

9961

N45

Diag. Cht. No 1241-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-83 Office No. T-9961

LOCALITY

State Georgia

General locality North Newport River

Locality Colonels Island

194/ 51-54

CHIEF OF PARTY

Paul Taylor, Photogrammetric Party No. 1
E.H.Kirsch, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE May 26, 1958

1039

DATA RECORD

T - 9961

Project No. (II): **Ph-83** Quadrangle Name (IV):Field Office (II): **Brunswick, Georgia**Chief of Party: **Paul Taylor**Photogrammetric Office (III): **Baltimore, Md.**Officer-in-Charge: **E. H. Kirsch**Instructions dated (II) (III): **27 December 1951, Field**

Copy filed in Division of

Supplement No. 1: 12 March 1952

Photogrammetry (IV)

Office: **25 August 1952**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):

JUN 23 1954

Date reported to Nautical Chart Branch (IV):

JUL 14 1954

Applied to Chart No.

Date:

Date registered (IV): **27 Nov 1957**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N.A. 1927**Vertical Datum (III): **MSL**

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (S) refer to sounding datum

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

Reference Station (III): **TIMMONS, 1933**Lat.: **31° 40' 52.373" (1613.0m)** Long.: **81° 15' 58.504" (1540.9 m)**Adjusted
~~Standardized~~

Plane Coordinates (IV):

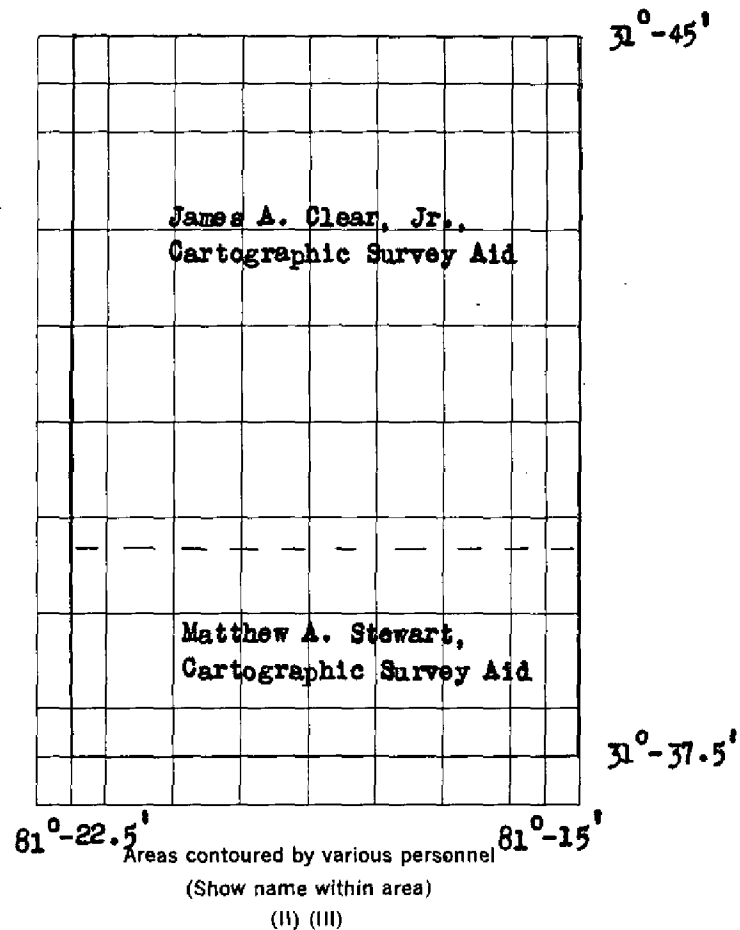
State: **Georgia**Zone: **East**

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.



DATA RECORD

Field Inspection by (II): Matthew A. Stewart,
Cartographic Survey Aid
James A. Clear, Jr.,
Cartographic Survey Aid

Date: Aug.-Sept. 1952,
Nov. 1952,
Feb. 1953

Planetable contouring by (II): Matthew A. Stewart,
Cartographic Survey Aid
James A. Clear, Jr.
Cartographic Survey Aid

Date: Aug.-Sept. 1952,
Nov. 1952,
Feb. 1953

Completion Surveys by (II):

Joseph K. Wilson

Date: August 1954

Mean High Water Location (III) (State date and method of location): 1951 - Date of photographs

Projection and Grids ruled by (IV): J. Allen

Date: 2/5/53

Projection and Grids checked by (IV): H. R. Cravat

Date: --

Control plotted by (III): J. B. Phillips

Date: 10/2/52

Control checked by (III): F. J. Tarcza

Date: 10/3/52

Radial Plot or Stereoscopic

~~Control extension by (III):~~ R. R. Hartley

Date: 11/18/52

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. Honick
J. J. Schleupner

Date: 12/15/53

Photogrammetric Office Review by (III): R. Glaser

Date: 1/26/54

Elevations on Manuscript R. Glaser
checked by (II) (III):

Date: 1/26/54

U.S.C. & G. single lens "0" camera.
 Camera (kind or source) (III): U.S.G.S. 6" focal length camera.

Number	Date	Time	Scale	Stage of Tide
51-0-3388 to 3392	4/1/52	1501	1:10,000	5.1 above MLW
51-0-3393	"	1503	"	4.4 " "
51-0-3439 to 3441	"	1526	"	5.0 " "
51-0-3442 to 3444	"	1528	"	5.6 " "
51-0-3471 to 3473	"	1538	"	6.0 " "
51-0-3474 to 3477	"	1540	"	5.2 " "
GS-NU-1-10 - 1-11	3/23/51	0940	"	7.1 " "
GS-NU-5-09 - 5-10	3/31/51	1027	"	0.7 " "

Tide (III)
 (From predicted Tide Tables)

Reference Station: Savannah River Entrance, Ga.
 Subordinate Station: North Newport 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):

Date: 1955

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 52

Shoreline (More than 200 meters to opposite shore) (III): 51 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 122 mi.

Control Leveling - Miles (II):

36.3

Number of Triangulation Stations searched for (II):

18

Recovered:

16

Identified:

16

Number of BMs searched for (II):

14

Recovered:

12

Identified:

10

Number of Recoverable Photo Stations established (III): 2

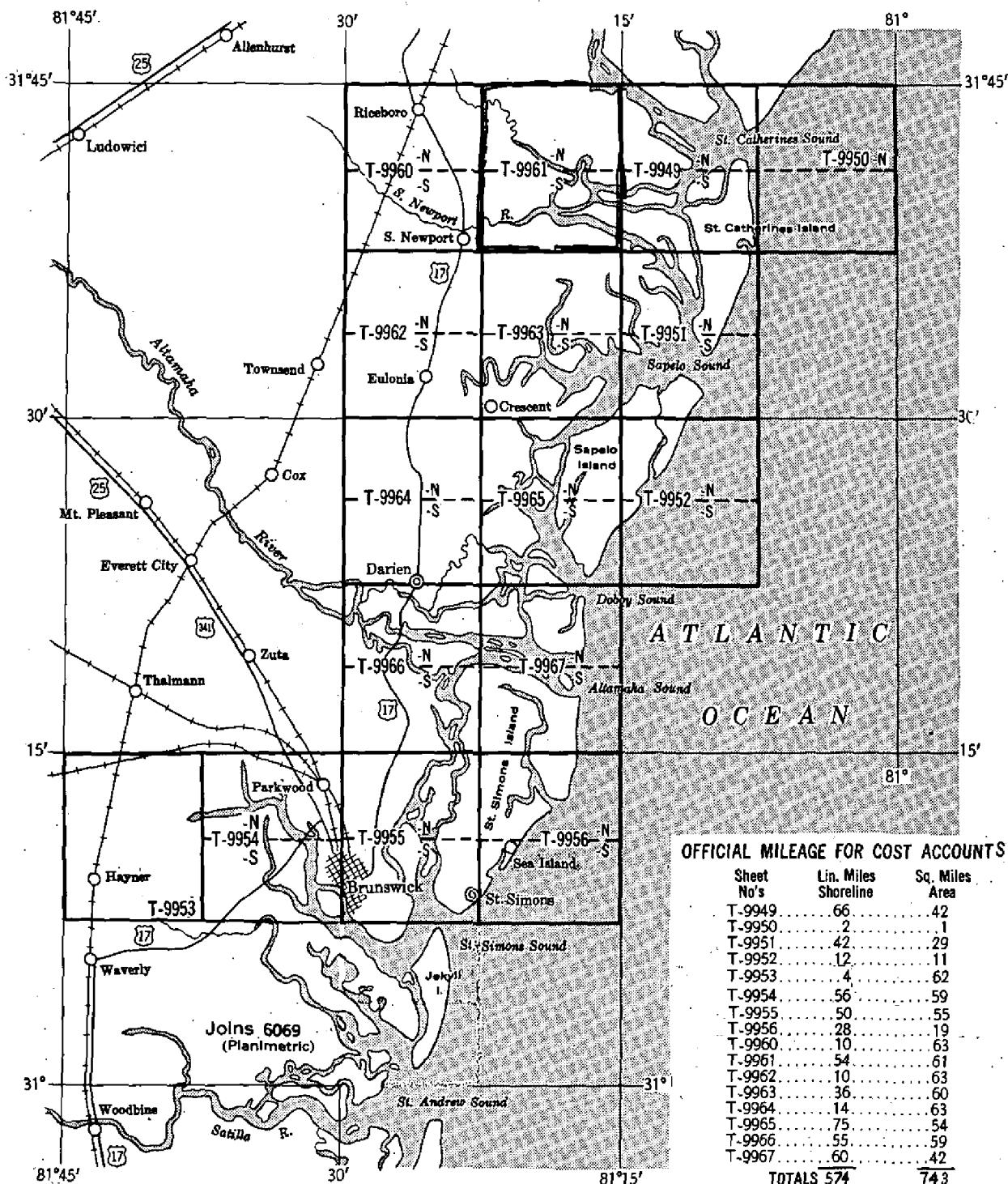
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

TOPOGRAPHIC MAPPING PROJECT-24180 PH-83

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

FIELD INSPECTION REPORT
QUADRANGLE T-9961

2. AREAL FIELD INSPECTION

Approximately 60 per cent of the quadrangle is water and marsh, being a part of North Newport and South Newport Rivers.

The quadrangle is bisected in the northern section by State Highway No. 38, which connects Colonels Island to the mainland, and in the southern section by State Highway 131 (Harris Neck Road).

There are no incorporated towns within the limits of the quadrangle, however, several clusters of houses are to be found along these highways and on Colonels Island.

The principal occupation of the inhabitants of the area is logging of pulpwood, however, there is some commercial fishing carried on.

Some difficulties were encountered in selecting suitable photographs for overlapping purposes from east to west flight lines. The photography is not considered inferior, but for the sake of comparison with the north and south flight lines, this fact is mentioned.

3. HORIZONTAL CONTROL

All known horizontal control stations of the U. S. Coast and Geodetic Survey and the Corps of Engineers were searched for and reported on Form 526.

The following horizontal control stations were established by the Corps of Engineers:

TT-AF-5, 1947
TT-AF-6, 1947
TT-AF-7, 1947
TT-AF-8, 1947

One destroyed station "DAVIS 1932" was identified through its reference mark. Only one other station "COLONEL 1934" was found destroyed. None were reported lost.

4. VERTICAL CONTROL

All bench marks of the U. S. Coast and Geodetic Survey were searched for. Those recovered were identified on the photographs.

Supplemental control for plane table contouring was established by spirit leveling. Approximately 37.0 lineal miles were run. Those lines originated and terminated at bench marks or at closed fly level lines. The maximum error of closure was 0.47 foot. No lines were adjusted.

Fifty-seven checked spot elevations were thus established. They are numbered 6101-6157 and are shown on the photographs in blue ink.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by using standard plane table methods and was done directly on single-lens 1:10,000 scale photographs at an interval of five (5) feet.

Most of the land area within the limits of the quadrangle is covered with dense woods and a heavy growth of underbrush. This retarded progress and required more stereoscopic examination of the photographs and walking over the area than usual, since it was not possible to see more than a few feet from the plane table in many places. Numerous lines were cleared, traversing areas from road to road or to the marsh.

Contours shown in violet ink are those corrected stereoscopically and field checked by Mr. George E. Varnadoe, Cartographic Engineer.

6. WOODLAND COVER

The woodland cover consists of pine, scattered oak and a heavy undergrowth of scrub oak on the higher ground, with gum and myrtle predominating in the low and swampy areas. This has been classified in accordance with the Topographic Manual Part II and it is believed that a sufficient number of characteristic areas have been classified so that the compiler will be able to classify any remaining areas by analogy.

7. SHORELINE AND ALONGSHORE FEATURES

The high-water line was inspected and labeled or symbolized. The apparent shoreline is usually self-evident, being along the marsh line.

The low water line was not thoroughly inspected and where shown the "approximate" symbol was used. The foreshore is mud or sand and shell throughout.

Bluffs are depicted by the contours.

Numerous small piers exist along the river banks, principally being used by small fishing boats. These and other shoreline structures, such as boat houses, fish houses, etc. have been labeled.

8. OFFSHORE FEATURES

No offshore feature that requires further investigation was noted.

9. LANDMARKS AND AIDS

There are no Landmarks or Aids in the quadrangle.

10. BOUNDARIES, MONUMENTS AND LINES

This is a subject of a special report submitted by Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 26 November 1952, covering the project.

11. OTHER CONTROL

North Newport River, Tidal Bench Mark No. 1, and Davis, 1932, Azimuth Mark, were identified on the photographs as topographic stations.

12. OTHER INTERIOR FEATURES

Buildings, roads, artesian wells, etc. have been labeled on the photographs and delineated where not discernible. A small, sod, landing field for light planes is located in the north-central section of the quadrangle and has been labeled on the photograph. Harris Neck Airport, which is located in the southeastern portion of the quadrangle, is now abandoned and in disuse.

13. GEOGRAPHIC NAMES

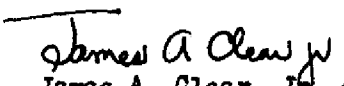
This is a subject of a special report by Mr. R.L. McGlinchey, Cartographic Survey Aid, covering the project.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Those reports mentioned under Items 10 and 13 are the only supplemental data.


16 March 1953

Submitted by:


James A. Clear, Jr. ✓
Cartographic Survey Aid

17 March 1953

Approved by:


Paul Taylor
Lt. Comdr., USCGS
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

PROJECT PH-83(51)

Surveys T-9960 thru T-9963

21. AREA COVERED:

This radial plot covers the areas of Surveys T-9960 thru T-9963. They are topographic surveys near the coast of Georgia between the North Newport and Sapelo Rivers.

22. METHOD - RADIAL PLOT:

Map Manuscripts

Vinylite sheets, with polyconic projections in black and Georgia East grids in red, at a scale of 1:10,000, were furnished by the Washington Office.

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

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

Photographs

Three types of photographs were used in this plot. They were -

1. Nine lens photographs, scale 1:10,000, focal length 8 $\frac{1}{4}$ " , numbering -
 - 34839 thru 34845
 - 34850 thru 34858
 - 35042 thru 35049
2. Single lens, type 0, focal length 152.37 mm (6"), contact scale 1:24,000 ratioed to 1:10,000, numbering -

3387 thru 3401	4261 thru 4269
3431 thru 3445	4295 thru 4298
3470 thru 3485	4659 thru 4662
3. U.S. Geological Survey single lens, contact scale 1:32,800 ratioed to 1:10,000, numbering -
 - GS-NU-1-10 thru 1-16
 - GS-NU-5-04 thru 5-09

A total of one hundred (100) photographs were used.

Templets

Acetate templets were made from all single lens photographs using a master templet to correct errors due to film and paper distortion.

Because T-9962 is to be compiled with the Reading Plotter, vinylite templets were made from all nine lens photographs in that survey. Radial lines were scratched on the templets with a sharp needle point and the scratches were filled in with china marking pencils. Red pencil was used for all shoreline (rectification) pass points and black pencil was used for all other radial lines.

Closure and Adjustment to Control

Vinylite sheets with 5000-foot grids were used as base sheets. All control was transferred to the base sheets by matching common grid lines.

A preliminary plot was laid to determine whether there were any badly tilted photographs. The amount of tilt can be estimated by observing the displacement of image points, indicated by red dots on the templets, of shoreline points and points of known elevation. Tilt determinations and rectified templets were made for four nine lens photographs, 34842, 34850, 34852, and 34854. Several single lens photographs showed evidence of tilt and one, 3480 was badly tilted. Photographs 3479 and 3481 were also considerably tilted. However, no tilt determinations were made. These were laid last without affecting the plot since most of the area was covered by nine lens photography.

The final plot was started along the eastern edge of the surveys where the positions of pass points and photograph centers had been established in the previous plot. The plot was then extended westward.

Sub. Pt. JONES, 1918 could not be held. The computed azimuth of the Sub. Pt. from the station did not agree with the field sketch. A letter was written to Washington to check the azimuth from JONES 1918 to the reference mark. (See letter dated 10 December 1952, attached to this report.)

Transfer of Points

The manuscripts were laid over the completed plot, and after adjusting to control and common grid lines, the pass points and centers were pricked on the manuscripts. The positions of all centers, pass points, and control stations which are on the nine lens photographs were pricked on the top templet and circled with 3mm blue circles.

The points were then established on the remaining templets by drilling down through them with a small (.01 inch) jewelers' drill. All points were then circled on each templet as it was removed and on the base sheets. The accuracy of positions in Survey T-9962 was checked by matching common grid lines on the base sheets.

23. ADEQUACY OF CONTROL:

~~Except in the southwestern corner of these surveys, there was adequate control for a satisfactory radial plot.~~

When the traverse from NEW, 1934 to WAR, 1932 was computed there was an error in azimuth of one degree noted. However, the control points were held in the plot. The traverse was computed and adjusted assuming that the one degree error was in the azimuth th WAR AZ. MARK, 1932. Investigation by Division of Geodesy proved this assumption to be correct. (See letters dated 10 December and 16 December, 1952 attached to this report.)

Sub. Pt. JONES, 1918 was recomputed upon receipt of the letter from the Washington Office and held in the plot.

Considerable adjustment was required in the area of Survey T-9962. There is no control in the southwestern part and the four badly tilted photographs are also in the survey. It was necessary to extend the plot to McCLENDON, 1932 and WELL, 1932 which are to the south. However, a satisfactory plot was obtained and the positions are felt to be within the required accuracy.

There was also some difficulty in Survey T-9960 South where it was finally decided not to hold Sub. Pt. PONSELL, 1918, to obtain a good plot, even though it was the only station in the area. The Sub. Pt. fell at the extreme edges of the nine lens photographs and did not appear on photographs 4295 and 4296.

Sub. Pt. McINTOSH, 1934 could not be held in the plot but this was proved to be an error in field identification. The Sub. Pt. was rechecked and held.

The following stations could not be held in the plot -

AVIATION BN NO 7, 1932 - identification appears correct but the radially plotted position falls 100 meters (10 mm) due north of the geographic position. This appears to be an error in position, possibly due to the beacon having been moved.

Sub Pt NEWPORT, 1934 - the radially plotted position falls 0.4mm southwest of the computed position. This point is a large tree and it is felt the error is due to identification.

CONTROL PT 1 - the radially plotted position falls 0.8mm southeast of the computed position. This is probably due to mis-identification of the end of the ditch at the culvert.

Sub Pt PONSELL, 1918 - the radially plotted position falls 0.4mm southeast of the computed position. All computations were checked and the identification appears to be correct but it was necessary to allow the discrepancy in order to obtain a satisfactory plot. Because the error involved is small, no further investigation was made.

24. SUPPLEMENTAL DATA:

No supplemental data was used.

25. PHOTOGRAPHY:

The photographic coverage and definition of the photographs were good. In some instances, it was not possible to transfer points pricked on single lens photographs to the nine lens because of the difference in the tone, detail, and shadows of the photographs.

26. In survey T-9962, shoreline points for rectification were pricked wherever possible. Vertical control for rectification in interior areas will be established at a later date. This part of the radial plot will have to be reassembled after rectification points are identified.

Respectfully submitted
23 December 1952

Ruth R. Hartley
Ruth R. Hartley
Carto Photo Aid

27. VERTICAL CONTROL FOR RECTIFICATION

Vertical control points pricked on field photographs were received on 4 May 1953, after the radial plot had been completed, from the field. Rectification points were pricked on the nine-lens metal mounted photographs and the points were added to the templets. The plot was re-assembled, by holding pass points and control circles on the templets and base sheets. The positions of the rectification points were pricked on the top templet and circled with 3 mm. blue circles. The points were then established on the remaining templets by drilling through them with a small jewelers drill. All points were circled on each templet, and the base sheets. The manuscripts were placed over the base sheets and the rectification points were transferred to them, holding common grid lines.

Respectfully submitted
15 May 1953

Albert Queen, Jr.
Albert Queen, Jr.
Carto. Photo. Aid

C O P Y

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Washington 25

File No 63 -VW

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

10 December 1952

To: Officer in Charge,
Baltimore Photogrammetric Office
U.S. Coast and Geodetic Survey
518 East 32nd Street
Baltimore 18, Maryland

Subject: Triangulation data for Ph 83

In reply to your letter of 21 November, the computations for triangulation station MIDDLE 1916 have been checked. Observations were found from station RACK, making MIDDLE a check determination. A copy of the results of the revised computations is enclosed. No appreciable change has been made in the position.

In reply to your letter of 25 November, the direction to WAR R.M. 2 in Description Book 163, page 76, should be 351° , etc., instead of 331° . The azimuth listed to this reference mark on Georgia geographic position page 24 is correct. You will find that azimuths to azimuth marks, where available, are shown on the geographic position sheets. These azimuths have been carefully computed and checked in the Office and should therefore be used in preference to those in the descriptive material.

The grid azimuth from station JONES to JONES reference mark should be $57^\circ 08'$. See your letter of 3 December.

/s/ Robert W. Knox
Acting Director

cc: Enclosure

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Washington 25

File No. 731-mk1

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

16 December 1952

To : Comdr. Hubert A Paton
U.S. Coast and Geodetic Survey
518 East 32nd Street
Baltimore 18, Maryland

Subject: Traverse data - Project Ph-83

Reference is made to your letter dated 15 November 1952. The records in Geodesy indicate that the correct azimuth of WAR azimuth mark is $203^{\circ} 14' 54''$. This correction has been made in their file copy but no substantiating information is available at this time. They will request the records from Archives and make a further investigation. If their investigation turns up anything different, you will be informed.

The traverse is quite satisfactory and you should go ahead and use it in your radial plot.

Attached is a copy of a letter from Lt. Comdr. Paul Taylor requesting positions of stations on this traverse. Please furnish the positions directly to him as requested.

The traverse records are being returned to you by registered mail.

/s/ G.R. Fish
for O.S. Reading
Chief, Division of Photogrammetry

cc: Comdr. Taylor

Enclosure

MAP T. 9961

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR U-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
TT-AF-7, AMS, 1947	AMS 008-650	N.A. 1927	31	44	34.773			1071.0	(777.0)	
			81	19	50.884			1339.4	(239.9)	
TT-AF-8, AMS, 1947	AMS 008-648	"	31	44	36.110			1112.2	(735.8)	
			81	19	38.336			1009.1	(570.2)	
PAYNE, 1934	G-2288 Pg.162	"	31	42	33.283			1025.1	(822.9)	
			81	20	27.567			725.9	(854.0)	
KING, 1932	G-1892 Pg.23	"	31	42	42.753			1316.8	(531.2)	
			81	15	21.882			576.2	(1003.6)	
MOON, 1934	G-2288 Pg.162	"	31	41	30.062			925.9	(922.1)	
			81	17	23.665			623.2	(956.9)	
NORTH, 1934	"	"	31	41	15.146			466.5	(1381.5)	
			81	18	53.676			1413.7	(166.6)	
Sub. Pt. TT-AF-8, AMS, 1947			31	44				1161.8	(686.2)	
			81	19				977.1	(602.2)	
Sub. Pt. PAYNE, 1934			31	42				1025.1	(822.9)	
			81	20				702.7	(877.2)	
COLONEL, 1934	G-2288 Pg.162	N.A. 1927	31	40	53.394			1644.5	(203.5)	
			81	16	19.225			506.4	(1073.9)	
TIMMONS, 1933	GTZ G-1786 Pg.79	"	31	40	52.373			1613.0	(234.9)	
			81	15	58.504			1540.9	(39.4)	
BRANCH, 1934	G-2288 Pg.162	"	31	39	20.991			646.5	(1201.4)	
			81	20	24.318			640.7	(940.1)	
NEW, 1934	G-2288 Pg.163	"	31	38	45.709			1407.8	(440.1)	
			81	21	29.970			789.7	(791.3)	

1 FT. = 3048006 METER

COMPUTED BY: H. R. Rudolph

DATE 24 September 1952

CHECKED BY: G. B. Torbert

DATE 29 Sept. 1952

M-2368-12

MAP T. 9961 PROJECT NO. Ph-83 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	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)	
CLAPP, 1932	G-1892 Pg. 38	N.A. 1927	31	38	27.227		838.6	(1009.4)	
			81	15	19.132		504.1	(1076.9)	
McINTOSH, 1934	G-2288 Pg. 162	"	31	39	06.696		206.2	(1641.7)	
			81	18	57.251		1508.4	(72.4)	
SOUTH, 1934	"	"	31	38	56.997		1755.5	(92.5)	
			81	16	40.809		1075.2	(505.6)	
Sub. Ft. TIMMONS, 1933			31	40			1651.4	(196.5)	
			81	15			1566.2	(14.1)	
Sub. Ft. BRANCH, 1934			31	39			634.5	(1213.4)	
			81	20			610.5	(970.3)	
DAVIS RM NO. 3, 1932			31	37	35.644		1097.8	(750.1)	
			81	18	11.679		307.8	(1273.5)	
Sub. Ft. KING, 1932			31	42			1326.3	(521.7)	
			81	15			594.4	(985.4)	
Sub. Ft. MOON, 1934			31	41			1007.8	(840.2)	
			81	17			662.2	(917.9)	
Sub. Ft. NORTH, 1934			31	41			495.0	(1353.0)	
			81	18			1402.2	(178.1)	28
Sub. Ft. SUNBURY, 1933			31	46			89.7	(1758.3)	
			81	16			1160.9	(418.0)	
Sub. Ft. HALL, 1934			31	46			174.8	(1673.2)	
			81	15			437.8	(1141.1)	
Sub. Ft. TT-AF-5 (AMS), 1947			31	45			1650.0	(198.0)	
			81	22			643.5	(935.4)	

1 FT. = 3048006 METER

COMPUTED BY: H. R. Rudolph

DATE 25 Sept. 1952

CHECKED BY: G. B. Torbert

DATE 29 September 1953

M-2388-12

SCALE FACTOR

FACTOR DISTANCE
FROM GRID OR PROJECTION LINE
IN METERS

FORWARD (BACK)

Sub. Pt.
SOUTH, 1934

DATE 29 September 1952 M-2388-12

COMPILATION REPORT
Project No. Ph-83
Quadrangle T-9961

31. DELINEATION

Graphic methods were used to delineate this manuscript.

32. CONTROL

The identification, density and placement of horizontal control was adequate. Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Army Map Service, Sapelo River, Ga., quadrangle, scale 1:50,000 dated 1948, Final Name Sheet for geographic names.

Special Report on Boundaries, Georgia - Florida, dated Aug. - Nov. 1952.

Map of Liberty County - Map G.

Map of McIntosh County - Map I.

Map of Harris Neck Airfield - Map Q.

34. CONTOURS AND DRAINAGE

Refer to letters 70-mkl, dated 13 April 1953 and 732-mkl, dated 14 May 1953 for a discussion of contours in this area.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

MLW and shallow lines were delineated from office interpretation.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

There are no landmarks or aids in the area of this manuscript.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 for two recoverable topographic stations are submitted with this report, and listed under item No. 49.

39. JUNCTIONS

Junctions have been made and are in agreement with surveys T-9949 to the East, T-9963 to the south, and T-9960 to the west.

There is no contemporary survey to the north.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Radial Plot Report.

41 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with Surveys T-5117(1933), T-5118(1933) and T-5119(1933), scale 1:20,000 and A.M.S. quadrangle, Sapelo River, Ga., scale 1:50,000 dated 1948.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 573, scale 1:40,000 published in Oct. 1937, corrected to 5/18/51 and Chart No. 1241, scale 1:80,000, published July 1939, corrected to 4/2/51.


Items to be applied to charts immediately:

None.


Items to be carried forward.

None.

Respectfully submitted
18 December 1953


Jack Horick
Carto. Photo. Aid

Approved and Forwarded


E. H. Kirsch,
Comdr. USC&GS
Officer in Charge
Baltimore Photo. Office

48. GEOGRAPHIC NAMES

Baker Creek
Belvedere Point

Carrs Neck
Carrs Neck Creek
Cattle Hammock
Colonels Island
Colonels Island Road
Cross Tide Creek

Dickinson Creek
Drum Point Landing
Dunham

— See Field Edit Report (deleted)

Eagle Neck

Gould Creek

Half Moon Landing
Harris Neck
Harris Neck Airfield
Harris Neck Creek
Harris Neck Road

— verified by Field Edit

Jones Creek
Lebanon Cem.
Liberty County

✓ McIntosh County
Medway River
 ✓ North Newport River

Olmstead Pasture
Palmira Church
Payne Creek

Seabrook
South Hampton Creek
South Newport Cut
South Newport River
Stevens Airfield
Sunbury Creek
Sunbury Church
The Half Moon
Thomas Landing
Timmons River

Young Man Road — see Field Edit Report (Added)

Names approved

7-21-54

A.J.W.

49. NOTES FOR THE HYDROGRAPHER

Two recoverable topographic stations are shown on this manuscript and listed as follows:

DAVIS AZ MK (1932) 1952. ---
TBM 1, 1953.

50-
PHOTOGRAMMETRIC OFFICE REVIEW

T. 9961

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

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 none 8. Bench marks ☒
9. Plotting of sextant fixes none 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges none 16. Aids to navigation none 17. Landmarks none 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 none 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads none 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines none

MISCELLANEOUS

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

40. R. Adams
Reviewer

Joseph Steinberg
Supervisor, Review Section or 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:

FIELD EDIT REPORT
Quadrangle T-9961
Project Ph-83

The field edit of this quadrangle was accomplished during the month of August 1954.

51. METHODS

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

Two 1:10,000 scale double-weight sheets are submitted with the field edit information, upon which additions, corrections and deletions have been either indicated, or referenced to the field photographs. A legend is shown on the field edit sheets, which indicates the colored inks used.

52. ADEQUACY OF COMPILATION

The map compilation was adequate, with the exception of a few corrections and additions.

Harris Neck Airfield, a former military reservation, is owned by the county. The property is now leased to a local cattleman. According to the County Court Clerk, Glynnco Naval Air Station at Brunswick, Georgia is desirous of obtaining this airfield back for use as an auxiliary base for landing aircraft. However, at the date of this field edit, nothing had been settled.

Several areas were questioned on the discrepancy prints in regard to swamp and perennial drainage. The Field Editor has visited these areas and for the most part there was neither swamp or perennial drainage. It is to be noted that it was extremely dry during the field edit, however, this fact was taken into consideration. It is believed that this particular section is peculiar in regard to these features.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No standard vertical accuracy test was required for this sheet. The contours, however, were visually checked and were found to adequately depict the terrain.

Numerous small wooded islands, which support five foot contours, were omitted during the original work. Elevations were obtained on a few of these islands and all new additions were shown in red. It is to be noted that all islands within the marsh, which support a growth of trees, have an average elevation of five to six feet.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. J. S. Geiger, storekeeper and fisherman of the area for thirty years, has agreed to examine a proof copy of this quadrangle for possible errors. Mr. Geiger's address is: Townsend, Georgia.

The geographic name HARRIS NECK CREEK has been shown correctly on the map manuscript. The creek, questioned on the discrepancy print, is not known by any name.

The geographic name DUNHAM, located in the northern half of the quadrangle, is recommended for deletion. This is the name of an old post office, which was razed many years ago. The site of the old post office is known only to a few of the very old inhabitants. There are no buildings or evidence of their former existence. This name was treated as an Undisputed Base Map Name in the Geographic Names Report for the project.

The geographic name YOUNGMANS ROAD, located in the southern half of the quadrangle, is believed to be in error. The name YOUNGMANS, according to all local people contacted, should be two words instead of one, and the possessive "s" should be omitted. This name was treated in the Geographic Names Report as an Undisputed New Name.

The following addenda are submitted to the Geographic Names Report:

DUNHAM T-9961 Recommended for deletion.

Authorities:

Mr. W. R. Bell McIntosh, Georgia	Fisherman and local resident for thirty years
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Mr. Allen F. Branch McIntosh, Georgia	Fisherman and resi- dent for ten years
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Mr. Ernest Youmans McIntosh, Georgia	Local resident for fifty years
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YOUNGMANS ROAD T-9961

YOUNG MAN ROAD R

Authorities:

Mr. J. S. Geiger Townsend, Georgia	Storekeeper and fisherman for thirty years
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Mr. Frank Proudfoot Townsend, Georgia	Cattleman and re- sident of the area for forty years
--	--

Mr. A. L. Thompson Townsend, Georgia	Local resident and fisherman for ten years
---	--

31 August 1954
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Cartographer

3 September 1954
Approved and Forwarded:

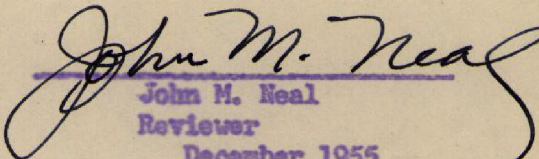
J. E. Waugh
J. E. Waugh
CDR, USCGS
Chief of Party

Summary to Accompany Descriptive Report

T- 9961

Topographic map T 9961 ¹⁶ is one of ~~14~~ similar maps in PROJECT 6083. This project covers the Georgia Coast from latitude $31^{\circ} 07' 30''$ (St. Simons Sound) northerly to latitude $31^{\circ} 45'$ (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- 9961 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 designated as T- 9961 N and T- 9961 S, 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

Review Report
T-9961
Topographic Map
October 1955

62. Comparison with Registered Topographic Surveys:

T-1060	1:20,000	1869
1155	"	1867
5117	"	1933
5118	"	"
5119	"	"
6151 a	1:10,000	1934
6157 a and b	"	"
6158 a	"	"
6167	"	"
6194 a	"	"

Comparison with the 1933 and 1934 surveys indicates extensive natural and cultural changes. T-9961 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

AMS SAPELO RIVER, 1:50,000, 1948, 10-ft. contour interval,
15 minute topographic quadrangle.

T-9961 completely supersedes the NE/4 of the above map as a source of topographic information.

64. Comparison with Contemporary Hydrographic Surveys:

None.

65. Comparison with Nautical Charts:

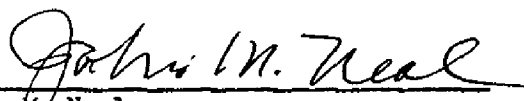
Chart 573	1:40,000	1937 (50-1/23)
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No significant differences noted.

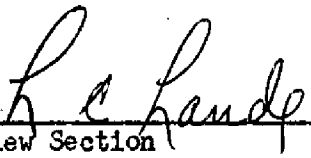
66. Adequacy of Results and Future Surveys:

This map complies with all instructions and with the National Standards of Map Accuracy. It is of adequate accuracy for use as a base for hydrographic surveys. Accuracy of plane-table contouring was tested concurrently with the surveys by field supervisors.


Reviewed by:


John M. Neal


APPROVED:




Chief, Review Section
Photogrammetry Division



Chief, Nautical Chart Branch
Charts Division



Chief, Photogrammetry Division



Chief, Coastal Surveys Division

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9961

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.