DESCRIPTIVE REPORT

Topographic
Hydrographic

State: Georgia and Florida

Vicinity of Cumberland Sound
Locality: Fernandina
Georgian East Coast

St. Marys River

1935

CHIEF OF PARTY
S. B. Grenoll
Anfied to Check 1242. Mar. 16, 1939. g.H.S.
TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 

REGISTER NO. 5129

State. Georgia & Florida

General locality. Georgia & Florida East Coast

Locality. St. Marys River

photographs: 10-13-33; 9-21-33

Scale...1:20,000 Date of survey completed...19...

Vessel. Aerial photo Compilation Party No. 18

Reviewed and recommended for approval:

Chief of party. Lt. (j.g.) S. B. Grenell

Photographs plotted by:

Surveyor. F. B. Hickman

Inked by. J. W. Osteen, Jr.

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

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

Instructions dated...November 10, 1933...

Remarks: Compilation of aerial photos Nos.: M-66 133 to 143,

M-68 13 to 24.

... 

SCALE OF FINISHED PRINT 1:20,000

SCALE OF BLUEPRINT 1:21,630
--NOTES OF COMPIRITION--

One copy of this form must accompany each chart from beginning to completion. The last draftsman, whose name appears on this form, is responsible for it and all personnel will endeavor to keep these forms up to date and correctly posted. This form is very important inasmuch as the final Descriptive Report of the chart compiled is based upon the information contained herein.

SHEET No. 5129

PHOTO No. M-66 131 to PHOTO No. 115

BY M-68 12

ROUGH RADIAL PLOT B. E. Lewis

SCALE FACTOR (.925) B. E. Lewis

SCALE FACTOR CHECKED S. B. Grenell

PROJECTION A. M. Gruber 10-30-34 10-20-34

PROJECTION CHECKED W. R. Taylor, Jr. 11-6-34 11-6-34

CONTROL PLOTTED W. R. Taylor, Jr. 11-6-34 11-7-34

CONTROL CHECKED R. C. Schrimer 11-8-34 11-8-34

TOPOGRAPHY TRANSFERRED J. W. Osteen Various Times

TOPOGRAPHY CHECKED S. B. Grenell

SMOOTH RADIAL LINE PLOT B. Hickman 11-10-34 11-28-34

RADIAL LINE PLOT CHECKED S. B. Grenell

DETAIL INKED J. W. Osteen 12-11-34 2-11-35

AREA DETAIL INKED 118.5 Square Statuto Miles

LENGTH OF SHORE LINE OVER 200m. 51.0 Statuto Miles

LENGTH OF SHORE LINE UNDER 200m. Vicinity of Cumberland Sound

GENERAL LOCATION Georgia & Florida East Coast (Boundary)

LOCATION St. Mary's River

DATUM STATION Roses 1932 LATITUDE 30°42' 43.112 (1327.6 m)

DATUM N. A. 1927 LONGITUDE 131°35' 09.320 (248.0 m)
INSPECTION REPORT
for
COMPILATION No. 5129
Scale: 1:20,000

REFERENCE:

In reviewing this sheet in the Washington office reference should be made to the General Report for 5-Lens Compilations forwarded with compilation 5114.

GENERAL INFORMATION:

This compilation covers the general area around the St. Marys River from the vicinity of the town of St. Marys inland to approximately three miles west of the S. A. L. R.R.

The most important features on this compilation are the railroad and main highway routes and the main stream of the St. Marys River. This river serves as a boundary between Georgia and Florida in this section and is of considerable importance because it is navigable for a great distance inland. It rises in the Okefenokee Swamp and drains the eastern portion of this swamp into the Atlantic.

TOPOGRAPHIC DETAIL:

The St. Marys is bordered on both sides by the usual salt marsh which extends back to the S. A. L. R.R. Westward of the R. R. the river runs through heavily wooded country except for one section which was cleared for rice growing and in which the old drainage system of ditches and canals still exists.

The wooded sections have been pretty well logged over, especially where the growth was mostly pine, but the low or swampy areas are still heavily wooded. These areas are mostly gum with a scattering of cypress and various other deciduous growth not valuable as timber.

The logged areas have been shown with a scattered growth symbol and the swamps as heavily wooded. The pattern formed by the latter feature indicates the general drainage system of the area.

CONTROL:

The radial plot was adequately controlled by triangulation and traverse from the following sources:

First order arc, C. D. Meaney, 1932
Coordinating scheme, C. W. Dyring, 1933
Traverse by compilation party, 1934

The traverse was a portion of a loop between stations KINGSLAND and ITALIA on the first order arc. The length was 20.1 stat. mi. and the closure 1.3 meters. This was an excellent traverse and held the plot perfectly. Traceres were used worked and stations are not shown on the compilation.

LANDMARKS FOR CHARTS:

The above have been submitted for this area by H.A. Paton, 1934
NAMES ON OVERLAY SHEET:

All names were taken from current issues of charts and Geological Survey quadrangles of the area.

BRIDGE DATA:

There are two swing bridges on the St. Marys River with data as follows shown on the overlay sheet:

<table>
<thead>
<tr>
<th>S.S.L. R.R.</th>
<th>Swing Span; Draw</th>
<th>57.5' - 57.5'; clearance 11' MLW</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Hwy #17;</td>
<td>&quot;</td>
<td>83' - 83'; 10' MLW</td>
</tr>
</tbody>
</table>

The bridge clearances shown in red and given on the compilation have been taken from the W.E. hub of Bridges 1927. The H.W. clearances listed above agree with the Engineers data.

The horizontal clearances for the R.R. bridge as listed above agree with the Engineers data, but for the Highway Bridge the Engineers data show horizontal clearances right span 75' and given was clearance to the left span.

The engineers value of 75 feet has been shown on the compilation. It is most likely that this bridge has been changed as it was built in 1925 according to the Engineers bridge data, and it is not known whether the field compilation party measured these clearances or copied them from the Engineers data making a mistake for the H.W. clearances of the Highway Bridge.

Respectfully submitted,

[Signature]

B. R. Grenell
Chief of Party
REPORT OF COMPOSITION:

COMPILATION METHOD:

The standard radial line plot method was used for this compilation.

The plot was run through without difficulty but the following stations did not always hold because of doubtful ties and dim pictures: REID, CRANDALL and KING. The plot checked through smoothly on the well tied control.

ADJUSTMENT OF PHOTOGRAPHS:

Several photographs in the M-66 flight were badly tilted and could not be used.

There was an insufficient amount of radial points picked, especially in the vicinity of the town of St. Marys. In this instance additional points were picked and cut in; the interlacing method was used where points could not be picked easily.

INTERPRETATION:

Several photographs in the M-66 flight were indefinite as to detail because of sunspots.

Numerous firebreaks appear on the photograph M-66, No. 22, "B" print but were not shown on this sheet as they are not permanent features and are changed from time to time.

Brush symbols were used to denote an abandoned tram road extending from St. Marys westward across the sheet.

At the junction of the St. Marys and Little St. Marys Rivers is shown an abandoned rice field with the usual symbol used.

COMPARISON WITH CONTEMPORARY SURVEYS:

All junctions with adjoining sheets including single lens on the east, are complete and satisfactory.

Shoreline has been checked with hydro sheets executed under Chief of Party H. A. Paton.

COMPARISONS WITH OTHER SURVEYS:

This compilation was checked with the Geological Survey Map - Kingsland and St. Marys Quadrangles - for all names of streams, railroads, towns, bluffs, etc.

ACCURACY AND COMPLETENESS:

The area covered by this sheet is complete in every detail as nearly as can be determined from the photographs. All well defined detail is located with a probable error of not more than 4 meters; less well defined detail with a probable error of not more than 10 meters.
### PHOTOS:

<table>
<thead>
<tr>
<th>No.</th>
<th>to</th>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-68</td>
<td>12</td>
<td>27</td>
<td>10-13-33</td>
<td>9:30 AM</td>
<td>1/4</td>
</tr>
<tr>
<td>M-6%</td>
<td>131</td>
<td>145</td>
<td>9-21-33</td>
<td>9:30 AM</td>
<td>6/7</td>
</tr>
</tbody>
</table>

J. W. Osteen, Jr.

Approved:

S. E. Grenfell,
Chief of Party
1. **Comparison with Graphic Control Surveys**

(a) T 6189b, T 6190b and T 6191a (1934), 1:10,000

Slight discrepancies in shoreline in the above plane table surveys and the air photo compilation have been examined and rectified by replotting from the photographs except for a few differences of 3 to 10 meters which are apparently due to sketching between rod readings and planetable interpretation.

(b) All information and detail shown on the above listed graphic control surveys within the area of the compilation is now shown on the compilation except the temporary topographic signals and magnetic meridians.

2. **Comparison with Recent Hydrographic Surveys**

(a) H 5755, H 5754, H 5755 and H 5756 (1934), 1:10,000

Several small shoreline corrections have been made on the compilation which is now in agreement with the hydrographic surveys.

3. **Comparison with Former Surveys**

(a) T 614 (1887) 1:10,000 and T 1152 (1870) 1:20,000

The portions of the above surveys that cover the area show no important changes. The compilation is complete and adequate to supersede the portions of the above surveys which it covers.

4. **Recoverable Stations**

The recoverable topographic stations which are shown on the graphic control survey T 6190b and are covered by the compilation have been added to the compilation in this office. Triangulation station Crandall House, North Gable (1933) was added to the compilation in this office.

Plotted by [Signature]

Descriptions of the recoverable topographic stations are filed on Form 524 under graphic control survey number T 6190b.
5. Remarks

(a) The accuracy of 4 and 10 meters given on page 3 of the preceding report is high for work on this scale. A better estimate would be 0.3 to 0.5 mm for intersected points and 0.3 to 1.0 mm for other detail.

(b) The projection diagonals were checked in this office and found correct. No further check was made during this review.

6. Comparison with chart 1242.

New landmarks recommended by graphic control survey T 6190b and shown on the compilation are:

Triangulation station St. Marys, South Gable, Warehouse on Dock, 1933
Topographic signal Imp (d) (Cannery Stack)
" " Saw (d) (Sawmill Stack)
" " Fog (d) "Black Stack"

L. C. Lands

B. J. Jones
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>St. Marys River</td>
<td>Same</td>
<td>✓</td>
<td>Add the following</td>
<td></td>
</tr>
<tr>
<td></td>
<td>North River</td>
<td>Same</td>
<td>✓</td>
<td>Crandall</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jolly River</td>
<td></td>
<td>✓</td>
<td>Grass</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bell River</td>
<td></td>
<td>✓</td>
<td>May Branch</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Berrill Creek</td>
<td></td>
<td>✓</td>
<td>Sweetwater Branch</td>
<td></td>
</tr>
<tr>
<td></td>
<td>St Marys</td>
<td></td>
<td>✓</td>
<td>Cannon Swamp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marianna Creek</td>
<td></td>
<td>✓</td>
<td>Laurel Island</td>
<td></td>
</tr>
<tr>
<td></td>
<td>King Bay</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reid's Bluff</td>
<td>U. S. G. S. St. Marys Quad</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roses Bluff</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lower Sister Creek</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upper Sister Creek</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scrubby Bluff Creek</td>
<td></td>
<td>✓</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Little St. Marys River</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kingsland</td>
<td>U. S. G. S. Kingsland Quad</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Catfish Creek</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Atlantic Waycross and</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northern R. R.</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scothville</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Seaboard Airline R. R.</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dark Entry Creek</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marianna</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nassau County, Fla.</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Names approved 10/30/35

KTA
REVIEW OF AIR PHOTO COMPILATION NO. 5129

Chief of Party: S. B. Grenell  Compiled by: J.W. Osteen, Jr.
Project: F.124, Ga. Party No. 18  Instructions dated: Nov 10 - 1933

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 28; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 e, f) Water front detail at St. Mary's has been carefully checked. Charted detail too sketchy for close comparison.

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) None

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."
8. The representation of low water lines, reefs, coral reefs, and reefs, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1935, and circular 31, 1934. (Par. 29, 30, and 57)

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw or a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U.S.G.S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. (Adjusted)

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.
3. All station points are exactly marked by fine black dots.

4. Closely spaced lines are drawn sharp and clear for printing.

5. Topographic symbols for similar features are of uniform weight.

6. All drawing has been retouched where partially rubbed off.

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

15. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved; March 21, 1935

Chief of Party

19. Remarks after review in office:


Examined and approved:

C. F. Green
Chief, Section of Field Records

L. D. Colburn
Chief, Division of Charts

T. B. Borden
Chief, Section of Field Work

Thirde
Chief, Division of Hydrography and Topography.
Applied to chart 841. Mar. 24, 1936. Wallace M. Brewer

""" re-Construction of chart 453. April 16, 1937. John S. Craig