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-Acc. No.

Director

S. B. Grønelli

U. S. GOVERNMENT PRINTING OFFICE: 1933

Applied to new compilation Chart 575 July 1937 PSE

Applied to chart 1242 Mar. 16, 1939 g.H.S.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 5223      5223

State Georgia

General locality vicinity of St. Simon Sound

Locality Mackay River

Date of photographs: 11/24/33

Scale 1" = 10,000 Date of ~~survey~~ comp. 12/28/33, 19

Vessel Air Photo. Compilation Party #18

Reviewed and recommended for approval:

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

Photographs plotted by:

~~Surveyed by~~ F. B. Hickman

Inked by G. F. Lenoir, 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: (789) M72 to

(789) M82; (789) M201 to (789) M211

-NOTES OF COMPILATION-

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. 5223  
 (789)M72 (789)M82  
 PHOTO NO. (789) M2040 PHOTO NO. (789)M2115

	BY	START	FINISH		
ROUGH RADIAL PLOT					
SCALE FACTOR ( )					
SCALE FACTOR CHECKED	<u>S. B. Grenell</u>				
PROJECTION	<u>A. A. Futral</u>	<u>3/16/34</u>	<u>3/17/34</u>		
PROJECTION CHECKED	<u>F. B. Hickman</u>	<u>4/17/34</u>	<u>3/17/34</u>		
CONTROL PLOTTED	<u>F. B. Hickman</u>	<u>4/17/34</u>	<u>4/17/34</u>		
CONTROL CHECKED	<u>A. A. Futral</u>	<u>4/17/34</u>	<u>4/17/34</u>		
TOPOGRAPHY TRANSFERRED					
TOPOGRAPHY CHECKED					
SMOOTH RADIAL LINE PLOT	<u>F. B. Hickman</u>	<u>5/1/34</u>	<u>5/7/34</u>		
RADIAL LINE PLOT CHECKED	<u>S. B. Grenell</u>				
DETAIL INKED	<u>G. F. Lenoir Jr.</u>	<u>5/10/34</u>	<u>7/14/34</u>		
AREA DETAIL INKED	<u>26.5</u>	<u>Square Statute Miles</u>			
LENGTH OF SHORE LINE OVER 200 m.	<u>36.8</u>	<u>Statute Miles</u>			
LENGTH OF SHORE LINE UNDER 200 m	<u>52.7</u>	<u>Statute Miles</u>			
GENERAL LOCATION	<u>Coast of Georgia</u>				
LOCATION	<u>Frederica River and Mackay River</u>				
DATUM STATION	<u>Hawkins</u>	LATITUDE	<u>31° - 11' + 1723.4 Meters</u>		
	<u>N.A. Datum 1927</u>	LONGITUDE	<u>81° - 24' + 19.4 meters</u> unadjusted.		

# INSPECTION REPORT

Sheet #5223

## REFERENCE:

In reviewing this sheet in the Washington office, reference should be made to the General Report for single lens sheets which is filed with sheet #5206.

## GENERAL INFORMATION

This sheet covers the various channels and tributaries of the Frederica and Mackay rivers and the western edge of the fast land area of St. Simon Island. The marsh areas bordering the channels are of the usual type found along this section of the coast and the stream lines are sharply defined and regular.

The fast land areas of St. Simon Island - except where cleared - are heavily wooded with a mixed growth, principally deciduous, with oak predominating and only a scattering of pine and palmetto along the borders.

The highway to St. Simon Island is shown with the necessary data ~~on the two swing spans are fixed.~~ *Indefinite. See Review Page 4* ?

The airport and airway beacon should be noted in the southeast corner of the sheet.

## CONTROL:

All of the control used on the sheet was either established by, or included in the coordination scheme of C. M. Durgin, 1932-33 with the exception of airway beacon #5, which was located by C. D. Meaney, 1932. No topographic control was used in compiling this Sheet.

## LANDMARKS FOR CHARTS:

Form 567 for this area has been submitted by Lieut. J. A. Bond, commanding MIKAWA, 1934.

## COAST PILOTS NOTES:

Notes have been submitted by Lieut. J. A. Bond.

## NAMES:

All names appearing on this sheet were taken from current issues of charts.

Respectfully submitted,

*S. B. Grenell*  
S. B. Grenell,  
Chief of Party

REPORT OF COMPILATION:-

COMPILATION METHOD:

In the compilation of this sheet the standard radial line method was used

ADJUSTMENT OF PHOTOGRAPHS:

No particular difficulty was encountered in the adjustment of the photographs. The control was good and the radial line points as a whole held throughout. With the exception of photo #81, the pictures had about the average degree of tilt. This print was very badly tilted and distorted and therefore was omitted in tracing, this area being traced from overlapping photographs.

INTERPRETATION:

All the photos were sufficiently clear for tracing. The interpretation of same was aided by use of field inspection notes, discussion with members of the field party and by use of the stereoscope.

No special graphic symbols were required for the interpretation since standard symbols adequately conveyed the correct, or nearly correct interpretations of the existing conditions as portrayed by the photographs

In heavily wooded areas only roads or portions of roads that show through the trees were drawn in on this sheet.

INFORMATION FROM OTHER SOURCES:

All information for the compilation was obtained directly from the photographs, by use of the stereoscope and through discussion with members of the field party who inspected this area.

COMPARISON WITH OTHER SURVEYS:

This sheet joins sheet #5222 at the northeast, #5225 at the west and #5224 at the south. These junctions were satisfactorily made, both shoreline and detail co-inciding at the junctions.

ACCURACY AND COMPLETENESS:

The area as covered by this sheet is complete in every detail as nearly as can be determined from the photographs.

The compilation is believed to have a probable error of not more than 4 meters in position of well defined detail and one not greater than 10 meters for detail less defined.

## PHOTOGRAPHS:

(#789)	M72	to	M82
(#789)	M204	to	M214

Time	Date	Stage of Tide
11.45 A.M.	11/24/33	3/6
10.45 A.M.	12/28/33	6/8

*G. F. Lenoir, Jr.*  
G. F. Lenoir, Jr.  
Draftsman

Approved

*S. B. Grenell*  
S. B. Grenell

## REVIEW OF AIR PHOTO COMPILATION NO. 5223

Chief of Party: S. B. Grenell

Compiled by: G. F. Lenoir, Jr.

Project: F.P.-4-Ga, Party #18

Instructions dated: 11/10/33.

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; 26; 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 g, n) *Aluminum mounted topo. sheets of J. H. Bond 1934 should show all data in reference to lights, beacons, ranges, etc.* ✓
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) *None used.* ✓
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. *Comparisons have been made with all hydrographic sheets available to date of this 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 rocks, 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, 1933, and circular 31, 1934. (Par. 29, 30, and 57) ✓  
*Form 524 submitted by J.A. Bond, 1934.*
  
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) ✓  
*Form 567, J.A. Bond, 1934.*
  
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if 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) ✓  
*No new names*
  
13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted. ✓
  
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)

16. No additional surveying is recommended at this time. ✓

17. Remarks:

*See following pages.*

18. Examined and approved;

*10/5/34*

*J. B. Schmitt*  
\_\_\_\_\_  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *D. H. Benson*

Examained and approved:

*G. H. Green*  
\_\_\_\_\_  
Chief, Section of Field Records

*R. O. Solbert*  
\_\_\_\_\_  
Chief, Division of Charts

*F. S. Borden*  
\_\_\_\_\_  
Chief, Section of Field Work

*E. H. Hude*  
\_\_\_\_\_  
Chief, Division of Hydrography  
and Topography.

# Review of Air Photo Compilation T-5223

## Comparison with other Surveys.

The contemporary plane table surveys show locations of stations for control of the hydrography and air photo control, no shore line being shown. The compilation party did not use the plane table control, as it was not available when the compilation was made, and no field comparison was made between the plane table surveys and the compilation.

1. Descriptions of the following recoverable topographic stations located on the plane table surveys T-6169, T-6171, and T-6172 have been checked and the stations transferred to this compilation in the office.

URT (d)	T-6169
ADV (d)	T-6169
SAY (d)	T-6171
MAY (d)	T-6173
YOL (d)	T-6173
SIN (d)	T-6173

Plotted by *D.H. Benson*

Checked by *Donald A. McKame*

2. The following plane table stations used on H-5590 for hydrographic control plot in the water and are not described on the sheets or in the reports. The photographs have been carefully examined under the stereoscope but these stations cannot be identified on the photographs, except as noted below, and have not been transferred to the compilation.

<u>Station</u>	<u>Shown on</u>
ZEN	T-6169
JEW	"
ION	"
PUX	"
SHO	"
FAC	"
FIG	"
NUC	"
WIR	"
MAG	"
UTO	"
LEW	"
HAM	"
ABER	T-6173
TOY	"
GUN	"
VER	"
LAR	"
PUT	"
SIX	"
ZIT	"
NEO	"
GIG	"
OZP	"

<u>Station</u>	<u>Shown on</u>
NET	T-6173
JEB	"
HEF	"
DIA	"
THO	"
EOW	"
HOG	"
CLE	T-6171
MAE	"
COP	"
KIE	"
THE	"
AT	"
HER	"
BE	"
FOX	"
ZIL	"
ERG	"
VER	"
PET	"
UP	"
IDA	"
EGG	"
LIB	"
IN	"
OIL	"
BUD	"
TOM	"
NOV	"
ABE	"
EVE	"
PEA	"
SEV	"
WIG	"
AGE	"
FLY	"

Identified stations added to the compilation

HOK	Lat. 31°12.2' Long 81°24.5'	T-7173
GRE	Lat. 31°12.6' Long 81°23.8'	"
NIX	Lat. 31°10.2' Long 81°25.6'	T-7171
BIT	Lat. 31°10.7' Long 81°27.8'	"
SKY	Lat. 31°10.3' Long 81°24.4'	"

Most of the above stations are in shallow water within 4 meters of the high water line and are probably stakes placed by the plane table party similar to those described for stations URT (d) and ADV (d).

Stations HOK, GRE, SKY, and NIX can be seen under the stereoscope and are apparently piles. They have been shown as such on the compilation pending additional information. Station BIT is the front range beacon on the Back River about 300 meters north of triangulation station Creosote 1932.

3. A small island in lat.  $31^{\circ}12.4'$ , long.  $81^{\circ}23.8'$  was changed on the compilation to agree more closely with the plane table sheet T-6173 which indicated that station THO was located on the island. Examination of the photographs showed that the island had been incorrectly located on the compilation. Another small island about 90 meters south was also added from the photographs.
4. Two poles about 20 meters south of the highway bridge across the Mackay River located near each end were added to the compilation from the photographs.
5. Three sets of day range markers were shown on the plane table sheet T-6171 and were scaled and transferred to the compilation, all three ranges being located on Back River. Four of the markers could be identified on the photographs.
6. Frederica River Beacon No. 2 was located by the hydrographic party and the position was scaled and plotted on the compilation after checking the plotting of the Hydrographic fix.

Plotted by *D. H. Benson*

Checked by *L. A. McSweeney*

Chart 1242 showed a cable area on the Frederica River about 500 meters north of the highway bridge to St. Simon Island, which is not shown on the compilation. No other differences were noted.

Chart 447 differed in one name only, "Manhead Sound" being used where St. Simon Sound was shown on the compilation. This was corrected on the compilation.

Chart 575 had no apparent differences, except for shoreline of some marshy islands which are normally subject to change.

#### Comparison with old surveys.

1. In comparing the compilation with T-1113 (1869) the fast land areas were found to be unchanged. The size and shape of some marshy islands were different to some extent, and the course of two streams then marsh area have changed, notably the big bend in the stream at Lat.  $31^{\circ}13'$ , Long.  $81^{\circ}26.8'$  has changed and a stream at Lat.  $31^{\circ}11.5'$  Long.  $81^{\circ}27'$  has changed to a position considerably north of its former position.

2. T-1108 (1869) did not expose any notable changes in topography. Dunbar Creek was formerly named Nemo Creek.

3. In comparing the compilation with T-4118 (1924) the point between Mackay River and Back River has apparently receded about 30 meters, otherwise there are no differences of any importance.

Douglas H. Benson  
B.G. Jones

Note The bridge data mentioned on page 1 of the report is shown on the overlay as follows:

(1) Back River Draw Bridge

Draw span - swing 85' horizontal clearance  
each side. Vertical clearance 17 ft at Mean Low Water  
" at Mean High Water

(2) Little River Tied Bridge

Horizontal span 33'. Vertical clearance 12' at M.L.W.  
7' at M.H.W.

(3) Frederica River Draw Bridge

Draw span - swing 84.4' horizontal clearance each side.  
Vertical clearance 17' at Mean Low water.  
10' at Mean High water

Diagram No. 1242

## GEOGRAPHIC NAMES

ate. April 6, 1935

- \* Approved by the Division of Geographic Names, Department of Interior.  
 ✗ Not Approved by the Division of Geographic Names, Department of Interior.  
 R, Referred to the Division of Geographic Names, Department of Interior.

[illegible]