
FORM C&GS-504

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Chart Compilation
T-12826 thru

Field No. Ph-6501 Office No. T-12632
(Chart 634 S.C.)

LOCALITY

State South Carolina - Georgia

General locality Savannah River

Locality Savannah to Pfeiffers Landing

1964-65

CHIEF OF PARTY
J.K. Wilson, Chief of Field Party
J.Bull, Portsmouth Photo. Office

LIBRARY & ARCHIVES

DATE November 1967
21510 \[PH \, 6501\]

FIELD OFFICE (III):
 STATESBORO, GEORGIA

PHOTOMETRIC OFFICE (III):
 PORTSMOUTH, VA. (NORFOLK REGIONAL OFFICE)

INSTRUCTIONS DATED (III):
FIELD OFFICE GENERAL (PROVISIONAL) SUPPLEMENTAL LETTER (SECURITY AREA)
Dec. 16, 1964 May 14, 1965 Revised (not dated) received June 4, 1965 June 1, 1965 Feb. 8, 1965

METHOD OF COMPILATION (III):
KELSH PLOTTER, WILD B-8, AND GRAPHIC

MANUSCRIPT SCALE (III):
1:20,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:6,000 (KELSH) 1:5,000 (WILD B-8)

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.:

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):
N. A. 1927 MERCATOR PROJECTION

VERTICAL DATUM (III):
MEAN SEA LEVEL EXCEPT AS FOLLOWS: MHW
Elevations shown as (25) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

REFERENCE STATION (III):
PURRY, 1932

LAT.: 32° 16' 17.628''

LONG.: 81° 06' 49.524''

ADJUSTED

PLANE COORDINATES (IV):
\[x = 1,961,836.72 \, \text{ft} \]
\[y = 159,455.03 \, \text{ft} \]

STATE:
S. CAROLINA

ZONE:
SOUTH

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.
<table>
<thead>
<tr>
<th>Field Inspection By (I):</th>
<th>Refer to transmittal letter copies in back of report for list of field photos</th>
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<tr>
<td>E. W. Hartford</td>
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<tr>
<td>Air Photo Compilation</td>
<td>Pan.</td>
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<td>Dates of Photography:</td>
<td>Oct. 30, 1964</td>
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<tr>
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<td>Nov. 21, 1964</td>
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<td>Feb. 27, 1965</td>
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<td>State Grids - K. Boyle</td>
<td>June, 1965</td>
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<th>Date</th>
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<tr>
<td>Mercator - J. E. G. (Washington Science Center)</td>
<td>May, 1965</td>
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<td>State Grids - H. J. Cordell</td>
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<td>B. Barge</td>
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<td>L. Sullivan</td>
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<td>(Washington Science Center)</td>
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<th>Stereoscopic Instrument Compilation (III):</th>
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<td>B. Barnes</td>
<td>L. Sullivan</td>
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<tr>
<td>C. Blood</td>
<td>B. Wilson</td>
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<tr>
<td>L. Neterer</td>
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<td>H. Cordell</td>
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<td>A. Santillan</td>
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<th>Photogrammetric Office Review By (III):</th>
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<tr>
<td>R. Smith, A. Rauck, Jr., C. Bishop, L. Graves</td>
<td>July-Aug., 1965</td>
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<td>Sept.-Oct., 1965</td>
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<th>Remarks:</th>
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<tr>
<td>Data for this Chart Compilation is composed of ten T-sheets: T-12826N through T-128323, from Latitude 32° 01' to Latitude 32° 47'</td>
<td></td>
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<tr>
<td>Plotted State grid intersections were furnished by the Marine Chart Division. They are not included on the registered maps.</td>
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</table>

**Note:** The document includes a reference to a geographic area covered by the map chart, along with the names of individuals involved in the charting process. The text acknowledges the submission of data and the methods used for plotting and reviewing the map information.
# Descriptive Report - Data Record

## (Chart 634) S.C.

**Camera (Kind or Source) (III):**

**SINGLE LENS TYPE "S"**

### Photographs (III)

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<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>64 S(C) 935A thru 959A</td>
<td>Nov. 21, 1964</td>
<td>10:37 thru</td>
<td>1:10,000</td>
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<tr>
<td>1103A</td>
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<td>10:47</td>
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<td>64 S(C) 959A thru 1103A</td>
<td></td>
<td>10:47 thru</td>
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<td>11:42</td>
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<td>64 S 1323A thru 1335A</td>
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<td>13:47</td>
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<td>13:51</td>
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<td>64 S 1108A thru 1110A</td>
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<td>14:38</td>
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<td>64 S 1111A thru 1116A</td>
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<td>14:14</td>
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<td>64 S 1397A thru 1401A</td>
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<td>14:35</td>
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<td>64 S 1101A thru 1406A</td>
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<td>64 S 1318A thru 1380A</td>
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<td>14:00-14:17</td>
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<td>64 S 9500 thru 9503</td>
<td>Oct. 13, 1964</td>
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<td>64 S 9665 thru 9674</td>
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### Predicted Tide (III)

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<th>Reference Station:</th>
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<td>Mean Range</td>
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<tr>
<td>Spring Range</td>
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<table>
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<tr>
<th>Subordinate Station:</th>
<th>Atlantic Coastline R. R. Bridge ***</th>
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<tbody>
<tr>
<td>Mean Range</td>
<td>6.2'</td>
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<tr>
<td>Spring Range</td>
<td>7.2'</td>
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**Final Washington Office Review by (IV):**

**L.F. Bouquet Norfolk Regional Off.**

**Proof Edit by (IV):**

**D.C. 1965 Jan 1966**

**Date:**

**Jan. 1966**

**Number of Triangulation Stations Searched for (II):**

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<th>Recovered: 18</th>
<th>Identified: 18</th>
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**Number of BM(s) Searched for (II):**

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<th>Recovered: None</th>
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**Number of Recoverable Photo Stations Established (III):**

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**Number of Temporary Photo Hydro Stations Established (III):**

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**Remarks:**

* Chart Division Data indicates the tides are non-perceptible at a point 14.8 miles upstream from the mouth of the Savannah River. At 34.8 miles from the mouth of the Savannah River, there is a 1.5' to 2.01 mean range of tide. These conditions exist only during normal river conditions.

**S.G. Blankenbaker April 1966**

**Note: Comparison Prints & CS1 stored in Federal Records Center**
T-12826M/2 THROUGH T-12832S/2
(CHART 634) S.C.

<table>
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<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
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<tr>
<td>Preliminary</td>
<td>July, 1965</td>
<td>Superceded</td>
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<tr>
<td>Field Edit Applied</td>
<td>August, 1965</td>
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SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT FOR T-12826 thru T-12832 (Chart 634)

Ten chart compilation manuscripts, T-12826 N/2 and S/2, T-12827, T-12828 N/2 and S/2, T-12829, T-12830, T-12831, and T-12832 N/2 and S/2, at 1:20,000 comprise the southern portion of PH-6501 (21415). These manuscripts are to be used in the compilation of Small Craft Chart 634.

This is a stereoscopic instrument project to be used in the compilation of 1:20,000 scale Small Craft Charts 634 and 635, Savannah River from Savannah to Augusta, Georgia. The stereo-bridge was run on 1:70,000 scale RC-9 photographs, taken Oct. 13, 1964, and drilled points were transferred to 1:30,000 scale dispositives taken Oct. 13, 1964. Color transparencies at 1:10,000 scale, taken Nov. 21, 1964 and Feb. 27, 1965 were furnished to assist in delineation of the shoreline and identification of aids to navigation.

The field operations preceding compilation were confined to control identification for the stereo bridge, and identification of aids to navigation and landmarks for nautical charts. Compilation was done without further field inspection.

Field edit was confined to the river and details visible from the river, including aids to navigation and landmarks for charts.

Chart compilation manuscripts were furnished the chart division before final review. Corrections to the positions of some aids to navigation etc. made in final review were immediately forwarded for charts. The Registration manuscript is furnished for registry, and a copy is furnished for the Chart Division.
FIELD REPORT  
Project 21510  
SAVANNAH RIVER

Field work was accomplished in accordance with Instructions dated December 16, 1964, reference 6314, and was comprised of the following phases.

HORIZONTAL CONTROL

Horizontal control identification was started January 13th and completed February 19th. Eighteen control stations were recovered and identified; fourteen others were searched for and not recovered. It is believed that control requirements have been satisfied.

Quality of the photographs used for identification was fair.

LANDMARKS AND AIDS TO NAVIGATION

Investigation and identification of nonfloating aids to navigation and landmarks was completed March 4, 1965. Form 567 is being submitted for landmarks only.

The river was traversed by small boat from Savannah to Augusta to inspect and identify nautical landmarks. While doing so, aids visible on the photographs were circled and the approximate positions of the ones not visible were circled, as an aid to the compiler. Most of the numbers have been broken off the aids, apparently by high water (those with numbers were noted on the photos) and some of the piling are missing. The piling are concrete and about 8 inches square. Some are at the down-river dolphin of several, angling inshore upriver; others are at the outer end of the down-river wood groin which is the longest of several, perpendicular to the shore. Also, a few obstructions in the river were noted, such as sunken barges and trees.

A few of the better boat ramps were circled for use by the field editor.

GEOGRAPHIC NAMES

This is the subject of a special report prepared by Philip B. Walbolt and submitted to the Washington Office on Feb. 18, 1965.
DATES OF DATA TRANSMITTALS


Submitted 3/12/65

Erweat W. Hartford
Erweat W. Hartford
Surveying Technician

Approved and forwarded

Joseph K. Wilson,
Chief, Photo Party 759
Photogrammetric Plot Report
Project 21510
Georgia and South Carolina
June 1965

21. Area Covered
This report covers the Savannah River from Savannah to Augusta.

22. Method
Analytic aerotriangulation methods were used; to bridge three strips of photography at the scale of 1:70,000. The attached sketch shows the field identified control used in the final adjustments and those used as checks. Closures to all control stations have been tabulated.

23. Adequacy of Control
Horizontal control identified and required to adjust the strips was adequate. One station, MILLHAVEN 1932, proved troublesome, however, after numerous hours of additional office and field work, the published Plane Coordinate position was proved to be in error. After this was corrected our difficulties were resolved.

In excess of two hundred points were photo identified, transferred and positions determined (Transverse Mercator) to control the 137 models required to compile chart topography. The nineteen sheets (panels) can be compiled to meet the National Standards of Map Accuracy.

24. Supplemental Data
None

25. Photography
Photography was adequate with regard to overlap and coverage, however in many areas the image definition was very poor, due to excessive amounts of glare. The glare problem, inherent to the RC-9 camera, caused some trouble near control stations, Fryor 2 SS#1 and SS#2 and Rouse SS#1, however this problem will not be of concern to the compilers since they will be using only RC-8 photography.

Approved and Forwarded: Respectfully submitted:
Henry F. Eichert George M. Ball
Acting Chief, Aerotriangulation Section
PH-21510
Closures to Control

Strip #1

SNOOKS, 1935

SS #1  (+4.7)  (-5.2)
SS #2  (+3.0)  (+1.9)

BERRYVILLE, 1918

SS #1  (+6.1)  (-3.1)
SS #2  (+4.3)  (-4.4)

JEWELS, 1935

SS #1  (+0.8)  (+1.0)
SS #2  (-0.4)  (-5.6)

PURRY, 1932

SS #1  (+2.4)  (+10.6)
SS #2  (-4.2)  (+5.6)

ORANGE TANK, 1934

SS #1  (+1.6)  (-6.7)
SS #2  (-4.0)  (-9.8)

BONAVENTURE WATER TANK, 1932

SS #1  (-7.3)  (+0.9)
SS #2  (-1.4)  (+1.3)

Strip #2

MILLHAVEN, 1932

SS #1  (-0.7)  (-0.5)
SS #2  (+2.8)  (-6.0)

ROUSE, 1932

SS #1  (+18.7)  (+1.5)  pt. questionable area very dark
SS #2  (-0.2)  (+2.2)

FIFER, 1935

SS #1  (+5.3)  (+6.6)
SS #2  (+5.4)  (-0.4)
PRYOR 2, 1958
SS #1  (+8.1)  (-12.73) image definition poor pt. questionable
SS #2  (-5.8)  (-5.8)

PORTER, 1935
SS #1  (+7.6)  (-0.9)
SS #2  (+1.3)  (+4.2)

Strip #3

CLARKS HILL, 1902-32
RM #1  (+6.6)  (+8.4)
SS #1  (+1.7)  (+0.6)

BUNCH, 1902-32
SS #1  (+3.2)  (+7.8)
SS #2  (+6.9)  (+6.2)

AUGUSTA, LONGITUDE STATION, 1890
RM #2  (-1.7)  (-0.8)

AUGUSTA, ST. PATRICKS CHURCH SPIRE, 1902-32
HOME STA. (+3.0)  (-0.1)

AUGUSTA, J. B. WHITE TANK, 1932
HOME STA. (+3.6)  (+2.3)

BARNEY, 1932
SS #1  (+1.3)  (+1.7)
SS #2  (-6.0)  (-1.8)

HANCOCK, 1932
HOME STA. (+9.5)  (+3.1)
RM #4  (+6.8)  (+0.6)

GIRARD, 1932
SS #1  (+2.1)  (+4.6)
SS #2  (+1.6)  (-0.3)

MILLHAVEN, 1932
SS #1  (-2.8)  (-3.6)
SS #2  (-0.7)  (-6.5)
TRIANGULATION INDEX

1 - CLARKS HILL, 1902-32
2 - BONNADE, 1902-32
3 - AUGUSTA, LONG, STA, 1890
4 - AUGUSTA, ST. PATRICK'S CHURCH SPIRE, 1902-32
5 - AUGUSTA, S.E. WHITE TANK, 1932
6 - BARNEY, 1932
7 - HANSConnell 1932
8 - GILMER, 1932
9 - MILLHAVEN, 1932
10 - ROWE, 1932
11 - FILLERS, 1932
12 - PRATER C, 1935
13 - PORTER, 1935
14 - SNOOKS, 1935
15 - BERRYVILLE, 1918
16 - JEWELS, 1935
17 - PERRY, 1922
18 - ORANGE TANK, 1934
19 - BONNADE WATER TANK, 1932

SAVANNAH TO AUGUSTA PROJECT 21510

○ 1:70,000 SCALE RC-9
◆ TRIANGULATION USED IN ADJUSTMENT
▲ TRIANGULATION USED AS CHECKS

SHEET 1 OF 2
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>INDEX</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM 61-0 OR PROJECTION LINE IN METERS</th>
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<td>N.A. 1927</td>
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31. **DELINEATION**

The T sheets comprising the area of chart 63h were compiled primarily with the Kelsh Plotter. The Wild B-8 plotter was used to compile the more dense urban areas of Savannah and Port Wentworth to assure more complete compilation of urban features and shoreline details which were not covered with the color photography.

The outer limits of the two southern T-sheets were not covered by 1:30,000 scale photography. These areas were compiled by using the high altitude bridging photos with the vertical projector.

Compilation photography was adequate, except for the determination and location of some aids along the Savannah River which was difficult with this photography.

Those aids which could not be seen due to tree overhand and shadows were delineated from the color transparencies.

Flight paths of photography left much to be desired for more economical compilation. In some areas, adjacent flights were so flown as to necessitate setting double the usual number of stereo Kelsh models.

32. **CONTROL**

No vertical control was required.

Refer to Photogrammetric Plot Report included with this Descriptive Report.

In some models there were only two or three bridge points, and in only a small number of models were there over four bridge points. The placement of these was not the best for a strong fix of the models. However, it is believed that the accuracy required for this project has been met.

Pass points determined during the analytic triangulation were held, but there were several models in which no positions were given to drilled points during bridging. On T-12826N, which included 7 stereo models, 8 pass points had no positions given, and on T-12828N, of three models, 2 pass points were not given positions. In these instances the positions of these drilled pass points were dropped and used as a Kelsh pass point to be held in the next model.

Horizontal control station Bonaventure Water Tank, 1932, was among the triangulation stations used in the adjustment of the analytic bridge.
32. CONTROL (Cont.)

This station has since been destroyed. See form 567 submitted with this report.

33. SUPPLEMENTAL DATA

The following supplemental data were furnished by the compilation office and were utilized in the manner described.

1. Nautical Chart 440 - Savannah River and Wassaw Sound.
   Scale 1:140,000, dated Dec. 7, 1964
   
a. Additional geographic names and as an aid to the delineation of offshore details and dangers to navigation. Much of which were resolved by the field editor.

b. Comparison made in order to meet requirements of combined Comparison - Field Edit print.

2. Prior Bureau Surveys T-51H1 and T-51H2
   Scale 1:10,000, dated Oct. 1933 and T-5137
   Scale 1:20,000, dated Oct. 1933

   a. Comparison for combined Comparison - Field Edit print.

   No. 5550, scale 1:10,000, dated April - Sept. 1934
   No. 5572, scale 1:10,000, dated Aug. 1934
   No. 5584, scale 1:10,000, dated Sept. - Nov. 1934

   a. Comparison for combined Comparison - Field Edit print.


   " Pineland  
   " U.S.C. of E. Peeples  
   " A.M.S. Garden City  
   " U.S.G.S. Limehouse  
   " Port Wentworth  
   " Savannah  
   " Hardeeville  
   " Hardeeville N.W.  
   " Rincon  

   a. These were submitted by the Geographic Names Section, and in addition to their use for names, they were used in the comparison for the Combined Comparison - Field Edit print. In some instances, drainage too difficult to delineate by the usual photogrammetric methods, was compiled by using these quadrangles, and the vertical projector to enlarge them to fit to points of common detail.
34. CONTOURS AND DRAINAGE

Contours are inapplicable to this project. Compilation photography, in some instances, was not of sufficient quality to assure good delineation of drainage. The color transparencies were used to a distinct advantage for the compilation of these details. The quadrangle maps and the vertical projector were used only where there was no color photography coverage.

35. SHORELINE AND ALONGSHORE DETAILS

Field inspection of shoreline and alongshore areas was not a prerequisite for this project. See Field Report submitted with this report.

The shoreline as delineated, is to a degree, an apparent shoreline, particularly along those areas of marsh and swamp north of Port Wentworth. This shoreline was determined to be somewhat back under the overhanging trees and tree shadows, and was so delineated.

Alongshore areas foul with trees, stumps and snags, as well as shallow areas and trees in water areas have been delineated.

No low water lines have been delineated. All shoreline structures, piers, wharves, retaining walls, bulkheads, groins and other alongshore details have been delineated by office interpretation and those corrected and/or edited by the field editor have been shown.

36. OFFSHORE DETAILS

Refer to "Notes from Field Editor," submitted with this report.

Few offshore details were encountered during compilation. Those, noted on the chart L40, as obstructions or dangers to navigation, which could not be seen on the compilation photography, were referred to the field editor for further classification. They were then compiled or deleted as edit required.

37. LANDMARKS AND AIDS

Forms 567 are submitted with this report for 41 aids to navigation and 19 landmarks to be charted and 5 landmarks for deletion.

Non-floating aids, when they could be seen were plotted or dropped direct from the compilation kelsh models. When tree overhang or shadow made this impossible, they were delineated from the color transparencies.

A few landmarks and aids on T-12832W were delineated by fixtures by the field editor, they are:

TOWER, TRANSMISSION, WEST ONE, STEEL, RED, WHITE, HT. = 231 (2.1) FT.
TOWER, TRANSMISSION, EAST ONE, STEEL, RED, WHITE, HT. = 232 (2.1) FT.
DAYBEACON 20 RANGE REAR
   20 RANGE FRONT
   22 RANGE REAR
   22 RANGE FRONT
37. LANDMARKS AND AIDS (Cont.)

Point on Range 20
" " 22 (doubtful)

The check angle at Point on Range 22, between the east and west transmission towers would not hold.

The East tower was fixed by three photo points, 2 angles and one measured distance, and it is believed that the location of this tower is as good.

The West tower was plotted direct from the Kelsh model from a direct pricking identified by the field editor and it is this pricking which is believed to be in error, thereby causing the check angle between towers not to close.

The compiler apparently didn’t see the tower, but transferred the point on the photo which the field man had pricked for the radially displaced image of the top of the tower. The tower (231 ft. high) is 5 Cm. from the center of the photo on which it was pricked, and the base, or corrected position is 41 meter north and 1 meter east of the compiled position. Port Wentworth Channel Lightbeacons 20 Rear, 20 Front, and 27 Front are located using West Tower in this fix, so their positions changed, as did the ranges. Forms 567 were submitted Dec. 13, 1965.

38. CONTROL FOR FUTURE SURVEYS

No recoverable topographic stations or photo hydro control points were established for this project.

39. JUNCTIONS

Junctions and overlap matches were made with each T-sheet within the limits of this new chart 634.

At the south end of this project are T-12832N and T-12832S which overlaps chart IV0 from Port Wentworth south to Savannah. Inasmuch as this is a new chart compilation, and the scale differences encountered between two different middle latitudes of Mercator projection, i.e. (32° for chart IV0 and 32° 25’ for chart 634) no attempt of a junction was made. Any differences in shoreline and/or offshore details noted during comparison were resolved by the field editor.

At the north end of new chart 634, T-12826N joins with T-12825S of new chart 635. Again, the differences of two different middle latitudes, brought about a noticeable difference in scale. This junction was resolved by the vertical projector, changing the scale of one to fit the other.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to item 23 of Photogrammetric Plot Report and item 32, Control of this report.

41. DETAILS NOT COVERED BY FIELD INSPECTION OR EDIT
44. DETAILS NOT COVERED BY FIELD INSPECTION OR EDIT (Cont.)

As stated under item 35 of this report and in reference to the Field Inspection Report and Field Edit Report no interior inspection was made.

Public buildings, schools and churches and T.V. and radio towers (not of landmark value) were delineated by utilizing the quadrangle map and nautical chart covering this area. These items were projected to scale, delineated and further verified by comparison with the photography.

The swamp areas along both sides of the Savannah River were difficult to determine from office interpretation of the photographs. The quadrangle maps were used as an aid to locate these limits on the photography. Where they could be seen on the stereo models, they were delineated. In other areas where this delineation was difficult, the quadrangle maps were used to define the limits.

No specific instructions were given concerning tree cover. Tree areas were delineated and only those clearings and tree areas too small to be of value to charts were eliminated.

All roads leading to shoreline facilities were delineated. Logging roads and trails, considered to be of little or no value were eliminated, according to instructions.

Many ponds, of considerable distance from the river, where shown on the quadrangle maps but were not visible on the photography. Some of these were named and were determined to be of intermittent nature, and were so delineated.

42. BLUFFS OF LANDMARK VALUE

Bluffs, considered to be of possible landmark value were delineated prior to field edit. These were determined to be approximately 50' to 100' in height, from examination of the quadrangles and elevation readings from the Kelsh stereo models. However, the field editor, during his verification, decided that most of these were of no value to charts and identified smaller, bare bluffs in the vicinities of facility areas, and recommended these for charting.

46. COMPARISON WITH EXISTING MAPS

Refer to item 33 and 41 of this report.

Comparison has been made with all existing maps and pertinent differences noted on the combined Comparison - Field Edit ozalid prints according to instructions.

47. COMPARISON WITH NAUTICAL CHARTS

Refer to item 39 and 46 of this report
ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Respectfully submitted,

Albert C. Rauck, Jr.

A. C. Rauck, Jr.

Approved and Forwarded

J. Bull
Norfolk Regional Officer
48. GEOGRAPHIC NAMES

Geographic names quadrangles and lists were submitted by Mr. A. J. Wraight, for each T-sheet in the area of this chart survey.

Refer to Geographic Names of the Field Report submitted with this report.

It was noted that the name lists did not always include all of the quadrangle geographic names required for this project. Where this occurred, the names noted on the quadrangles were used, and where conflicting or disputed names occurred, these were noted on the registration ozalid.

In some instances, quadrangle geographic names were so carelessly underlined, that it was difficult to ascertain if a name should or should not be used.

An alphabetical name list of those names used from the 10 name quadrangles are as follows:

CHART 634  T-12832S/2 thru T-12826N/2

Abercorn Creek  Carver Village
Ardsley Park  Cedar Bluff Landing
Argyle Island  City Front Channel*
Atlantic Coastal Highway  Chair Walker Point
Atlantic Coast Line  Chatham City
Avon Park  Chunk Creek

Back River  Clearyview
Barnwell Island  Clydesdale Canal
Barnwell Island No. 2  Clydesdale Creek
Bay Bush Point  Coleman Lake
Bay Street  Coleman Run
Bear Creek  Cornhouse Reach
Berry Landing  Cross Tides
Big Bear Flat  Cypress Creek

Big Boykin Bar  Drakies Bluff
Big Collins Creek  Drakies Cut
Big Kiffer Point  Drakies Point
Black Creek  Deadman's Point
Black Creek Landing  Dry Pine Hill
Black River  Duck Pond
Black Swamp  Dundee Hill
Blanket Point  Ebenzer Creek
Blue Springs  Ebenzer Landing
Bowl Maker Point  Eneks Bay
Briar Creek Landing  Eneks Landing
Bridge Point  Fig Island
Buck Creek  Finch Lake
Buff Lake  Flat Dutch Point
Bull Pen Point
Bull Street

* From Chart No. 440
Forks Lake
Fort Jackson
Foul Crow Point
Fox Lake
Fridays Dream Point
Front River
Frying Pan Landing
Frying Pan Point

Gaffneys Landing
Garden City
Gator Holes
Gin Raw Lake
Gnarn Fish Pond
Gold Wires Reach
Gordonston
Groover Branch
Gum Stump Point

Haddonville
Haddon Lake
Helmley Pond
Hickory Bend
Hodgin Lake
Hog Island
Hog Marsh Island
Hognose Point
Horse Bluff
Houstown Cut
Hudsons Ferry Reach
Hudsons Ferry Landing
Hunblet Branch
Hutchinson Island

Ivory Lake
Jacob Jump Point

Keiffer Branch
Keiffer Pond
Kennedy Lake
Kings Island
Kings Island Channel
Knox Brough Creek

Lady Washington Point
Le Pageville
Liberty City
Little Abercorn Creek
Little Back River

Little Boykin Bar
Little Collis Creek
Little Cornhouse Reach
Little Hearst Branch
Little Kiffer Point
Little Snooks Lake
Lockner Creek
Long Hill
Long Pond

Magnolia Ridge
Marsh Island
Marsh Island Channel
Marsh Point
Martins Point Landing
McCombs Cut
Middle Kiffer Point
Middle River
Mill Creek
Mill Stone Landing
Monkey Point
Monticell
Mosquito Camp Point
Mosquito Creek
Mulberry Grove
Murray Hill Canal
Myers

New Landing
Ogeecheetoon
Oglethorpe Range
Old Log Landing
Open Pond
Old River
Old Wood Landing
Onslow Island

Pallachucola
Pennyworth Island
Pfeiffer's Landing
Pine Gardens
Pine Tree Point
Pine Gardens
Pipe Makers Canal
Plank Creek
Poor Robins Landing
Poor Robin Lower Cut Point
Poor Robin Upper Cut Point

* From Chart No. 449
Porters Landing
Port Wentworth
Port Wentworth Channel
President Street
Purysburgh
Purysburgh Landing
Purysburgh Station

Rabbit Bar Point
Raccoon Creek
Reiser Pond
Rhodes Cut
Richfield
Robinson Round
Rock Dam
Rooty Branch
Rossignol Hill

Salt Water Creek
Sam Hole Bay
Sand Hills
Savannah
Savannah and Atlantic R R
Savannah River
Sawdust Bay
Seaboard Airline
Shubra Canal
Snooks Lake
Springfield Canal
St. Augustine Creek
State Highway 25 & 26
State Highway 27
State Highway 25 ++
Steamboat River
Stokes Bluff Landing
Strong Creek
Sugarloaf Hill
Symons Landing

Talmadge Memorial Bridge
Tatumsville
Taylor Canal
Tee Lake
Tew Lake
Tiger Leap Bluff
Thompsons Cut
Thompsons Long Round

Thompson Pond
Tremont Park
Trowells Landing
Umbar Run
U. S. Highway 17 & 80
U. S. Highway 17S
U. S. Highway 17N
U. S. Highway 80
U. S. Highway 11 & 80
U. S. Highway 17
U. S. Highway 17A++
Union Creek
Ursula Island

Vernezobre Creek

Wheat Hill
Whitehall Channel*
Willow Oak Point
Woodville
Wrecks Channel*
Yonkley Creek
Zacharias Point

** Highways came from quads, not recommended by names section
* From Chart No. 440
GEOGRAPHIC NAMES
Ph 21510 (Shirley, S.C.-Ga.)

T- 12826 1/2 F. 12827

Savannah River
Blanket Point
Goldwires Reach
Fowl Craw Point
Hudson Ferry Landing
Jacob Jump Point
Martins Landing
Willow Oak Point
Monkey Point
Blue Springs
Black Creek Landing
Tiger Leap Bluff
Enecks Landing
Rabbit Bar Point
Porters Landing
Cedar Bluff Landing
Hudson Ferry Reach
Poor Robin Landing
Poor Robin Upper Cut Point
Thompson Long Round
Thompson Cut Point
Poor Robin Lower Cut Point
Bull Pen Point
Little Cornhouse Reach
Long Branch
Trowells Branch
Jones Place
White Pond

Buck Creek
Jackson Branch
Black Creek
Rooty Branch
Enecks Bay
Cornhouse Reach
Mosquito Camp Point
Haskell Barony Swamp
Little Black Creek
Runs Branch
Greenbay
Boggy Swamp
Leola

A. J. Wraight
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Shirley, S.C.-Ga.)

T-12828

Hognose Point
Savannah River
Myers
Stokes Bluff Landing
Pallachucola Lake
Buff Lake
Hog Branch
Goldwires Reach
Cedar Bluff Landing
Trowells Landing
King Branch
Runs Branch

A. J. Wraith
A. J. Wraith
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Hardeeville, S.C.-Ga.)

Savannah River
Old Log Landing
Coleman Run
Horse Bluff
Long Hill
Groover Branch
Gnann Fishpond
Old River
Strong Creek
Plank Creek
Ebenezer Creek
Ebenezer Landing
Berry Landing
Gaffneys Landing
Haddonville
Frying Pan Point
Frying Pan Landing
Zacharias Point
Bowl Maker Point
Chair Maker Point
Little Boykin Bar
Big Boykin Bar
Hungleiter Branch
Helmly Pond
Keiffer Pond
Keiffer Branch

Thompson Pond
Stillwell Branch
Umbar Run
Umbar Long Hill
Sugarloaf Hill
Chumk Cr.
Bear Bluff
Cypress Creek
Hodgin Lake
Yorkly Creek
Reiser Pond

A. J. Wraith
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Pineland, S.C.-GA.)

T-12830

Cypress Branch 29
New Landing 29
Black Swamp 29
Robertville Station
Savannah River
Sand Hills 29

A. J. Wraight
A. J. Wraight
Geographic Branch
GEODEGIC NAMES
Ph 21510 (Rincon, Ga.-S.C.)
T-12830

Lockness Creek
Symons Landing
Big Kiffer Point
Middle Kiffer Point
Old Wood Landing
Little Kiffer Point
Savannah River
Bay Bush Point
Flat Ditch Point
Pine Tree Camp Point
Hickory Bend
Forks Lake
Mill Creek
Bean Creek
Gator Holes
Coleman Lake
Bride Point
Mosquito Creek
Little Collis Creek
Little Abercorn Creek

A. J. Wraight
A. J. Wraight
Geographic Branch
GEOGRAPHIC NAMES
Ph 21510 (Hardeeville, S.C.-Ga.)

T-12831

Savannah River
Purysburgh Landing
Purysburgh
Purysburgh Station
Mill Stone Landing

A. J. Wraight
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Rincon, Ga.-S.C.)

T- 12831

Savannah River
Beam Creek
Mosquito Creek
Abercorn Creek
Big Gayland Creek
Little Gayland Creek
Big Collis Creek
Little Collis Creek
Little Abercorn Creek
Lady Washington Point
Gum Stump Point

A. J. Wraight
A. J. Wraight
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Limehouse, S.C.-Ga.)

T-12832 N/2

Argyle Island
Clydesdale Creek
Hog Island
Hutchinson Island
Little Back River
Murray Hill Canal
Savannah National Wildlife Refuge
Taylor Canal
Vernezhobre Creek
Open Pond
Lucknow Canal

A. J. Wraight
Geographic Branch
Chatham City
Rossignol Hill
Garden City
Pipe Makers Canal
Dundee Canal
Kings Island
Hutchenson Island
Sharon Park
Savannah & Ogeechee Canal
Woodlawn Terrace
Woodville
Wheat Hill
Savannah River

A. J. Wraight

A. J. Wraight
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Port Wentworth, Ga.-S.C.)

T-12832 S/2

Hutchinson Island
Kings Island
Pipe Makers Canal
Rock Dam
Back River
Savannah River
Middle River
Argyle Island
Rhodes Cut
Port Wentworth
Onslow Island
Front River
Little Back River
Savannah National Wildlife Refuge
St. Augustine Creek
Drakies Bluff
Drakies Cut
Houstown Cut
Steamboat River
Drakies Point
Hog Marsh Island
Montieth
Little Hearst Branch

Black Creek
Deadmans Point
Abercorn Creek
Union Creek
McCombs Cut
O'Leary
Ursia Island
Knoxborough Creek

A. J. Wraight
Geographic Names
GEOGRAPHIC NAMES
Ph 21510 (Savannah, Ga.-S.C.)

T-12832 S/2

Barnwell Is. No. 2
Barnwell Island
Back River
Carver Village
Clearview
Clydesdale Canal
Fig Island
LePageville
Fort Jackson
Murray Hill Canal
Marsh Point
Hutchinson Island
Savannah
Savannah River
Pennyworth Island
Springfield Canal
Salt Water Cr.
Savannah and Ogeechee Canal
Shrubra Canal
Savannah Nat. Wildlife Refuge

A. J. Waight
Geographic Names
49. NOTES FOR THE HYDROGRAPHER

None
JOB PH-6601

SAVANNAH RIVER
Notes from Field Editor

This report is submitted for nineteen sheets along the Savannah River from Savannah, Georgia to North Augusta, Georgia. The field edit was accomplished from August 16 through August 31, 1965.

1. Obstructions in Water

As a whole, the compiler has done an excellent job on the delineation of trees, snags, stumps etc. along the waters edge. Many trees have fallen in the water where the bank has eroded. Other trees, which overhang the water, are mainly willow and gum. Sometimes these trees grow in the water especially in shallow places. Dead trees, snags etc. will photograph white. The cut-offs are shoaling-up fast and many of them are barely navigable.

We concur with the Washington Office suggestion that a general note be shown on the new charts concerning foul areas adjacent to the shoreline and that navigators use caution and be on the lookout for floating logs, debris, etc.

Generally, the river, in its center portion, was free from obstructions. There is nearly always a strong current which tends to move the obstructions.

2. Bluffs

All bluffs were checked from the river to ascertain their value as landmarks. Most of the ones questioned by the compiler could not be seen from the river. You will note that the majority recommended are located near an old landing. The swamp trees are very tall, therefore obstructing the view of the bluffs.

3. Aids to Navigation

All aids to navigation were thoroughly checked. They have been described as to - type, color, condition and number. In accordance with a memorandum of August 10, form 567 for the aids will be submitted by the photogrammetric office. The aids, with the exception of a few at Savannah, consist of a one foot square precast concrete pile, which provides about 10 to 12 feet above high water. This concrete pile is usually about 2 to 3 feet downstream from the downstream groin. In those cases where the aid was not on the downstream groin, it has been noted on the field edit sheet.

The groins consist of a dolphin like structure (about 6 to 8 piles tied together) on the offshore end of two rows of single pile lashed together with cable.
4. Landmarks for Charts

All landmarks were checked during field edit. One new landmark is recommended. It is located west of the end of navigation. Our field man, who investigated landmarks in the beginning, did an excellent job.

5. Boat Landings

A thorough investigation of boat landings was made. It was found that the quadrangle covering the area had many places shown as landings. Many of these are privately owned and of no value as a launch area. The names, however, are well known and should be shown on the new charts. Most of the launching ramps are maintained by the State or County, both in Georgia and South Carolina.

6. General

The west lane of US Highway 301, where it crosses the Savannah River, was under construction. Interstate Highway 20, in the western part of chart 635, was also under construction.

The Savannah River is not navigable a few miles upstream from Augusta. Rapids block-off further navigation. This area was inaccessible to the field editor. There are numerous rocks.

Submitted: September 1
1965

[Signature]
Joseph K. Wilson
Chief Photo Party 759
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<th>2. TITLE</th>
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<td>7. PHOTO HYDRO STATIONS</td>
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<td>11. DETAIL POINTS</td>
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<td>17. LANDMARKS</td>
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<td>33. GEOGRAPHIC NAMES</td>
<td>CHB</td>
<td>34. JUNCTIONS</td>
<td>CHB</td>
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<td>35. LEGIBILITY OF THE MANUSCRIPT</td>
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<td>36. DISCREPANCY OVERLAY</td>
<td>Comparison Field Edit</td>
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<td>37. DESCRIPTIVE REPORT</td>
<td>CHB</td>
<td>38. FIELD INSPECTION PHOTOGRAPHS</td>
<td>CHB</td>
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<td>39. FORMS</td>
<td>CHB</td>
<td>40. FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT</td>
<td>Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.</td>
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[Signatures of Reviewer and Supervisor]
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| 11. Detail Points                                              |                                                                                               |
|                                                             | Keleh                                                                                          |

| 12. Shoreline                                                  | 13. Low-Water Line                                                                            |
|                                                             | None                                                                                          |
|                                                             | CHB                                                                                           |

| 16. Aids to Navigation                                        | 17. Landmarks                                                                                 |
|                                                             | None                                                                                          |
|                                                             | CHB                                                                                           |

| 19. Other Alongshore Cultural Features                        |                                                                                               |
|                                                             | CHB                                                                                           |

| 20. Water Features                                            | 21. Natural Ground Cover                                                                       |
|                                                             | CHB                                                                                           |

| 22. Planetable Contours                                       | 23. Stereoscopic Instrument Contours                                                           |
|                                                             | None                                                                                          |

| 24. Contours in General                                       | 25. Spot Elevations                                                                           |
|                                                             | None                                                                                          |

| 26. Other Physical Features                                   |                                                                                               |
|                                                             | CHB                                                                                           |

|                                                             | CHB                                                                                           |

| 30. Other Cultural Features                                   |                                                                                               |
|                                                             | CHB                                                                                           |

| 31. Boundary Lines                                            | 32. Public Land Lines                                                                          |
|                                                             | None                                                                                          |

| 33. Geographic Names                                          | 34. Junctions                                                                                 |
|                                                             | CHB                                                                                           |

| 35. Legibility of the Manuscript                             | 36. Discrepancy Overlay                                                                        |
|                                                             | CHB                                                                                           |

| 38. Field Inspection Photographs                             | 39. Forms                                                                                     |
|                                                             | CHB                                                                                           |

| 40. Field Completion Additions and Corrections to the Manuscript | Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side. |

Signature of Reviewer: Charles H. Braasch
Signature of Compiler: Albert Santillan
Signature of Supervisor: Albert C. Ranck Jr.
## PHOTOGRAMMETRIC OFFICE REVIEW

**Chart 634 T-12827**

### 1. PROJECTION AND GRIDS

CHB

### 2. TITLE

None

### 3. MANUSCRIPT NUMBERS

CHB

### 4. MANUSCRIPT SIZE

CHB

### 5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY

None

### 6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (TOPOGRAPHIC STATIONS)

None

### 7. PHOTO HYDRO STATIONS

None

### 8. BENCH MARKS

None

### 9. Plotting of Sextant Fixes

None

### 10. PHOTOGRAMMETRIC PLOT REPORT

Bridge

### 11. DETAIL POINTS

Keel

### 12. SHORELINE

CHB

### 13. LOW-WATER LINE

None

### 14. ROCKS, SHOALS, ETC.

None

### 15. BRIDGES

None

### 16. AIDS TO NAVIGATION

CHB

### 17. LANDMARKS

None

### 18. OTHER ALONGSHORE PHYSICAL FEATURES

CHB

### 19. OTHER ALONGSHORE CULTURAL FEATURES

CHB

### 20. WATER FEATURES

CHB

### 21. NATURAL GROUND COVER

CHB

### 22. PLANETABLE CONTOURS

None

### 23. STEREOSCOPIC INSTRUMENT CONTOURS

None

### 24. CONTOURS IN GENERAL

None

### 25. SPOT ELEVATIONS

None

### 26. OTHER PHYSICAL FEATURES

CHB

### 27. ROADS

CHB

### 28. BUILDINGS

CHB

### 29. RAILROADS

CHB

### 30. OTHER CULTURAL FEATURES

CHB

### 31. BOUNDARY LINES

None

### 32. PUBLIC LAND LINES

None

### 33. GEOGRAPHIC NAMES

CHB

### 34. JUNCTIONS

CHB

### 35. LEGIBILITY OF THE MANUSCRIPT

CHB

### 36. DISCREPANCY OVERLAY

Comparison Field Edit

### 37. DESCRIPTIVE REPORT

CHB

### 38. FIELD INSPECTION PHOTOGRAPHS

CHB

### 39. FORMS

CHB

### SIGNATURE OF REVIEWER

Albert C. Rauk Jr.

### SIGNATURE OF COMPILER

Albert C. Rauk Jr.

### SIGNATURE OF SUPERVISOR

Albert C. Rauk Jr.

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**40. FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT**

Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.
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**Signature of Compiler:**

**Signature of Supervisor:**

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| 7. Photo Hydro Stations | 8. Bench Marks | NONE | NONE |


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<th>Signature of Reviewer</th>
<th>Signature of Supervisor, Review Section or Unit</th>
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<tr>
<td>Charles H. Bishop</td>
<td>Albert C. Rauch, Jr.</td>
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**Control Stations**
- 5. Horizontal Control Stations of Third-Order or Higher Accuracy: NONE
- 6. Recoverable Horizontal Stations of Less Than Third-Order Accuracy (Topographic Stations): NONE
- 7. Photographic Stations: NONE
- 8. Bench Marks: NONE
- 9. Plotting of Sextant Fixes: NONE
- 10. Photogrammetric Plot Report: BRIDGE
- 11. Detail Points: NONE

**Alongsore Areas**
- (Nautical Chart Data)
- 12. Shoreline: CHB
- 13. Low-water Line: NONE
- 14. Rocks, Shoals, Etc.: CHB
- 15. Bridges: NONE
- 16. Aids to Navigation: NONE
- 17. Landmarks: NONE
- 18. Other Alongsore Physical Features: CHB
- 19. Other Alongsore Cultural Features: None

**Physical Features**
- 20. Water Features: CHB
- 21. Natural Ground Cover: CHB
- 22. Planetary Contours: NONE
- 23. Stereoscopic Instrument Contours: NONE
- 24. Contours in General: NONE
- 25. Spot Elevations: NONE
- 26. Other Physical Features: None

**Cultural Features**
- 27. Roads: CHB
- 29. Railroads: CHB
- 30. Other Cultural Features: None

**Boundaries**
- 31. Boundary Lines: CHB
- 32. Public Land Lines: None

**Miscellaneous**
- 33. Geographic Names: CHB
- 34. Junctions: CHB
- 35. Legibility of the Manuscript: CHB
- 36. Discrepancy Overlay: CHB
- 37. Descriptive Report: CHB
- 38. Field Inspection Photographs: CHB
- 39. Forms: CHB

**Signature of Reviewer**

**Signature of Compiler**

**Signature of Supervisor**
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<td>5.</td>
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<td>6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (TOPOGRAPHIC STATIONS)</td>
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<td>KELSH</td>
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<td>13. LOW-WATER LINE</td>
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<td>ROCKS, SCHOALS, ETC.</td>
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<td>WATER FEATURES</td>
<td>21. NATURAL GROUND COVER</td>
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<td>29. RAILROADS</td>
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<td>LEGIBILITY OF THE MANUSCRIPT</td>
<td>36. DISCREPANCY OVERLAY</td>
<td>37. DESCRIPTIVE REPORT</td>
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<td>COMPARISON-FIELD EDIT</td>
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<td>FIELD INSPECTION PHOTOGRAPHS</td>
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<td>40.</td>
<td>FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT—Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.</td>
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**Signature of Reviewer:**

**Signature of Compiler:**

**Signature of Supervisor:**
### Chart: 634  T - 12832N

#### 1. Projection and Grids
- **Grids:** CHB
- **Title:** NONE
- **4a Classification label:** Unclassified

#### 2. Control Stations
- **Horizontal Control Stations of Third-Order or Higher Accuracy:** NONE
- **Recoverable Horizontal Stations of Less Than Third-Order Accuracy (Topographic Stations):** NONE
- **Photo Hydro Stations:** NONE
- **Bench Marks:** NONE
- **Plotting of Sextant Fixes:** LLG
- **Photogrammetric Plot Report:** BRIDGE
- **Detail Points:** Keish and Wild B-6

#### 3. Alongshore Areas
- **Aids to Navigation:** LLG
- **Landmarks:** LLG
- **Other Alongshore Physical Features:** LLG
- **Other Alongshore Cultural Features:** LLG

#### 4. Physical Features
- **Water Features:** LLG
- **Planetary Contours:** NONE
- **Contours in General:** NONE
- **Other Physical Features:** LLG

#### 5. Cultural Features
- **Roads:** LLG
- **Buildings:** LLG
- **Railroads:** LLG
- **Other Cultural Features:** LLG

#### 6. Boundaries
- **Boundary Lines:** NONE
- **Public Land Lines:** NONE

#### 7. Miscellaneous
- **Geographic Names:** LLG
- **Legibility of the Manuscript:** LLG
- **Comparison-Field Edit:** LLG
- **Field Inspection Photographs:** LLG
- **Forms:** LLG

#### 8. Signature of Reviewer
- **Reviewer:** Albert C. Rauch Jr.

#### 9. Signature of Compiler
- **Compiler:** Albert C. Rauch Jr.

**Use Reverse Side for Remarks**
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</table>
Memorandum

TO: Norfolk Regional Officer  
Coast and Geodetic Survey  
439 W. York Street  
Norfolk, Virginia 23510

DATE: June 1, 1965

FROM: Chief, Photogrammetry Division

SUBJECT: Project 21510 (Compilation Notes and Completion Date)

(1) **Compilation Limits**

The limits of compilation have not been delineated on the projections as indicated under heading No. 6 of the Compilation Instructions. A copy of the final project diagram (with letter size copies attached) showing the approximate compilation limits (panel limits) will be forwarded. Delineate details approximately 1 inch beyond the limits of the panels.

(2) **Mercator Values of State Grid Intersections**

For both the South Carolina and Georgia state grids, separate IBM lists of Mercator values for each panel ("T" Sheet) for plotting intersections by coordinate graph are being forwarded. Due to the method of computation and projection size the lists include a large number of values for intersections falling outside the limits of delineation. Plot only those intersections falling within the area to be compiled.

(3) **Panel Numbers**

Do not use the panel numbers for manuscript designation (titles, indexes, correspondence, reports). Use only the "T" Sheet numbers.
(4) **Completion Date**

As a result of the heavy workload in connection with the Alaska earthquake projects, the project completion date was changed from June 30, 1965 to October 30, 1965 (Memorandum to Program Planning Staff from Chief, Photogrammetry Division, date February 18, 1965). The Nautical Chart Division has recently requested an earlier delivery date (October 1, 1965). We are committed to this new delivery date.

Sufficient data to start project work will be delivered to you by the end of May. This includes data for plotting state grid intersections and data for the first of three bridges. Additional field work (control) is required prior to completion of strips 2 and 3. If, after compilation is started, a change in delivery data seems advisable, please notify this office.

M. E. Math
for J. E. Waugh
Memorandum

TO: Norfolk Regional Officer
    Coast and Geodetic Survey
    439 West York Street
    Norfolk, Virginia 23510

DATE: July 29, 1965

FROM: Acting Director

SUBJECT: Project PH-6506 - Modification of requirements for delivery of project data to the Nautical Chart Division

The following project data are forwarded to the Nautical Chart Division for photogrammetric surveys produced for use in nautical chart construction:

1. Chart compilation manuscripts (Chart Division and registration copies)
2. Final copies of Form 567
3. Discrepancy prints
4. Copies of the Descriptive reports

Additional project information is furnished to the Chart Division upon request.

The Registration Manuscript copies and the Descriptive Report copies for this project need not be forwarded along with the other data for delivery to the Chart Division on our committed delivery date of October 1, 1965.

In order to provide the Chart Division with the data required to start compilation on the delivery date, the following procedures are necessary:
1. Apply field edit changes to the base manuscripts, then reproduce the bases for the Chart Division’s manuscript copies. Ozalid copies shall also be produced;

2. Make preliminary reviews of the manuscripts;

3. Add (in pencil) to the ozalid copies information (identifying names of mapped objects, landmarks, aids, piles, notes, etc.) that would normally be furnished the Chart Division through the Registration Manuscript copy.

Additional information to be delivered to the Chart Division on October 1, 1965, includes:

1. A copy of the field edit report;

2. An informal review report covering the subjects outlined on page 505, Topographic Manual, Part II, for the final Washington Office review, shall be prepared and forwarded.

The preceding information can be included on the ozalid copies of the manuscripts or submitted as written notes.

Production of the Registration Manuscript copy and final review shall be completed as soon as possible. All changes made during final review that effect the Chart Compilation Manuscript shall be called to the attention of the Washington Office Review Unit.

The field edit of project maps, the requirements for pre-field edit manuscript data, and the procedure to be followed in forwarding data to the field editor are as follows:

1. Only copies of the pencilled work sheets and supporting data are required;

2. Field edit data shall be forwarded from the Portsmouth Photogrammetric Unit directly to the field editor.

E.F. (Signature)
For James C. Tiernan, Jr.

cc: 631, 6314, 6320
1. Trees in water

Along both banks of the Savannah River are numerous trees, dead
trees, stumps, logs, etc. that could be seen on the color transparencies.
Without the benefit of prior field inspection, most of these could not
be seen on the 1:30,000 scale panchromatic photography.

It is believed that most of these could be delineated with a dashed
line adjacent to the shorelines and labeled foul with trees, stumps or
logs. Where this applies, it should be labeled on the photographs or on
the field edit print.

The Washington (Rockville) Office has indicated that Charts Section
may incorporate a general note on both new small craft charts to this effect.

2. Bluffs

The bluffs that could be seen on the photos were delineated with the
Kelsh plotter as a dashed line representing the top and bottom and labeled
with an approximate height. All bluffs should be verified from seaward
to ascertain their value as landmarks. In this area, particularly the
upper reaches of the Savannah River, landmarks may well be scarce, and any
which you deem of particular landmark value will be charted. Others will
not be charted. If you find that we may have missed any of prominence,
please indicate these on the field edit print.

3. Aids to Navigation

Most of the aids which were roughly spotted by the field man have
been shown. Most of these could not be seen on the contact photos, but
could easily be seen on the color photos. In most instances, the aid was,
as the field man indicated, on the downstream groin of a group of three or
four. There are a few which could not be seen and lay in an area where there
were no color photo coverage. These have been noted for your attention.

It has been suggested and the Rockville Office has concurred, that an
effort on your part to determine the area of responsibility for these aids
might be in order. If we could know who and if they were considering
maintenance and numbering of these aids, the new numbering system, if any,
could be utilized by the Chart Section.

This suggestion was brought about because so many of the existing aids
were broken off and many had no numerical designation.

4. Boat Landings

Quadrangles covering the area, indicate names of many landings. These
places have been named as an aid to you in determining the actual existence
and placement of such landings and to assist you in your facility survey.
5. Verification and Location

Other points of detail which demand further verification and/or explanation are noted on the field edit prints.

Albert C. Rauk, Jr.
JOB PH-6501
Savannah River
Small Craft Facility Investigation
Charts 634-3C and 635-SC

General Notes

The investigation of small craft facilities was accomplished during the period of August 16 through August 31, 1965.

The facility survey was accomplished concurrently with the field edit of chart topography. The Savannah River was travelled by boat from Savannah to Augusta.

Nineteen facilities were visited and the standard form submitted for each. All of these are boat launching ramps, with the exception of three located near Augusta. No facilities were listed at Savannah as there was no specific marina etc. on these charts. However, it is known that the small boat operator could obtain any marine supply he wished at Savannah.

The boat launching ramps, both on the Georgia and South Carolina sides, are maintained, for the most part, by the State and County. Many names of landings will appear on the charts which have no facilities for launching boats. These areas are usually privately owned and are well known locally.

Two chart letters are submitted. One for the radio and Television towers at Savannah and one for the same at Augusta.

There are no storm warnings displayed.

All landmarks and aids to navigation were thoroughly investigated.

There were no regulations governing the operation of small craft.

Submitted:
September 1, 1965

Joseph K. Wilson
Chief Photo Party 759
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be changed on (deleted from) the charts indicated.

The positions given have been checked after listing by

L. SULLIVAN
J. HULL

<table>
<thead>
<tr>
<th>STATE</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE*</th>
<th>LONGITUDE*</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
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<td>81 02.6</td>
<td>NA 1927</td>
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<td>R.TR.PA.</td>
<td>RADIO TOWER NOT PROMINENT</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids or landmarks for charts.
**DEPARTMENT OF COMMERCE**  
U. S. COAST AND GEODETIC SURVEY  

**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**  

**NORFOLK, VIRGINIA**  

**SEPT. 1965**

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

L. SULLIVAN  
R. J. PATS  

J. BULL  
Chief of Party.

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<tr>
<th>STATE</th>
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<td>TOWER</td>
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<td>DOME</td>
<td>(Savannah, City Hall Dome 1932) METAL COVERED, GREEN.</td>
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<td>STACK</td>
<td>(Savannah, Power House Stack, East, 1932) CONCRETE, GRAY COLOR</td>
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<tr>
<td>STACK</td>
<td>(Savannah, Power House Stack, West, 1932) CONCRETE, GRAY COLOR</td>
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<tr>
<td>LANDPIPE</td>
<td>(Sandpiper, 1918) CONCRETE LIGHT GRAY, HT. = 192 (197) FT.</td>
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<td>(Savannah, St. Johns Cathedral, East Spire, 1932) TALL SLENDER, CROSS ATOP, HT. = 211 (254) FT.</td>
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<td>SPIRES</td>
<td>(Savannah, St. Johns Cathedral, West Spire, 1932) GRAY TALL, SLENDER, CROSS ATOP, HT. = 214 (254) FT.</td>
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<td>TOWER</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating
# DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

NONE FLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

NORFOLK, VIRGINIA

SEPTEMBER 1945

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

The positions given have been checked after listing by

A. SANTILLAN

R. J. PATE

J. HULL

Chief of Party

STATE | GEORGIA

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<th>LONGITUDE °</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<td>126.58</td>
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<td>MERC. T-128328</td>
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<td>TANK</td>
<td>(Tank U.S.E. (Ga.) (Savannah)) OF 1934</td>
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<td>TANK</td>
<td>(North of Savannah Silver Twin Tanks, East one, 1933) CERTAINED PRODUCT INC. STEEL HT. = 116 (156) FT.</td>
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<td>TOWER</td>
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<td>TANK</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids in navigation, if undetermined, shall be reported on this form. The data should be considered for the charts of the area and not by
**NONFLOATING AIDS OR LANDMARKS FOR CHARTS**

**TO BE CHARTED** | STRIKE OUT ONE
---|---
**TO BE DELETED** |

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

The positions given have been checked after listing by

**NORFOLK, VIRGINIA**

**SEPT. 19**

**L. SULLIVAN**

**R. J. PATE**

**J. BULL**

Chief of Party.

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<table>
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<td><strong>WRECKS CHANNEL</strong></td>
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</tr>
<tr>
<td></td>
<td><strong>LIGHT 4, Triangular daymark on dolphin</strong></td>
</tr>
<tr>
<td></td>
<td><strong>LIGHT 6, Red Triangular daymark on dolphin</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>WHITEHALL CHANNEL</strong></td>
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</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids are recorded in accordance with the regulations of the U.S. Coast and Geodetic Survey.
<table>
<thead>
<tr>
<th>STATE</th>
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</tr>
<tr>
<td>STACK</td>
<td>CONTINENTAL CAN CO., CONCRETE.</td>
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</tbody>
</table>

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 for...
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by L. SULLIVAN & J. BULL.

<table>
<thead>
<tr>
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<th>Signal Name</th>
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<th>Longitude °</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Charts Affected</th>
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<tr>
<td>GEORGIA</td>
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<td>STACK STILL IN PLACE, BUT NOT RECOMMENDED FOR LANDMARK SINCE LARGER STACK NEARBY</td>
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<td>32°09.2'</td>
<td>81°09.3'</td>
<td>NA 1927</td>
<td>MERC. T-12832</td>
<td>2-26-65</td>
<td>634 S.C.</td>
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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
<table>
<thead>
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<th>Chart</th>
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<td>METH3</td>
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*The positions have been checked after listing by R. Sintetim, J. Hill.

**This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids should be charted on the charts indicated. The positions given have been checked after listing by R. Sintetim, J. Hill.**
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by R. J. PATE

J. BULL

Chief of Party.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
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<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>DAYBEACON 1</td>
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<td>Black pointer on pile</td>
<td>32 14</td>
<td>138.1</td>
<td>81 09</td>
<td>HA 1927</td>
<td>8-31-65</td>
<td>634 S.C.</td>
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<td>DAYBEACON 2</td>
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<td>148.10</td>
<td>81 08</td>
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</table>
I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

R. J. PATE

J. HULL

Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
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<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE (N)</th>
<th>LONGITUDE (W)</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>SAVANNAH RIVER</td>
<td>ABOVE SAVANNAH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>DAYBEACON 3</td>
<td>Black pointer on pile</td>
<td></td>
<td>57.15</td>
<td>81 11</td>
<td>1927</td>
<td>T-12828S</td>
<td>0-31-65</td>
<td>634 S.C.</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>DAYBEACON 4</td>
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<td></td>
<td>51.50</td>
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<td>5</td>
<td></td>
<td>DAYBEACON 5</td>
<td>Black pointer on pile</td>
<td></td>
<td>27.64</td>
<td>81 13</td>
<td>1922.7</td>
<td>T-12828S</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>DAYBEACON (No Number)</td>
<td>Black pointer on pile</td>
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<td>59.59</td>
<td>81 14</td>
<td>1922.7</td>
<td>T-12828S</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 form shall be submitted with the report of its completion.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

R. J. Pate  

J. Hull

Chief of Party

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids shall be plotted in accordance with instructions in Hydrographic Manual, Vol. 1, pages 600 and 601.
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by A. Santillan A. Santillan J. Bull

<table>
<thead>
<tr>
<th>STATE GEORGIA AND SOUTH CAROLINA</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAVANNAH RIVER</td>
<td>DAYBEACON (No Number)</td>
<td>Red pointer on pile</td>
<td>32 34 31 1.85 31 18 61 20 959.0</td>
<td>MA 1927 PHOTO</td>
<td>T-12827 8-31-65</td>
<td>634 S.G.</td>
<td></td>
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</tr>
<tr>
<td>above Savannah</td>
<td>DAYBEACON 18</td>
<td>Red pointer on pile</td>
<td>32 34 31 43.76 31 21 156.6</td>
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</tr>
<tr>
<td>18</td>
<td>DAYBEACON 20</td>
<td>Red pointer on pile</td>
<td>32 35 31 25.65 31 22 57.04</td>
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</tr>
<tr>
<td>20</td>
<td>DAYBEACON (No Number)</td>
<td>Red pointer on pile</td>
<td>32 35 31 21.38 31 23 27.36</td>
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</tr>
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<td>32 35 31 1585.8 31 23 72.0</td>
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</tr>
<tr>
<td>DAYBEACON (No Number)</td>
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<td>32 36 31 26.70 31 23 41.08</td>
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</tr>
<tr>
<td>daybeacon (No Number)</td>
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<tr>
<td>DAYBEACON (No Number)</td>
<td>Black pointer on pile</td>
<td>32 37 31 28.76 31 24 51.08</td>
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</tr>
<tr>
<td>black pointer on pile</td>
<td>32 37 31 868.0 31 24 1334.6</td>
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</table>
I recommend that the following objects which have ![image]
been inspected from seaward to determine their value as landmarks be
ccharted on ![deleted from] the charts indicated.
The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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</thead>
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<tr>
<td>SAVANNAH RIVER</td>
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<td>28</td>
<td>DAYBEACON 28</td>
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<td>30 90</td>
<td>37 90</td>
<td>NA 1927 PHOTO</td>
<td>3-31-65</td>
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<td>29</td>
<td>DAYBEACON 29</td>
<td>Black pointer on pile</td>
<td>32 38</td>
<td>81 21</td>
<td>NARR. T-128265 8-31-65</td>
<td></td>
</tr>
</tbody>
</table>
### NONFLOATING AIDS OR LANDMARKS FOR CHARTS

To be charted in Norfolk, Virginia, Sept. 1968,

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

The positions given have been checked after listing by A. Santillan. A. Santillan

J. Hill

**Chief of Party**

<table>
<thead>
<tr>
<th>STATE</th>
<th>GEORGIA AND SOUTH CAROLINA</th>
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<tr>
<td>CHARTING NAME</td>
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<td><strong>SAVANNAH RIVER</strong></td>
<td><strong>ABOVE SAVANNAH</strong></td>
</tr>
<tr>
<td>32</td>
<td><strong>DAYBEACON 32</strong></td>
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<td>Rod pointer on pile</td>
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<th>LONGITUDE (D.P. MILES)</th>
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<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<td><strong>32</strong></td>
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<td>8-31-65</td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 6-36, Fig. 79. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

* Tabulate seconds and meters
REVIEW REPORT T-12826 through T-12832
COMPILATIONS FOR SMALL CRAFT CHART 634
January 1966

61. General Statement

See Summary (Page 6) in this Descriptive Report.

62. Comparison with Registered Topographic Surveys

T-5137, 1:20,000 1933 for T-12831

T-5141 1:10,000 1933 for T-12832 N/2 and S/2

T-5142 1:10,000 1933

No other registered surveys are available.

A Comparison ozalid for each of: T-12831, T-12832 N/2 and T-12832 S/2 is submitted. The Comparison ozalid for T-12831 shows shifts as much as 40 meters in the position of the Savannah River, particularly between latitude 32° 15' and 32° 19'. River changes shown on the Comparison ozalid for T-12832 N/2 and S/2 are not shifts, but appear to be due to widening the channel and silting in the BACK RIVER.

It is noted that on T-5137 the latitude lines are 1° off perpendicular from the central meridian, skewing the projection 5.0 m.m. three minutes from the central meridian.

63. Comparison with Maps of Other Agencies

HARDEEVILLE NW (Ga.) 1:24,000 1962 for T-12829 & T-12830
RINCON

HARDEEVILLE  " " " " " " T-12830 & T-12831
PORT WENTWORTH $ 1955 " T-12831 & T-12832
LIMEHOUSE  " " " " " "
SAVANNAH  " " " " T-12832

Comparison ozalid prints are submitted for T-12829, T-12830, T-12831, T-12832 N/2 and T-12832. Changes are relatively minor, the quadrangles show no obstructions in the Savannah River and no aids to navigation.
63. **Comparison with Maps of Other Agencies (cont.)**

The remaining maps have 1:62,500 scale quadrangle coverage dating 1938 and 1941. The obvious changes are "cut offs" in the Savannah River.

64. **Comparison with Contemporary Hydrographic Surveys**

None Available.

65. **Comparison with Nautical Charts**


T-12832 S/2 is the only one of these maps for which any chart coverage exists; see the ozalid comparison print for it.

66. **Adequacy of Results and Future Surveys**

These maps meet the National Standards of Map Accuracy and comply with Bureau requirements.

Any future survey should check whether the objects on T-12831 along the west bank of the Savannah River near latitude 32° 18.4' are piers, barges or sunken barges.

Reviewed by:

[S. G. Blankenbaker]

S. G. Blankenbaker

[Charles Turner]

Chief, Photogrammetric Branch

[Ralph Lobianco]

Chief, Photogrammetry Division

[John Floyer]

Chief, Marine Charts Division
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Leo F. Beugnet.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDES</th>
<th>LONGITUDES</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td>Port Wentworth Channel Range</td>
<td>Front Daybeacon 20</td>
<td></td>
<td>32 08</td>
<td>56 41</td>
<td>32 91</td>
<td>NA</td>
<td>Aug. 1965</td>
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<tr>
<td></td>
<td></td>
<td>1730</td>
<td>81 08</td>
<td>860</td>
<td>1927</td>
<td>Topography</td>
<td>1-12632</td>
<td>X</td>
<td>lll0</td>
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<tr>
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<td>Rear Daybeacon 20</td>
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<td>53 02</td>
<td>28 70</td>
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<tr>
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<td>32 08</td>
<td>58 44</td>
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This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

* TASULATE SECONDS AND METERS
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by

Leo F. Bengnet

<table>
<thead>
<tr>
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<th>SIGNAL NAME</th>
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<tr>
<td>LONGITUDES</td>
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<tr>
<td>Datum</td>
</tr>
<tr>
<td>METHOD OF LOCATION AND SURVEY NO.</td>
</tr>
<tr>
<td>DATE OF LOCATION</td>
</tr>
<tr>
<td>E. N.</td>
</tr>
<tr>
<td>32 08</td>
</tr>
<tr>
<td>81 08</td>
</tr>
</tbody>
</table>

Chart: Topography

Legend: K=1-2032 N/2

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.
LETTER TRANSMITTING DATA

THE DIRECTOR
COAST & GEODETIC SURVEY
WASHINGTON SCIENCE CENTER
ROCKVILLE, MARYLAND 20852

ATTN: 0 LH

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

PH-6501 (21510) SAVANNAH RIVER (Cont.)

PACKAGE NO. 4 (Cont.)

Contact Prints - (Bridging)
6h M lh77 thru lh86, lh90 and lh91
6h S 9552 thru 9563, (9555 and 56 with Field Edit)
  * 9591
  * 9601 9609 (9607 & 09 with Field Edit)

Contact Prints, with no data
6h 8 9554, 9555, 9557, 9559, 9561, 9594, and 9609

FROM: (Signature)
Joseph Steinberg, For Director, Atlantic Marine Center

RETURN RECEIPT COPY TO:

NORFOLK REGIONAL OFFICE
439 W. YORK STREET
NORFOLK, VIRGINIA 23510
LETTER TRANSMITTING DATA

TO:

THE DIRECTOR
COAST & GEODETIC SURVEY
WASHINGTON SCIENCE CENTER
ROCKVILLE, MARYLAND 20852

ATTN: C 111

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

Project 21510
SAVANNAH RIVER (Small craft charts)

Contact photos with control identification

61 S 9529, 30, 31
61 M 1476
5 Forms 152 (CSI)

Sam: These were erroneously mis-filed and recently found. Thought you should have them.

Al.

ATTN: Mr. Sam Blankenbaker

FROM: (Signature)

Joseph Steinberg, For Director, Atlantic Marine Center

Return receipt copy to:

ENVIROMENTAL SCIENCE SERVICES ADMINISTRATION
ATLANTIC MARINE CENTER
439 W. YORK STREET
NORFOLK, VIRGINIA 23510

RECEIVED THE ABOVE
(Name, Division, Date)
BLACK & WHITE CONTACT PRINTS (Bridging, Field Inspection, & Field Edit)

6h S 1323A thru 1339A (2 of 1323A & 1324A)
* * 1346A  1358A, 1369A thru 1372A
* * 1377A  1380A, 1397A thru 1399A
* * 1h00A  1h06A, 1h08A  1h16A (2 of 1h12A thru 1h14A)
* * 9500  9506, 9527 (2)  953h
* * 9516 (2)  9551: 9564, 9565, 9592, 9593
* * 9610 thru 9612 (2 of 9611), 9627 thru 9635
* * 965h  967h

65 M 4h7h, 4h75, 4h87, 4h88, 4h92 thru 4h99
* * 4513 thru 452h

1- Set So. Carolina, South Zone, Grid Intersection

1- Set Georgia, East Zone, Grid Intersection
PH-6501 (21510) SAVANNAH RIVER

CHART TOPOGRAPHY

PHOTOGRAPHS FORWARDED TO
FEDERAL RECORDS CENTER

64S 1323A THRU 1339A __________ 64M 4511 (2 PRINTS)
1348A THRU 1356A __________ 4512
1377A THRU 1380A __________ 4514
1369A THRU 1372A __________ 4515 (2 PRINTS)
1397A THRU 1406A __________ 4516 (2 PRINTS)
1408A THRU 1416A __________ 4517 (2 PRINTS)

64S 9500A THRU 9506 __________ 4519
9527A THRU 9528 __________ 4520 (2 PRINTS)
9529A (2 PRINTS) __________ 4521 (2 PRINTS)
9530A ( ) __________ 4522
9531A ( ) __________ 4523
9532A THRU 9534 __________ 4524
9540A THRU 9551 __________
9564A and 9565 __________ 64M 4434 THRU 4441
9592A and 9593 __________ 64M 4471

64S 9627A THRU 9635 __________ 4474 (2 PRINTS)
9610A - 9611A - 9612 __________ 4475 (2 PRINTS)
9654A - 9655A - 9656 __________ 4487 (2 PRINTS)
9674 __________ 4488

FILED IN RECORDS & INFORMATION SECTION
(Classified Photographs) __________ 4494 (2 PRINTS)
PREFER TO TRANSMITTED DATED __________ 4497
26, Jan. 1966 __________ 4499

S6B
INSTRUCTIONS
A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>634</td>
<td>7-9-66</td>
<td>Travis Brown</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. #3</td>
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