DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Georgia

DESCRIPTIVE REPORT
Topographic \ Sheet No. 5225
Hydrographic

LOCALITY

Vicinity of Brunswick
Upper Turtle River

1934

CHIEF OF PARTY
S. E. Grenell
applied to Chart 1242   Nov. 16, 1759   J.H.S.

Applied to Chart 840   Nov. 1935   W.A.B.
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

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. 5225  

State: Georgia  

General locality: VICINITY OF BRUNSWICK  

Locality: Turtle River  

Date of photographs: 11-26-33  

Date of survey comp.: 12-18-33, 19...  

Scale: 1:10,000  

Vessel: Air Photo Compilation Party #18  

Reviewed and recommended for approval:  

Chief of party: Lieut. (j.g.) E. R. Granell  

Photographs plotted by:  

Survey party: F. B. Hickman  

Inked by: B. B. Lewis, Jr.  

Heights in feet above: to ground to tops of trees  

Contour, approximate contour, form line interval: feet  

Instructions dated: November 10, 1933  

--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. 5225
789 M-98
789 M-104
PHOTO NO. 789 M-118 to PHOTO NO. 789 M-122
789 M-195
789 M-200

BY

ROUGH RADIAL PLOT

SCALE FACTOR

SCALE FACTOR CHECKED

PROJECTION

PROJECTION CHECKED

CONTROL PLOTTED

CONTROL CHECKED

TOPOGRAPHY TRANSFERRED

TOPOGRAPHY CHECKED

SMOOTH RADIAL LINE PLOT

RADIAL LINE PLOT CHECKED

DETAIL INKED

AREA DETAIL INKED

LENGTH OF SHORE LINE OVER 200m. 29.0 Statute Miles
LENGTH OF SHORE LINE UNDER 200m. 35.4 Statute Miles

GENERAL LOCATION

LOCATION

DATUM STATION Brunswick

DATUM 1927

LATITUDE 31° 11' 1106.9m

LATITUDE 31° 11' 1106.9m

LONGITUDE 81° 29' 212.3m (adjusted)

LONGITUDE 81° 29' 212.3m (adjusted)
INSPECTION REPORT
Sheet #5225

REFERENCE:

In reviewing this sheet in the Washington office, reference should be made to the General Report for Single Lens Sheets filed with sheet #5206.

GENERAL INFORMATION:

This sheet covers a section of the Turtle River and the northern portion of the City of Brunswick and shows most of the mainline railroads leading out of the City. Due to the great number of switches and sidings it was impossible to indicate them in the correct number but the general system has been indicated by the single track symbol and has been checked against blueprints secured from the railroad companies.

The eastern branch of the A. B. & C. R. R. has been partially torn up and a second class highway follows the roadbed from the vicinity of station Brunswick northward. The balance of the track is gradually being scrapped.

The marsh and wooded areas are indicated by the standard symbols and offer no unusual features worth of note. The wooded areas are covered with a mixed growth of oak and pine - the oak predominating along the waterways and in the city.

The shoreline is clear and well defined by regular banks and the compiled shoreline checked the hydrographic survey.

CONTROL:

This sheet was controlled entirely by triangulation and traverse. No topographic control was used. The traverse was established by Melvin E. Lutz, 1917-18 and C. V. Hodgson 1917. The triangulation came mainly from the revision scheme of A. M. Durgin, 1932-33. There were a few main scheme and intersection stations from the first order arc of C. D. Heaney, 1932.

LANDMARKS FOR CHARTS:

Landmarks for the area were submitted on form 567 by J. A. Bond and C. A. Egner, 1934.

COAST PILOT NOTES:

Notes for this area were submitted by J. A. Bond and C. A. Egner, 1934.

NAMES:

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

BRIDGE DATA:

Draw and clearance of bridges appearing on this sheet was obtained from the corrected list of U.S.N.D. office, Savannah, Ga.

Respectfully submitted,

[Signature]

S. B. Grenell
REPORT OF COMPILATION:

COMPILATION METHOD:

The standard radial line plot method was used.

There was sufficient control and no trouble was experienced in carrying the plot through. Station Cruseo would not hold on any of the prints. There was no field inspection made on station Pierio but a tall stack was picked up on the photographs and this seemed to be it.

ADJUSTMENT OF PHOTOGRAPHS:

The pictures on this sheet have about the average amount of tilt and there is a good deal of overlap between the flights. Some of the points on the overlap were not picked on both flights but there were plenty of points without these and these points could be transferred where necessary.

A small area around Lat. 31° 31' and Long. 81° 28' was obscured by a low hanging cloud but the detail was obtained by placing the photographs with area obscured by cloud in back and forward edge of print under stereoscope and drawing detail in on photographs.

Wherever there was any doubt as to location of detail additional were established by lacing points together.

INTERPRETATION:

The abandoned Brunswick-Altamaha canal was shown by a break in tree symbols.

The buildings shown around station Pierio that are not cross hatched or shown solid are old abandoned structures and the roofs have fallen in on most of them. Outside of the instances cited above the standard symbols were used.

The pictures on two of the flights were taken at approximately low tide whereas the other flight was taken at nearly high tide. The pictures at low tide show sand bars, shoals etc. and these are shown on the sheet by dotted lines. The bars etc. exposed at low water are shown on part of the sheet and not on the other part due to this condition.

INFORMATION FROM OTHER SOURCES:

Some of the railway lines were picked up with the help of charts made from previous surveys. Other information was obtained from pictures or from discussion with members of the field party.

COMPARISON WITH OTHER SURVEYS:

The docks shown on Chrispen Island, Lat. 31° 12, 8', Long. 81° 33.0' on chart of St. Simon Sound (No. 447) do not appear on the pictures and should be removed from the chart.

The junctioning between this sheet and adjoining sheets have been made and are complete.
ACCURACY AND COMPLETENESS:

The error in well defined detail is less than 4 meters and in less well defined detail less than 10 meters.

The area covered by this sheet is complete.

PHOTOGRAPHS:

<table>
<thead>
<tr>
<th>No.</th>
<th>to No.</th>
<th>Time</th>
<th>Date</th>
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<td>12/16/33</td>
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Approved:

S. B. Grenell
Surveyor
Review of Air Photo Compilation T-5225 (1934)
April 1935

Projection

The projection has been checked in the office. All meridians and parallels are within two meters of their correct locations.

Comparison with contemporary surveys

1. T-6170 (1934), 1:10,000

The compilation covers only a small part of T-6170. There is no disagreement between the compilation and T-6170.

Details which appear on that part of T-6170 covered by the compilation, and which are not shown on the compilation, are temporary topographic stations and one buoy.

2. T-6174 (1934), 1:10,000

At lat. 31° 10.8', long. 81° 31.4', the position of topographic station Gem on T-6174 was about four meters north of the end of the Southern Railway wharves as shown on the compilation. The position of topographic station Gem on T-6170 locates the station on the end of the wharf. The photo plot has been checked, and the compilation is correct. It appears that topographic station Gem was located on T-6170 and incorrectly transferred to T-6174. The correct location of the station is shown in green on T-6174.

At lat. 31° 11.2', long. 81° 31.6', the compilation and T-6174 disagree as to the location of a pier. Inspection of the photographs shows that the pier approach is wrong on T-6174. The compilation location of the pier is shown in green on T-6174.

Comparison with previous surveys

1. T-3756 (1918-19), 1:5,000

Comparison with T-3756 shows little change in the high ground lines and only small changes in the marsh lines. Three topographic stations at lat. 31° 11.8', long. 81° 32.5' and one at lat. 31° 11.7', long. 81° 32.6' are shown outside the high water line on T-3756. T-6174 (1934) does not show anything in this area and nothing can be seen on the photographs. The compilation has not been changed; it is complete and adequate to supersede the area on T-3756 that it covers.
2. T-2373 (1899), 1:10,000

The part of this survey covered by the compilation shows only the details adjacent to the shore lines of Turtle River from lat. 31° 10', to the lower end of the marsh island at lat. 31° 11.7', long. 81° 32.4'. Comparison with the compilation shows changes in the marshy shore line up to about 50 meters. The Southern Railway wharves show a difference in location of about 20 meters at the north end. The ruins of a pier shown on T-2373 at lat. 31° 10.2', long. 81° 32.0' cannot be seen on the photographs and are not included on the compilation. The compilation is complete and adequate to supersede the part of T-2373 which it covers.

3. T-778 (1876-58), 1:10,000

The part of Turtle River which is shown on the compilation is included in this survey. Comparison of the compilation with T-778 shows changes in the shore line up to 100 meters. The compilation is complete and adequate to supersede as much of T-778 as it covers.

Comparison with charts

This area is covered by charts 1242 and 447. Several small piers shown on the compilation along Turtle River should be shown on the charts. The docks mentioned on page 3 of the descriptive report, and the ruined pier at lat. 31° 10.2', long. 81° 31.9' should be removed from the charts.

The light shown on both charts in Turtle River at lat. 31° 10.3', long. 81° 31.5' was established in 1934 after the photographs were taken and the graphic control surveys were completed. As no position for it can be determined, the light is not shown on the compilation.

Additions and corrections

Inspection of the photographs shows that several details were not included or were shown incorrectly in the field. The following corrections and additions have been made in the office:

(a) Small piers were added at lat. 31°11.1', long. 81°32.0', 31°11.2', 81°32.4', and 31°11.25, 81°32.5.

Pier ruins were added in the vicinity of lat. 31°10.05', long. 81°32.0', 31°10.15', 81°32.0', and 31°10.2', 81°32.0'.
(b) Tanks and buildings of the Atlantic Refining Company were added in the vicinity of lat. 31° 11.2', long. 81° 30.4'. Only the larger tanks were shown by the compilation party.

(c) None of the buildings around triangulation station PICKIC were shown as ruins. (See page 3, descriptive report.) The symbols were changed in the office to show the ruins, and a few buildings were added.

(d) At lat. 31° 10.5', long. 81° 29.3', the two converging railroads were joined and continued as a single line with a street on either side. The photographs show two separate railroads. The streets can not be seen. The railroads have been corrected and the streets removed. Additions were made to the tracks on the Southern Railway wharves.

(e) A dolphin near the pier at lat. 31° 11.1', long. 81° 31.6' was added in the office.

(f) Symbols, showing that the roads crossing the abandoned Brunswick-Altamaha Canal and the approaches to the wharves and pier from the refinery are carried on filled ground, were added in the office.

Recoverable stations

No described topographic stations were located in this area due to the large amount of existing triangulation. (See descriptive report for T-6174 (1934).)

Triangulation

The following triangulation stations have been added to the compilation from the latest list of geographic positions:

BOG, 1918
CHIM, 1918
GAB, 1918
HENDRICKS Signal, 1918
Southern Docks, elevator, 1918
Southern Docks, stack, 1918
Southern Docks, water tank, 1918
Brunswick, Atlantic Refining Co., lone brick stack, 1932
Brunswick, Atlantic Refining Co., northwest stack, 1932
Brunswick, Atlantic Refining Co., southeast stack, 1932

Plotted by V. R. Sobieralski; checked by D. H. Benson

V. R. Sobieralski 6-11-35
<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>
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<td><strong>South Brunswick River</strong></td>
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<td><strong>Back River</strong></td>
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<td><strong>Cowpen Creek</strong></td>
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<td><strong>Yellow Bluff Creek</strong></td>
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<td><strong>Little Crispen Island</strong></td>
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</table>
REVIEW OF AIR PHOTO COMPILATION NO. 5225

Chief of Party: S. B. GREHILL Compiled by: B. B. Lewis, Jr.


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)

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. 65a and 66 d, e)

4. Blueprints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

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."
3. 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)

4. 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

7. 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 submitted by J. A. Bond, 1934

13. 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. 16b)

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)

15. 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:

18. Examine and approved; Dec. 10, 1934

[Signature]
Chief of Party


Reviewed in office by: V. R. Sobralski

Examined and approved:

K. T. Adams
Chief, Section of Field Records

[Signature]
Chief, Division of Charts

F. G. Jones

Chief, Division of Hydrography and Topography.
Applied to chart 447.  Feb. 19, 1936  J. H. S.