1934	G-2241 p 157	"	31 12 25.005 81 35 42.699				770.1 1130.3	(1077.7) (458.0)	
ROAD 2, 1933	G-1804 p 98	"	31 11 25.995 81 32 52.471				800.6 1389.3	(1047.2) (199.3)	
Sub Pt ROAD 2, 1933		"	31 11 81 32				655.8 1061.5	(1192.0) (527.1)	
KID, 1917	p 301	"	31 11 34.895 81 30 12.185				1074.7 322.6	(773.1) (1265.9)	
TURTLE RIVER BR. CENTER OF SWING SPAN, 1933	G-1804 p 112	"	31 11 14.088 81 31 55.622				433.9 1472.8	(1413.9) (115.9)	
BRUNSWICK ATLANTIC REFINING CO. NW STACK, 1932	G-1892 p 42	"	31 11 17.034 81 30 27.002				524.6 715.0	(1323.2) (873.7)	
BRIDGE, 1933	G-1804 p 97	"	31 11 01.112 81 31 51.754				34.2 1370.4	(1813.6) (218.3)	
BRUNSWICK ATLANTIC REFINING CO. SE STACK, 1932	G-1892 p 43	"	31 11 16.246 81 30 27.106				500.3 717.7	(1347.5) (871.0)	
7 G - 6, GGS Supp. p 201	GGS Supp. p 201	"	426,528.06 672,962.27				1,528.06 2,962.27	(3471.94) (2037.73)	
NO. 29, 1917 Bladen Quad.	USGS Bladen Quad.	"	31 08 00.73 81 37 26.61				22.5 705.0	(1825.3) (884.6)	
4G - 26, GGS Supp. p 194	GGS Supp. p 194	"	426,518.94 695,741.69				1,518.94 741.69	(3,481.06) (4,258.31)	

Page 20

M-2388-12

1 FT. = 3048006 METERS  
COMPUTED BY: P. Williams

DATE June 10, 1955

CHECKED BY: Harry R. Rudolph

DATE 1 August 1955

MAP T. 9954 PROJECT NO. 6069 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $\chi$ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
Sub Pt 4G - 26, GGS Supp. p 194	GGS p 301	N.A. 1927	426,294.76 695,513.76	1,294.76	(3705.24)		394.6	(1129.4)	
				513.76	(4486.24)		156.6	(1367.4)	
PAIM, 1917	p 301	"	31 10 39.116				1204.7	(643.1)	
			81 30 16.568				438.7	(1150.1)	
Sub Pt PAIM, 1917		"	31 10				1195.1	(652.7)	
			81 30				408.7	(1180.1)	
MIDDLE, 1917	p 301	"	31 10 12.347				380.2	(1467.6)	
			81 30 11.640				308.3	(1280.7)	
7G - 3, GGS Supp. p 201	GGS p 201	"	423,655.87	3,655.87	(1344.13)		1114.3	(409.7)	
			678,386.60	3,386.60	(1613.40)		1032.2	(491.8)	
4G - 27, GGS Supp. p 194	GGS p 194	"	423,690.63	3,690.63	(1309.37)		1124.9	(399.1)	
			690,220.46	220.46	(4779.54)		67.2	(1456.8)	
NAVAL, 1933	G-1804 p 91	"	31 09 39.229				1208.1	(639.7)	
			81 32 09.445				250.2	(1338.9)	
BRUNSWICK HARBOR REAR RANGE BN, 1933	G-1804 p 112	"	31 09 45.424				1398.9	(448.9)	
			81 30 16.499				437.0	(1152.1)	
BLYTHE ISLAND FRONT RANGE LIGHT, 1933	G-1804 p 111	"	31 09 22.374				689.1	(1158.7)	
			81 31 58.723				1555.3	(33.8)	
BRUNSWICK HARBOR FRONT RANGE BEACON, 1933	G-1804 p 112	"	31 09 05.267				162.2	(1685.6)	
			81 30 02.925				77.5	(1511.8)	
SOUTH, 1933	G-1804 p 97	"	31 09 02.873				88.5	(1759.3)	
			81 34 11.392				301.8	(1287.5)	
DRUM (USE), 1933	G-1804 p 111	"	31 08 57.164				1760.5	(87.3)	
			81 31 56.808				1504.7	(84.6)	

1 FT. = 3048006 METER

COMPUTED BY: D. Williams

DATE June 10, 1955

CHECKED BY: Harry R. Rudolph

DATE 1 August 1955

M 2388-12

MAP T. 9954 PROJECT NO. 6069 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
7G - 1, GGS	GGS Supp. p 201	N.A. 1927	416,563.79 680,738.67		1,563.79 (3,436.21) 738.67 (4,261.33)			476.6 (1047.4) 225.1 (1298.9)		
4G - 29, GGS	GGS Supp. p 195	"	416,978.89 684,767.38		1,978.89 (3,021.11) 4,767.38 (232.62)			603.2 (920.8) 1453.1 (70.9)		
TURTLE RIVER UPPER FRONT RANGE LIGHT, 1933	G-1804 p 111	"	31 08 43.753 81 31 48.889					1347.5 (500.3) 1295.0 (294.3)		
4G - 30, GGS	GGS Supp. p 195	"	415,552.38 681,878.90		552.38 (4447.62) 1,878.90 (3121.10)			168.4 (1355.6) 572.7 (951.3)		
FANCY, 1933	G-1804 p 97	"	31 08 14.200 81 32 36.698					437.3 (1410.5) 972.2 (617.3)		
Sub Pt FANCY, 1933		"	31 08 81 32					237.2 (1610.6) 713.3 (876.2)		
4G - 31, GGS	GGS Supp. p 195	"	413,615.29 678,412.13		3,615.29 (1384.71) 3,412.13 (1587.87)			1101.9 (422.1) 1040.0 (484.0)		
CHRISTMAS (USE), 1933	G-1804 p 111	"	31 08 04.136 81 31 03.694					127.4 (1720.4) 97.9 (1491.7)		
5G - 1, GGS	GGS Supp. p 195	"	412,606.05 676,562.10		2,606.05 (2393.95) 1,562.10 (3437.90)			794.3 (729.7) 476.1 (1047.9)		
4G - 32, GGS	GGS Supp. p 195	"	412,385.43 677,512.70		2,385.43 (2614.57) 2,512.70 (2487.30)			727.1 (796.9) 765.9 (758.1)		
TURTLE RIVER REAR RANGE LIGHT, 1933	G-1804 p 111	"	31 08 00.121 81 31 57.858					3.7 (1844.1) 1532.8 (56.8)		
N OAK, 1917	pg. 301	"	31 14 26.003 81 31 21.252					800.8 (1047.0) 562.4 (1025.4)		

Page 22

1 FT. = 3048006 METER

COMPUTED BY: D. Williams

DATE June 10, 1955

CHECKED BY: H. R. Rudolph

DATE 1 August 1955

M. 2388-11

MAP T- 9954..... PROJECT NO. 6069..... SCALE OF MAP 1:10,000..... SCALE FACTOR.....

[illegible]

Page 23

MAP T. 9954

[illegible]

COMPILATION REPORT  
Survey T-9954

31. DELINEATION

Graphic methods were used to delineate this survey.

32. CONTROL

Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Geological Survey, Bladen, Georgia, quadrangle, scale 1:62,500,  
edition of 1939, for geographic names.

Map "S" City of Brunswick

Map "F" Glynn Co. highway map

Chart No. 447 for geographic names

Chart No. 1242 for geographic names

Planimetric surveys Nos. T-5122, T-5125, T-5225, and T-5226 for  
geographic names.

34. CONTOURS AND DRAINAGE

No comment

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

The low water line could not be delineated. No information was  
furnished by the field party and it could not be seen on the photographs.

36. OFFSHORE DETAILS

No comment

37. LANDMARKS AND AIDS

Forms 567 for 7 landmarks and 10 aids to navigation have been  
submitted.

38. CONTROL FOR FUTURE SURVEYS

3 forms 524 are being submitted, for Boundary Monument No. 28, and 2 Azimuth Marks, BROOKMAN AZ. MK. 1932 and VICK AZ. MK. 1917.

39. JUNCTIONS

Junctions have been made with T-9953 (scale 1:20,000) to the west, and T-9955 (Project 6083) to the east. \* The details along the junction with T-9958 to the south have been transferred to survey T-9958, which will be compiled at a later date. There is no contemporary survey to the north.

\* SEE NOTATION UNDER ITEM #22

ADD

40. HORIZONTAL AND VERTICAL CONTROL

Refer to Radial Plot Report.

41 - 45 Inapplicable

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with the following Bureau Surveys:

T-5122 (1933), scale 1:20,000  
T-5125 (1933), scale 1:20,000  
T-5225 (1933), scale 1:10,000  
T-5226 (1933), scale 1:10,000

Comparison was also made with U.S.G.S. Bladen quadrangle, scale 1:62,500 edition of 1939.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 447, scale 1:40,000, published Feb. 1937 (19th edition) corrected to April 25, 1952.

Items to be applied immediately:  
None

Items to be carried forward:  
None

Approved and Forwarded

*E. H. Kirsch*

E. H. Kirsch  
Capt. C&GS  
Baltimore District Officer

*Jack Honick*  
Respectfully submitted  
29 February 1956

*Jack Honick*  
Jack Honick  
Carto. Photo. Aid

48. GEOGRAPHIC NAMES LIST

Academy Creek  
Arco Church  
Arco School  
Atlantic Coast Line

Blythe Island  
Blythe Island Naval Reservation  
Brunswick  
Brunswick Altamaha Canal (abandoned)  
Buffalo Creek ~~River~~  
Buffalo Swamp  
Burnett Creek  
~~Buzzards Island~~ Andrews Island (name changed by Brunswick City Commission in 1954)  
Buzzards Roost

Camden County  
~~Chapel~~ Benedict Camp Tolache (Boy Scout Camp)  
Colonels Island  
Cowpen Creek  
Crispen Island (Maggie-Islands) B.G.N. decision  
Dillard Creek (Oakgrove Creek) B.G.N. decision  
Dixon Swamp  
Dock Junction

East River

Fancy Bluff  
Fancy Bluff Creek  
Fourth St. School  
GA 27 (Hwy)  
GA 50 (Hwy)  
GA 99 (Hwy)  
Gibson Creek (Gibson-Creek (on T-5225)) B.G.N. decision  
Glyndale Church  
Glynn County  
Greenland Church  
Green Wood Cemetery  
Half Moon Bluff  
Hermitage Point Hermitage Island  
Hillery Creek Hillery Island  
Hillery Slough  
Hopewell Creek

Little Buffalo Creek  
Little Crispen Island (Maggie Hummocks (Chart 447))  
Little Satilla River

Morrison Slough

Maggie Hummocks (as on chart 447)  
 (B.G.N. decision)

48. GEOGRAPHIC NAMES LIST (continued)Nazarene Mission ChurchPalmeto CemeteryParkwoodPine Ridge Church (not found) ✓Pyles Marsh ✓Radcliff CreekRough Island

(Ratcliffe Creek (Charts 447 &amp; 1242))

1941 B.G.N. decision: "not Radcliff"

Sandhill RoadSecond Street ✓Seldon Park ✓Seventh Street ✓South Brunswick RiverSouthern ✓Southern Junction ✓Duck Swamp Road

(Ry. it used - not R.R.)

Taylors ChapelTurtle RiverUS 17 (Hwy)US 25 & 341US 84 (Hwy)Visavis Island ✓White Oak Creek ✓Yellow Bluff Creek ✓

No Geographic Names Investigation Report was available in this office.

Additional church & school  
Names on (S) list:Blythe Island Church ✓Emanuel Church and Cem. ✓Fancy Bluff School (Aban'd) ✓First African Church (at Fancy Bluff) ✓Galilee Churches ✓Springfield Church ✓Springhill Church ✓Names underlined in  
red are approved on  
basis of Field Edit  
Report. 3-7-58

L. Heck

# DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY  
 PHOTOGRAMMETRIC PARTY NO. 1  
 P. O. BOX 437, BRUNSWICK, GA.

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

25 October 1954

EXPRESS ADDRESS:

Office of the District Engineer  
 Savannah District  
 Corps of Engineers  
 P. O. Box 889  
 Savannah, Georgia

Dear Sir:

During the course of field work by this party in the Brunswick Area the following data was noted on the bridges over the navigable waters of the area. This data is compared with the published data found in the LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES, revised to 1 July 1941 and the supplement revised to 1 January 1948. The published data is listed first followed by our field measurements.

<u>Miles Above Mouth</u>	<u>Location</u>	<u>Owner</u>	<u>Type of Bridge</u>	<u>Maris. Cl. Feet</u>	<u>Vert. Cl. at H.W. Feet</u>
4.5	On U. S. 17 over Turtle River, south of Brunswick, Ga.	State Highway Department of Georgia	SW	80 87	4.5 5.6
15.5	On U. S. 17, over Little Satilla River, near Waverly, Ga.	"	P	110 121	10 11.4
25.7	On U. S. 17, over Satilla River, at Woodbine, Ga.	"	SW	L 80 R 80 L 85 R 88	4 4 7.1 7.1
25.7	Railroad Bridge over Satilla River, at Woodbine, Ga.	S.A.L. Ry. Co.	SW	L 48 R 50 L 47 R 51	5.5 7.3

Miles Above Mouth	Location	Owner	Type of Bridge	Horiz. Cl. Feet	Vert. Cl. at H.W. Feet
-------------------------	----------	-------	----------------------	-----------------------	------------------------------

The following are new bridges on which we had no published data:

2.3	Wemy Bluff Creek, Jekyll Island Road, Brunswick, Ga.	State Highway Department of Georgia	F	49	<u>17.5</u>
1.0	Cedar Creek, Jekyll Island Road, Brunswick, Ga.	"	F	31	10.4

Yours very truly,

J. E. Haugh  
CDR, USCGC  
Chief of Party

cc: Director  
Coast Pilot Section

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY  
PHOTOGRAMMETRIC PARTY NO. 1  
P. O. BOX 437, BRUNSWICK, GA.

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

25 October 1954  
EXPRESS ADDRESS:

To: The Director  
U. S. Coast and Geodetic Survey  
Washington 25, D. C.

Subject: Coast Pilot Report

In compliance with paragraph 22 of Project Instruction for Projects Ph-69, 83, 84 dated 12/27/51, 711-aal, a Coast Pilot Report for the area is submitted. In preparing this report to the first (1948) edition, as called for in Project Instructions, the latest supplement was used (Serial No. 715-6, dated 1/1/54) instead of the one called for.

J. E. Wagh  
CDR, USCGS  
Chief of Party

Encl.  
cc: 70  
JEW/f

COAST PILOT NOTES

ATLANTIC COAST - SECTION D

Cape Henry to Key West

Fifth (1948) Edition - Supplement Serial No. 715-6

dated 1/1/54

Page 245.-Lines 4-7; read: SAPELO, a post office on the R. J. Reynolds estate, near the southern end of Sapelo Island, is reached by boat going up SOUTH END CREEK to Reynolds dock. South End Creek is navigable at high tide only. A marine railway, 30 ton capacity, for emergency use only, is located at Reynolds dock. In case of emergency supplies in a limited quantity may be obtained here.

Page 250.-Lines 1-17; as corrected on page 60, Supplement to Coast Pilot, dated 1/1/54; correct last line, fourth paragraph to read: water on the southwestern end. An overhead power cable crosses COWPEN CREEK at HERMITAGE POINT, near its entrance to Turtle River, vertical clearance 27 feet at high water. There is little traffic above the bridge.

For paragraph beginning FANCY BLUFF CREEK, read: FANCY BLUFF CREEK enters Brunswick River from the southwest 1.3 miles above its mouth. About 2.3 miles above the entrance is a fixed span highway bridge, horizontal clearance 49 feet, vertical clearance 17 feet at high water. Just southwest of the bridge is an overhead power cable with a vertical clearance of 48 feet at high water.

Page 250.-Line 25; add: A vertical lift highway toll bridge crosses Jekyll Creek 3.0 miles above its entrance to Brunswick River; the design clearances are horizontal 100 feet, 85 feet vertical open, and 9.5 feet vertical, closed, at high water.

Page 251.-Lines 2-4; as corrected on page 61, Supplement to Coast Pilot, dated 1/1/54; correct last sentence of group to read: The New Brunswick City Hospital is located on First Street between Kemble Ave. and Hampton Ave., in the northern section of the city.

Page 252.-Lines 19 & 20; read: Jekyll Creek and Jekyll Sound. Jekyll Island is a State park. It is being developed as a resort by the Jekyll Island Authority and parts of it will be thrown open to the public for settlement in the near future. It can be reached by water through Jekyll Creek or overland by State Road 50 from U. S. Highway 17 and a highway toll bridge over Jekyll Creek, 3.0 miles above its entrance to Brunswick River.

Page 253.-Lines 7 & 8; read: from northwestward. It is crooked and has a number of narrow branches all of which, except CEDAR CREEK, are blocked by the Jekyll Island Highway. A small boat may navigate from Brunswick River to Jekyll Sound via CEDAR CREEK and JOINTER CREEK.

Line 11; read: is of little importance. It is crossed approximately 15 miles above its mouth by a fixed span highway bridge, horizontal clearance 36 feet, vertical clearance 13 feet above high water. An overhead

power cable crosses the river upstream from the bridge, vertical clearance 36 feet. Small craft going to landings on Little Satilla River enter from

Line 23; add: An overhead power cable crosses the Satilla River at Woodbine, Ga., between the highway and railroad bridge, vertical clearance 62 feet.

Page 266.--Lines 23 & 24; read: The Intracoastal Waterway, passing through Jekyll Creek, west of Jekyll Island, is crossed by a vertical lift highway bridge approximately 3.0 miles from Mile 591.3; the design clearances are horizontal 100 feet, 85 feet vertical open, and 9.5 feet vertical, closed, at high water. The waterway enters Jekyll Sound from Jekyll Creek at Mile 596.2 and proceeds to St. Andrew Sound.

## PHOTOGRAMMETRIC OFFICE REVIEW

T-9954

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒4a. Classification label ☒

## CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. ~~Photo hydro stations~~ ☒ 8. Bench marks ☒  
9. Plotting of <sup>instrument cuts</sup> ~~section lines~~ ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

## PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. ~~stereoscopic~~ ☒  
~~instrument contours~~ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

## CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

## BOUNDARIES

31. Boundary lines ☒ 32. ~~Public land lines~~ ☒

## MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒  
40. Harry R. Rudolph Joseph Steinberg

Reviewer

Supervisor, Review Section of Unit

41. Remarks (see attached sheet)

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler\_\_\_\_\_  
Supervisor

43. Remarks:

M-2623-12

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS TO NAVIGATION FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

February 28, 1956

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on ~~Hydrographic Manual~~ the charts indicated.

The positions given have been checked after listing by H. R. Rudolph

E. H. Kirsch													Chief of Party.		
STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE*		LONGITUDE*									
				°	'	°	'	°	'						
				D. M. METERS	"	D. P. METERS	"								
Georgia	Brunswick Harbor Range, Rear Light	(Brunswick Harbor, Rear Range Beacon, 1933)		31	09	45.424	81	30	16.499	N. A.	1933	X			447
	Brunswick Harbor Range, Front Light	(Brunswick Harbor, Front Range Beacon, 1933)		31	09	05.267	81	30	02.925	"	"	X			"
	Brunswick Harbor, Front Range Beacon, 1933					162.2			77.5						
Turtle River Lower	Turtle River Lower Range, Front Light			31	07	54.152	81	31	41.426	"	1954	X			"
	Turtle River Lower Range, Rear Light	(Turtle River, Rear Range Light, 1933)	*	31	08	00.121	81	31	57.858	"	1933	X			"
	Turtle River, Rear Range Light, 1933					3.7			1532.8						
Turtle River Upper	Turtle River, Upper Range, Front Light	(Turtle River Upper, Front Range Light, 1933)	5	31	08	43.753	81	31	48.889	"	"	X			"
	Turtle River Upper Range, Rear Light	(Turtle River, Rear Range Light, 1933)	*	31	08	00.121	81	31	57.858	"	"	X			"
	Turtle River, Rear Range Light, 1933					3.7			1532.8						
		(* on same structure)													
Blythe Island Range	Blythe Island Range, Front Light	(Blythe Island, Front Range Light, 1933)		31	09	22.374	81	31	58.723	"	"	X			"
	Blythe Island Range, Rear Light			31	09	689.1			1555.3						"
				31	09	42.191	81	32	08.175	"	Theod.	1954	X		"
						1299.4			216.5						
9	Turtle River Light 9			31	10	16.53	81	31	38.14	"	"				"
						509.0			1010.0						
				31	12	42.97	81	33	03.82	"	"				"
		Georgia Power Co. Dock Light (private aid)				1599.			101						"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

**STRIKE OUT ONE**

## NONRELOCATING VENDOR LANDMARKS FOR CHARTS

Baltimore, Maryland

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks be charted on ~~(charts of area)~~ the charts indicated.

The positions given have been checked after listing by H. R. Rudolph

Chief of Party.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column, heading should be given.

FIELD EDIT REPORT  
Project 6069 24180  
Quadrangle T-9954

The field edit of this quadrangle was accomplished during the months of April and May 1956.

51. METHODS

The inspection of the quadrangle was accomplished by traversing all roads passable by truck, walking to other areas which required special attention, and by skiff along the waterways. Standard surveying methods were used for corrections and additions.

All additions, corrections and deletions have either been indicated on the field edit sheets, referenced to the field photographs, or answered directly on the discrepancy prints in purple ink. A legend of the symbols and inks used is shown on the field edit sheet, S/2.

Two 1:10,000 scale prints are submitted as field edit sheets.

Twenty-three photographs, on which field edit information has been shown, are listed as follows:

51-O-4415	51-O-4513	51-O-4517	51-O-4689A
4416	4513A	4518	4690
4417	4514	4518A	4690A
4417A	4515	4534	4691
4418	4515A	4535	4691A
	4516	4536	
		4537	

52. ADEQUACY OF COMPILATION

The map compilation was adequate with the exception of a few corrections and additions. There has been little change in the area since the original field inspection.

The Blythe Island Naval Reservation boundaries were questioned on the discrepancy print. According to all local authorities, this boundary includes all of the marsh on the southern end of Blythe Island and its western limits are one hundred feet east of the centerline of U. S. Highway 17.

The routing of U. S. Highway 17 has not been changed since the original field inspection. However, according to local authorities, the new highway connecting Brunswick with the Jekyll Island Road, will be opened in June 1956. At that time, the new highway will become U. S. Highway 17, and the route now shown through this sheet will become an alternate route for U. S. Highway 17. Other state and federal highways near Brunswick are U. S. Highways 25 and 341 (Ga. State Highway 27), which start at the junction of U. S. Highway 17 and proceed northwest toward Jesup.

#### 53. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No vertical accuracy tests were run.

The contours were visually checked and were found to adequately depict the terrain.

#### 54. RECOMMENDATIONS

None.

#### 55. EXAMINATION OF PROOF COPY

Mr. Laurence S. Miller, civil engineer and architect, has agreed to examine a proof copy of this quadrangle. His address is: 1308 Sycamore Street, Brunswick, Georgia.

There has been no Geographic Names Report submitted for this project. The field editor has investigated all geographic names within the limits of this map and has given special attention to the name conflicts requested by Mr. L. Heck, dated 20 April 1956. Only those names which have been found to be in dispute in local usage, and undisputed new names, are discussed in this report. Other names, which are in well established usage or which have been settled by previous decisions of the Board of Geographic Names, are not discussed. The correct location of the new names are shown on the field edit sheets.

#### BENEDICT CHAPEL

✓ The name BENEDICT is in well established usage and is recommended. The name CHAPEL for the same settlement has become obsolete.

The following names, which have been shown on previous maps, are not recommended. They have become obsolete for various reasons:

BLYTHE SCHOOL  
FANCY BLUFF ROAD  
SOUTHERN RY DOCKS  
TIMBER LANDING

The following list of local residents assisting in this investigation by no means reflects its entire scope nor all of the people contacted:

Authorities:

Mr. H. D. Flanders Blythe Island Brunswick, Georgia	Fisherman and local resident for fifty years
Mr. Frank Smith Hermitage Island Brunswick, Georgia	Rancher and local resident for sixty years
Mr. H. O. Tatum Southern Junction Brunswick, Georgia	Storekeeper and local resident for twenty years
Mr. Laurence S. Miller 1308 Sycamore Street Brunswick, Georgia	Civil Engineer and local resident for fifty years
Mr. J. W. Cosby Fancy Bluff Brunswick, Georgia	Fisherman and local resident for forty years
Mr. W. H. Watts Fancy Bluff Brunswick, Georgia	Fisherman and local resident for fifty years

18 MAY 1956

Submitted by:

*Joseph K. Wilson*  
Joseph K. Wilson  
Cartographer

18 MAY 1956

Approved & Forwarded:

*Ira R. Rubottom*  
Ira R. Rubottom  
Comdr., C & GS  
Chief of Party  
*[Signature]*

BUFFALO RIVER  
BUFFALO CREEK

✓ The nautical charts show this feature as a creek. According to all persons contacted, it is known locally as a river.

✓ HILLERY SLOUGH  
SOUTH BRUNSWICK RIVER

The name HILLERY SLOUGH is used locally for the upper portion of the SOUTH BRUNSWICK RIVER. The name is well known and is recommended.

✓ SOUTHERN JUNCTION  
PARKWOOD

The name SOUTHERN JUNCTION is well known and is recommended. It is marked by railroad signs. The name PARKWOOD has become obsolete.

✓ HILLERY ISLAND  
BLUE HERON ISLAND

The name HILLERY ISLAND has been shown on previous maps. This island is known locally by both of the above names; the preferred being HILLERY ISLAND.

✓ BUCK SWAMP ROAD  
SANDHILL ROAD

The name BUCK SWAMP ROAD is well known and is recommended. The name SANDHILL ROAD applies to an old road in this same area, which has become obsolete.

The following names are well known locally and are recommended:

- ✓ CAMP TOLOCHEE (Boy Scout Camp)
- ✓ HALF MOON BLUFF
- ✓ HERMITAGE ISLAND
- ✓ OAK GROVE ISLAND
- ✓ OLD JESUP HIGHWAY

T-9954 (N) topographic sheet:

Geographic Names.

For some of the discrepancies listed on the "Discrepancy Print", the name conflicts have already been settled by decisions of the Board on Geographic Names, as follows:

Gibson Creek has been approved over the spelling Gilson Creek;

Crispen Island has been approved for the position on this sheet (as on chart 447);

Maggie Hummocks as on the nautical charts is a BGN decision;

Dillard Creek has been approved over Oakgrove Creek;

These names should be accepted as final, unless the Field Editor should find that they have never received local acceptance, in which event the conflict might be re-submitted to the Board for possible revision;

The Field Editor should be requested to investigate the following conflicts:

- 1) Hillery Slough: on most available maps this is apparently part of South Brunswick River; (see also T-9954 (S);
- 2) Buffalo Creek/River: charts have Buffalo Creek. Local usage should be checked;
- 3) Should both Parkwood and Southern Junction be shown? 1955 Rand McNally has only Southern Junction (population 40);
- 4) 1955 Rand McNally lists Benedict in text only (no population figure). Apparently this name should be preferred to Chapel, but local usage should be checked;

The other names on this sheet present no known conflicts.

T-9954 (S):

Ratcliffe Creek has been approved by a decision of the Board on Geographic Names

Geographic Names Section,  
April 20, 1956. L. Heck.

REVIEW REPORT T-9954  
TOPOGRAPHIC  
18 March 1958

61.

This manuscript was originally a part of project PH-69. It was decided to discontinue PH-69 as a topographic project and to transfer T-9953 and T-9954 to PH-83.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

778	1:10,000	1856-58
2373	"	1899
3756	1: 5,000	1918-19
5226	1:10,000	1934
5225	"	1934
6162b	"	1934
6174	"	1934

Manuscript T-9954 supercedes all of the above surveys in common areas as source material for charts.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

USGS Bladen Quadrangles, scale 1:62,500, edition of 1939.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

None

65. COMPARISON WITH NAUTICAL CHARTS

Chart No. 447, scale 1:40,000, revised 11/11/57.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

Accuracy tests were run over three areas as mentioned under item 5.

This manuscript complies with all instructions and meets the National Standards of Map Accuracy.

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-9954 North and South

### Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.