Type of Survey: Topographic

Field No.: Ph-33
Office No.: T-9954 North
T-9954 South

State: Georgia
General Locality: St. Simons Sound
Locality: Turtle River

DATE: July 31, 1959
Project No. (II): 6669
 Quadrangle Name (IV): Turtle River

Field Office (II): Photogrammetric Party No. 1
 Chief of Party: J. E. Waugh

Photogrammetric Office (III): Baltimore, Md.
 Officer-In-Charge: E. H. Kirsch

Instructions dated (II) (III):
 Sup. 1 " 27 December 1951
 Sup. 5 " 12 March 1952
 Sup. 6 " 16 October 1952

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Scale Factor (III): 1.000

Date received in Washington Office (IV): 4/13/56

Date reported to Nautical Chart Branch (IV): 4/19/56

Applied to Chart No.

Publication Scale (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (T) refer to mean high water
Elevations shown as (G) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): Road 2, 1933

Lat.: 31° 11' 25.995" (800.6 m) Long.: 81° 32' 52.471" (1389.3 m)

Adjusted

Plane Coordinates (IV):
State: Georgia Zone: East

Y =
X =
DESRIPTIVE REPORT - DATA RECORD

Field Inspection by (II):  J. S. Winter, Carto. Surv. Aid  
                         J. E. Hundley, Cartographer
Date: August 1954
      July-August 1954

Planetable contouring by (II):  J. R. Smith, Carto. Surv. Aid  
                              J. S. Winter, Carto. Surv. Aid  
                              J. E. Hundley, Cartographer  
                              J. K. Wilson, Cartographer
Date: June 1954
      June-August 1954
      June-August 1954
      August-Oct. 1954

Completion Surveys by (II):

Mean High Water Location (III) (State date and method of location):

April 11, 1951 (Datz & Photography)

Projection and Grids ruled by (IV):  J. Allin
Date: 7/1/52

Projection and Grids checked by (IV):  H. D. Wolfe
Date: 7/16/52

Control plotted by (III):  D. W. Williams
Date: 8/19/55

Control checked by (III):  F. Wisiecki
Date: 12/22/55

Radial Plot checked by (III):  E. L. Williams
Date: 1/4/56

Stereoscopic Instrument compilation (III):
Planimetry
Contours

Manuscript delineated by (III):  J. Honick  
                                J. Phillips
Date: 2/28/56

Photogrammetric Office Review by (III):  H. R. Rudolph
Date: 3/30/56

Elevations on Manuscript checked by (II) (III):
A. K. Haywood
Date: 3/11/58
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): Single lens "O" Camera

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
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<tbody>
<tr>
<td>22-0-4415 to 4418</td>
<td>4-11-51</td>
<td>1114</td>
<td>1:10,000</td>
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<tr>
<td>51-0-4513 to 4515</td>
<td>4-11-51</td>
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<td>1:10,000</td>
</tr>
<tr>
<td>51-0-4516 to 4518</td>
<td>4-11-51</td>
<td>1209</td>
<td>1:10,000</td>
</tr>
<tr>
<td>51-0-4532 to 4537</td>
<td>4-11-51</td>
<td>1226</td>
<td>1:10,000</td>
</tr>
<tr>
<td>51-0-4688 to 4691</td>
<td>4-13-51</td>
<td>1510</td>
<td>1:10,000</td>
</tr>
</tbody>
</table>

Stage of Tide

6.1 above MLW
6.2 above MLW
6.7 above MLW
5.0 above MLW

Tide (III)

From Predicted Tide Tables

Reference Station: Savannah River Entrance, Georgia
Subordinate Station: Southern Ry. Wharves, Turtle River

Washington Office Review by (IV): [Signature]
Final Drafting by (IV): J.H. Frazier [Signature]
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 51
Shoreline (More than 200 meters to opposite shore) (III): 37 Mi
Shoreline (Less than 200 meters to opposite shore) (III): 99 Mi
Control Leveling - Miles (II): 42.0
Number of Triangulation Stations searched for (II): 98 * Recovered: 52 + Identified: 19°
Number of BMs searched for (II): 24 ** Recovered: 12 ++ Identified: 20
Number of Recoverable Photo Stations established (III): 3
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* 6 are also Bench Marks
** 15 are tidal Bench Marks
+ 19 are also Bench Marks
++ 5 are also Tidal Bench Marks
* 6 are also Bench Marks
Compilations in two parts each (North and South) at scale 1:10,000. T-9950 North part only.

DATE OF PHOTOGRAPHS:
Nine-lens photographs, scale 1:10,000 taken February 1952
Nine-lens photographs, scale 1:20,000 taken April 1951
Single-lens photographs, scale 1:24,000 taken April 1951
Single-lens photographs, scale 1:32,800 (U.S.G.S.) taken March 1951
Summary to Accompany Description Report

T-9954

Topographic map T-9954 is one of 16 similar maps in PROJECT 6083. This project covers the Georgia Coast from latitude 31°07'30" (St. Simons Sound) northerly to latitude 31°45' (St. Catherine Sound).

This map was compiled by hand plot methods. Field work prior to compilation included complete field inspection, supplemental leveling and complete planerable contouring. The compilation was at scale of 1:10,000. The manuscript is in 2 sheets, each 3.75' in latitude and 7.5' in longitude. The map was field edited and is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7.5' topographic quadrangle. The registered copies under T-9954 will include 2 one-half quadrangle Cronar film positives at scale 1:10,000 designated as T-9954 N/2 and T-9954 S/2, and a complete 7.5' quadrangle cloth-mounted print in color at scale 1:24,000. Hydrographic Data furnished by this Bureau, including depth curves and soundings will be shown on the color print.

[Signature]
John M. Neal
Reviewer
December 1955
FIELD INSPECTION REPORT
Project Ph-69
Quadrangle T-9954

2. AREAL FIELD INSPECTION

The quadrangle is predominantly in its natural state of woodland and marsh. The eastern portion is heavily developed in the vicinity of Brunswick and the area bordering on U. S. Highway 17.

U. S. Highway 17 and numerous public and private secondary roads adequately serve the area.

The Atlantic Coast Line Railroad, Seaboard Air Line Railroad, and the Southern Railway have freight connections from Brunswick to their main lines. The Southern Railway also has limited passenger service.

The principal industries are logging for pulpwood and cattle raising. The Brunswick Pulp and Paper Co. operates a large pulp mill on the east shore of Turtle River about a mile south of U. S. Highway 17 bridge. This plant processes the major portion of the pulpwood produced in this area. Of equal importance is Plant McManus of the Georgia Power Company. It is located on Crispin Island. It supplies electricity throughout the extent of the project.

These two plants are the largest single employment factors in this area.

No difficulty was encountered in the interpretation of the photographs. The interior field inspection is believed to be adequate and complete.

3. HORIZONTAL CONTROL

See the Field Inspection Report for Quadrangle T-9953.
VERTICAL CONTROL

All bench marks were searched for and reported on Form 685a. They are listed as follows:

<table>
<thead>
<tr>
<th>Bench Mark</th>
<th>Establishing Agency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-10-MIDDLE</td>
<td>USC&amp;GS</td>
<td>First</td>
</tr>
<tr>
<td>S-10-PALM</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>U-10-KID</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>W-10-VICK</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Y-10</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>24 MG (USGS)</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>BM 13</td>
<td>U.S.G.S.</td>
<td>Third</td>
</tr>
<tr>
<td>NO 29</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

In addition to the bench marks listed above as recovered, the Georgia Geodetic Survey traverse stations are third order bench marks. Those recovered within the quadrangle limits and not identified as horizontal control have been identified on the photographs as such. They are listed below. No Form 685a's have been submitted:

T-9954

<table>
<thead>
<tr>
<th>40-20</th>
<th>50-1</th>
<th>70-1</th>
<th>160-20D</th>
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<tr>
<td>21</td>
<td>2</td>
<td>3</td>
<td>20G</td>
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<td>26</td>
<td>6</td>
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<td>27</td>
<td>7</td>
<td>22B</td>
<td></td>
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<td>29</td>
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<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The following Tidal Bench Marks were searched for and reported on Form 685a:

Buffalo Creek Entrance, Turtle River, Tidal Bench Marks 1, 2 and 3

Crispin Island, Turtle River, Tidal Bench Marks 3, 4 and 5

Dillard Creek, Tidal Bench Marks 1, 2 and 3
Highway Bridge, Blythe Island, South Brunswick River, Tidal Bench Marks 1, 2 and 3
Southern Railway Docks, Turtle River, Tidal Bench Marks 1, 2 and 3

Forty two miles of fly levels were run as control for plane table contouring. Fifty level points were established beginning at No. 54-01 and terminating at 54-50. The largest error of closure was -0.29 foot. No adjustment was made.

5. Contours and Drainage

The contouring was accomplished by standard plane table methods on 1:10,000 scale single-lens photographs at an interval of five feet.

The instructions contained in the last paragraph of a letter to CDR Hubert A. Paton, dated 5/20/52, ref. 711-ml1, in reference to a separate set of photographs to be used for the identification of horizontal control has not been complied with. Recovery and identification was accomplished as a "fill-in" while a large part of the personnel was on leave. It was not considered a serious deviation and for that reason the identification was not transferred to one set prior to submission.

The terrain is generally flat, with the highest elevation encountered being thirty five feet on U. S. Highway 84 near the western edge of the quadrangle.

Natural drainage is predominantly toward the southeast corner of the quadrangle through Turtle River, South Brunswick River and their numerous tributaries.

The methods outlined for the completion of drainage and swamp limits in the Director's letter to LCDR Paul Taylor, dated 8/11/52, ref. 711-aal, were followed.

Three vertical accuracy tests were run, consisting of plane table traverses on the contoured photographs. The tests are inked in purple.
The test on photograph 51-0-4691 was about three-quarters of a mile long; approximately one third of the distance was through cultivated fields and the remainder through moderately to heavily wooded areas. Twenty five points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy, 25 per cent were in error of 1 foot, the remainder were found to be correct as shown.

The test on photograph 51-0-4513 was approximately 0.7 mile in length, running almost due north from the Jekyll Island Road, through moderate to heavily wooded country, and terminating at the marsh along Fancy Bluff Creek. Eighteen points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy. About 15 per cent of the points were 1 foot in error; the remainder are correct as shown.

The test on photograph 51-0-4537 was approximately 1.0 mile in length, through moderate to heavily wooded country. Thirty five points were tested, all of which were within the 1/2 contour interval of Standard Map Accuracy; one point was 2.0 feet in error; approximately 15 per cent were 1.0 foot in error; and the remainder were correct as shown.

6. WOODLAND COVER

The coverage was classified in accordance with current instructions. The several different tones have been labeled on the photographs. It is believed that the compiler should have no great difficulties. A majority of the swamp limits have been delineated by the field inspector in red ink. Most of the trees are pine. The fringe of trees along the border of the swamps is a mixture of pine, oak, gum and underbrush. The swamps, as a whole, contain black gum. Very little cypress was found.

Attention is invited to the areas along the streams. In many instances the tones of the photographs in these areas have the appearance of swamp. They are not swamps, being a peculiarity of this section of Georgia. An attempt was made to correctly label the areas.
7. **SHORELINE AND ALONGSHORE FEATURES**

The mean high water line or apparent shoreline have been indicated on the photographs in representative areas.

The low water was not inspected.

The foreshore along the areas of apparent shoreline is mostly soft mud varying in width from 5 to 15 meters at low water. In areas of MHWL it is generally more solid, and composed of shells and mud.

All piers, wharves, and landings are shown, and when in ruins are labeled as such.

The submerged cable-crossing south of U. S. Highway 17 bridge over Turtle River is indicated and the shore ends of the cable are noted on the photograph.

A slip and canal have been dredged at Plant McMamys on Crispin Island and have been located by plane table methods on photograph 51-0-4517A.

All alongshore structures have been indicated.

8. **OFFSHORE FEATURES**

The wreck shown on Chart 447 on the north side of East River just west of Brunswick Harbor has been indicated. No other offshore features were discernible at the time of field inspection.

9. **LANDMARKS AND AIDS**

All fixed aids to navigation have been located in accordance with project instructions. A tabulation of the aids and a sketch showing the cuts to those aids located during this survey are submitted with this report.

During the field work the stack and water tank at the power plant and the radio masts on Elythe Island were located by theodolite cuts. The positions of the masts have
been computed in the field. The cuts to the stack and water tank should be plotted graphically. The location of these objects is shown on the sketch.

The stack, tank and masts, together with several other objects in the vicinity of Brunswick, are recommended as landmarks for nautical charts and are submitted on Form 567.

The fire tower of the Glynn County Forestry Headquarters, located on U. S. Highway, about two miles north of Brunswick, is indicated on photograph 51-0-4689 as an interior landmark. It is not recommended for either an aeronautical or nautical aid and Form 567 is not submitted.

All points on ranges have been located.

10. BOUNDARIES, MONUMENTS AND LINES

This is the subject of a special report submitted by Mr. Richard L. McClinchey, Cartographic Survey Aid, on 2 February 1953.

11. OTHER CONTROL

All control in this quadrangle has been discussed in previous paragraphs.

12. OTHER INTERIOR FEATURES

The clearances of all bridges and cables over navigable waters have been measured and indicated on the photographs. The measurements were taken to the actual water level and a time and date was noted. The clearances have been computed in the field using predicted tides. A copy of a letter to the District Engineer, calling attention to discrepancies found in the published bridge data, is enclosed with this report.

All roads, buildings and other interior features have been classified in accordance with the Topographic Manual.
12. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The following reports and supplemental data have been submitted previously:

<table>
<thead>
<tr>
<th>Description</th>
<th>Submitted to</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boundary Report</td>
<td>Washington, D. C. in Pkg. No. 94</td>
<td>2 February 1953</td>
</tr>
<tr>
<td>Shoreline for Project Ph-84 and Preliminary Report &amp; Data for Quadrangles T-9957 &amp; T-9793, Project Ph-69</td>
<td>Baltimore Office in Pkg. No. 54-14</td>
<td>5 May 1954</td>
</tr>
<tr>
<td>Additional Control Identification for Project Ph-84 and Quadrangles T-9953, T-9954, T-9958 and T-9968, Project Ph-69</td>
<td>Baltimore Office in Pkg. No. 54-18</td>
<td>8 June 1954</td>
</tr>
</tbody>
</table>
Control Identification and Shoreline Inspection for Quadrangle T-9959, Project TH-83

Baltimore Office
in Rg. Nos.
54-43 and 54-44

10 September 1954

Submitted by: NOV 12 1954
John S. Winter
Carto. Surv. Aid

Approved & Forwarded: NOV 12 1954

J. E. Waugh
CDR, USC & GS
Officer in Charge
21. **AREA COVERED**

This radial plot covers the area of Survey T-9954 in Project 6069. It is a topographic survey located just to the west of Brunswick, Georgia and includes Blythe Island and Turtle River.

22. **METHOD - RADIAL PLOT**

Map Manuscripts:

Vinylite sheets with polyconic projections in black and red. State Grids, cast zone, in red at a scale of 1:10,000 were furnished by the Washington office. Base sheets were prepared in this office. Survey T-9954 was divided into north and south halves.

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

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

Photographs:

The photographs used in this plot are as follows: Forty (40) single lens photographs taken during April 1951, at a scale of 1:24,000 and ratioed to a scale of 1:10,000:

- 51-0-4398 thru 4406
- 51-0-4415 thru 4420
- 51-0-4431 thru 4519
- 51-0-4530 thru 4539
- 51-0-4688 thru 4693

Standard symbols were used on all photographs.

Templets:

Vinylite templets were made for all photographs. The master templet was used to correct the paper and film distortion.

22. **METHOD - RADIAL PLOT**

Closure and Adjustment to Control:

All identified control was transferred to the base sheets from the map manuscripts by matching common grid lines.

In addition, some pass points and photograph centers located by previous plots for surveys Nos. T-9955, T-9959 and T-9956 were also transferred to the base sheets. See Photogrammetric Plot Report for Surveys T-9794, T-9795, T-9956 and T-9959 dated 15 August 1954, and the plot report for T-9955, T-9956, T-9964 to T-9967 dated 1 September 1953. These surveys are part of project 6083. Sheets T-9553 and T-9554 were originally part of OA 69. It has been decided to discontinue OA 69 as a topographic project. Two sheets, T-9553 and T-9554, were to be transferred from OA 69 to OA 83.
22. METHOD - RADIAL PLOT (CONT'D)

Closure and Adjustment to Control (Cont'd):
The radial plot was constructed on the base sheets. The templates for photographs 4398 through 4405 were relaid as they had been for the previous plot for Surveys T-9955 and T-9959. Then the flights to the west of this flight were laid. In each of these flights the template for the southernmost photograph, the position of which had been previously established in the radial plot for Survey T-9958, was laid first. Then each flight was extended to the north.

A satisfactory plot was constructed in this manner. A very good tie-in with the previous plots for surveys T-9955, T-9958, and T-9959 was made.

Transfer of Points:
The positions of all pass points and photograph centers were pricked directly on the map manuscripts by superimposing the manuscripts on the plot and matching common grid lines.

23. ADEQUACY OF CONTROL:
The control was adequate for a satisfactory plot.

All of the identified control stations within the limits of survey T-9954 were held in this plot.

However, the radially plotted position established for Sub. Pt. SALE, 1934 in the radial plot laid in 1954 is still 1.8 mm southeast of its computed position.

BRUNSWICK HARBOR REAR RANGE BE., 1933 for which a radially plotted position (0.3 mm E. of its geographic position) was established in the radial plot laid in 1953, was held in this radial plot. The explanation for this is simply that new templates were made and additional control has been identified since the 1953 plot. This made it possible to adjust the templates the slight amount necessary to hold this station.

24. SUPPLEMENTAL DATA

The following control stations of less than third-order accuracy for which positions were computed in the field were held in the plot:

(1) TURTLE RIVER LOWER RANGE FRONT LIGHT, 1954
(2) BLYTHE ISLAND WKG - of 3 RADIO MASTS, 1954 (EASTERLY CENTER WESTERLY).
(3) BLYTHE ISLAND RANGE, REAR LIGHT, 1954.

25. PHOTOGRAPHY

The photography was adequate.

No tilt determination was necessary, and only photograph No. 4688 was noticeably tilted.

Respectfully submitted
11 January 1956
E. L. Williams
Capt. (Photo.)
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>16 C - 20 D, GGS</td>
<td>GGS p 857</td>
<td>454.445.69</td>
<td>4,445.69 (554.31)</td>
<td>1355.0 (169.0)</td>
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<tr>
<td>Sub Pt</td>
<td></td>
<td>454.353.10</td>
<td>4,353.10 (646.90)</td>
<td>1326.8 (197.2)</td>
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<td>16 C - 20 G, GGS</td>
<td>GGS p 857-8</td>
<td>453.428.03</td>
<td>3,428.03 (1571.97)</td>
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<td>690,999.92</td>
<td>999.92 (4000.08)</td>
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<td>3,445.69 (1,554.31)</td>
<td>1050.2 (473.8)</td>
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<tr>
<td>Sub Pt</td>
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<td>690,878.50</td>
<td>878.50 (4121.50)</td>
<td>267.8 (1256.2)</td>
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<td>16 C - 22 B, GGS</td>
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<td>451,563.97</td>
<td>5,563.97 (3456.03)</td>
<td>470.6 (1053.4)</td>
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<td>VICK, 1917</td>
<td>G-1892 p 40</td>
<td>31 13 57,144</td>
<td>31 31 04,628</td>
<td>1759.9 (87.9)</td>
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<td>31 13</td>
<td>31 31</td>
<td>122.5 (1453.4)</td>
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<tr>
<td>VICK, 1917</td>
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<td>31 13</td>
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<td>1682.3 (165.5)</td>
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<td>GGS p 858</td>
<td>447,944.06</td>
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<td>SKY, 1934</td>
<td>G-2241 p 157</td>
<td>31 13 33,629</td>
<td>31 35 45,336</td>
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<td>31 35</td>
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<tr>
<td>SKY, 1934</td>
<td></td>
<td>31 13</td>
<td>31 35</td>
<td>1284.9 (303.1)</td>
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<tr>
<td>PTS 1 USGS 1917 Bulletin North American</td>
<td>31 13 39,0</td>
<td>1201.1 (646.7)</td>
<td>1198.6 (649.2)</td>
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<tr>
<td>p 52</td>
<td></td>
<td>31 30 57,7</td>
<td>1527.1 (60.9)</td>
<td>1528.2 (59.8)</td>
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<tr>
<td>DIL, 1918</td>
<td>G-1804 p 98</td>
<td>31 13 15,646</td>
<td>31 34 22,384</td>
<td>481.8 (1366.0)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>592.5 (995.6)</td>
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1 FT = 304.8006 METER

COMPUTED BY: P. Williams
DATE: June 10, 1955

CHECKED BY: Harry R. Rudolph
DATE: 29 July 1955
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>LONGITUDE OR ( \lambda )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD</th>
<th>(BACK)</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD</th>
<th>(BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD</th>
<th>(BACK)</th>
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<tr>
<td>HERM 2, 1933</td>
<td>G-1804 p 98</td>
<td>31 13</td>
<td>13.739</td>
<td>423.1</td>
<td>(1424.7)</td>
<td>617.3</td>
<td>(970.8)</td>
<td>481.0</td>
<td>(1366.8)</td>
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<tr>
<td>Sub Pt HREM 2, 1933</td>
<td>&quot;</td>
<td>31 13</td>
<td>81 33</td>
<td>481.0</td>
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DATE: June 10, 1955
CHECKED BY: Harry R. Rudolph
DATE: 1 August 1955
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1 FT = 3048005 METER

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DATE: June 10, 1955

CHECKED BY: Harry R. Rudolph
DATE: 1 August 1955
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1 FT. = 30.48006 METER

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DATE: June 10, 1955
CHECKED BY: Harry R. Rudolph
DATE: 1 August 1955
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1 FT. = 0.3048006 METER

COMPUTED BY: P. Williams DATE: June 10, 1955

CHECKED BY: H. R. Rudolph DATE: 1 August 1955
| STATION     | SOURCE OF INFORMATION | LATITUDE OR X-COORDINATE | DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS |
|------------|-----------------------|---------------------------|----------------------------------------------------------|----------------------------------------------------------------
| ROWE, 1934 | G-1747                | 31 07. 35.196             | 1083.9                                                   | 1469.4 (763.9) (120.3)                                             |
| OVER, 1934 | "                     | 31 07 46.498              | 1432.0                                                   | 1022.4 (415.8) (567.2)                                             |
| BUZ, 1899  | G-1804 pg 92          | 31 08 44.359              | 1366.1                                                   | 309.2 (481.7) (1280.2)                                             |
| 5G - 2, GGS| Supp. p 193           | 411.859.22                | 1,839.22 (3140.78)                                       | 566.7 (957.3)                                                   |
| Sub Pt     | 5G - 2, GGS           | 412.275.18                | 3,753.79 (1246.21)                                       | 1142.4 (379.8)                                                  |
| Sub Pt     | 4G - 30, GGS          | 415.690.90                | 2,275.18 (2724.82)                                       | 693.5 (830.5)                                                   |
|            |                       | 682,058.17               | 1755.86 (3244.14)                                        | 535.2 (988.8)                                                   |

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<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>&quot;</td>
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<td>BLYTHE ISLAND WIG CENTER OF 3 RADIO MASTS, 1954</td>
<td>&quot;</td>
<td>&quot;</td>
<td>31° 10' 06.793&quot;</td>
<td>209.2 (1638.6)</td>
<td>392.0 (1196.9)</td>
<td></td>
</tr>
<tr>
<td>BLYTHE ISLAND WIG EASTERNLY OF 3 RADIO MASTS, 1954</td>
<td>&quot;</td>
<td>&quot;</td>
<td>31° 10' 06.478&quot;</td>
<td>199.5 (1648.3)</td>
<td>340.8 (1248.1)</td>
<td></td>
</tr>
</tbody>
</table>

**LANDMARKS AND AIDS**

(Less than third order)
COMPILATION REPORT
Survey T-9954

31. **DELINEATION**

Graphic methods were used to delineate this survey.

32. **CONTROL**

Refer to Photogrammetric Plot Report.

33. **SUPPLEMENTAL DATA**


Map "S" City of Brunswick
Map "F" Glynn Co. highway map
Chart No. 447 for geographic names
Chart No. 1242 for geographic names

34. **CONTOURS AND DRAINAGE**

No comment

35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate.

The low water line could not be delineated. No information was furnished by the field party and it could not be seen on the photographs.

36. **OFFSHORE DETAILS**

No comment

37. **LANDMARKS AND AIDS**

Forms 567 for 7 landmarks and 10 aids to navigation have been submitted.
38. CONTROL FOR FUTURE SURVEYS

3 forms 524 are being submitted, for Boundary Monument No. 28, and 2 Azimuth Marks, BROOMAN AZ. MK 1932 and VICK AZ. MK 1917.

39. JUNCTIONS

Junctions have been made with T-9953 (scale 1:20,000) to the west, and T-9955 (Project 6083) to the east.* The details along the junction with T-9958 to the south have been transferred to survey T-9958, which will be compiled at a later date. There is no contemporary survey to the north.

40. HORIZONTAL AND VERTICAL CONTROL

Refer to Radial Plot Report.

41 - 45 Inapplicable

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with the following Bureau Surveys:

T-5122 (1933), scale 1:20,000
T-5125 (1933), scale 1:20,000
T-5225 (1933), scale 1:10,000
T-5226 (1933), scale 1:10,000

Comparison was also made with U.S.G.S. Bladen quadrangle, scale 1:62,500 edition of 1939.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 447, scale 1:40,000, published Feb. 1937 (19th edition) corrected to April 25, 1952.

Items to be applied immediately:

None

Items to be carried forward:

None

Respectfully submitted
29 February 1956

Jack Honick
Carto. Photo. Aid

Approved and Forwarded

E. H. Kirsch
Capt. C&GS
Baltimore District Officer
Academy Creek
Arco Church
Arco School
Atlantic Coast Line

Blythe Island
Blythe Island Naval Reservation
Brunswick
Brunswick Altamaha Canal (abandoned)
Buffalo Creek River
Buffalo Swamp
Burnett Creek
Buzzards Island
Andrews Island (name changed by Brunswick City Commission in 1954)
Buzzards Roost

Caden County
Benedict Camp
Colones Island
Colonial Creek
Cowpen Creek

Crispen Island (Maggie Islands) B.G.N. decision

Dillard Creek (Oakgrove Creek) B.G.N. decision
Dixon Swamp
Dock Junction

East River

Fancy Bluff
Fancy Bluff Creek
Fourth St. School
GA 27 (Hwy)
GA 50 (Hwy)
GA 99 (Hwy)

Gibson Creek (Goon-Creek on T-5225) B.G.N. decision

Glyndale Church
Glynn County
Greenland Church
Green Wood Cemetery
Half Moon Bluff
Hermitage Point

Hermitage Island
Hillery Creek
Hillery Slough
Hopperwell Creek

Little Buffalo Creek
Little Crispen Island (Maggie Hummocks (Chart 447))
Little Satilla River

Morrison Slough

Maggie Hummocks (as on chart 447) B.G.N. decision
48. GEOGRAPHIC NAMES LIST (continued)

Nazarene Mission Church
Palmetto Cemetery
Parkwood
Pine Ridge Church (not found)
Pyles Marsh

Radcliff Creek (Ratcliffe Creek (Charts 447 & 1242))
Rough Island

Saltmarsh Road
Second Street
Selden Park
Seventh Street
South Brunswick River
Southern
Southern Junction

Taylors Chapel
Turtle River

US 17 (Hwy)
US 25 & 341
US 84 (Hwy)

Visavis Island

White Oak Creek

Yellow Bluff Creek

---

No Geographic Names Investigation Report was available in this office.

Additional church & school Names on (3) half:
Blythe Island Church
Emmanuel Church & Cem.
Fancy Bluff School (Aband.)
First African Church (at Fancy Bluff)
Galilee Churches
Springfield Church
Springhill Church

Names underlined in red are approved on basis of Field Edit Report. 3-7-58

L. Heck
Office of the District Engineer
Savannah District
Corps of Engineers
P. O. Box 639
Savannah, Georgia

Dear Sirs:

During the course of field work by this party in the Brunswick area the following data was noted on the bridges over the navigable waters of the area. This data is compared with the published data found in the LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES, revised to 1 July 1941 and the supplement revised to 1 January 1948. The published data is listed first followed by our field measurements.

<table>
<thead>
<tr>
<th>Miles Above North</th>
<th>Location</th>
<th>Owner</th>
<th>Type of Bridge</th>
<th>Norin. Cl.</th>
<th>Vert. Cl. at N.W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.5</td>
<td>On U. S. 17, over Turtie River, south of Brunswick, Ga.</td>
<td>State Highway</td>
<td>SW</td>
<td>80</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Department of Georgia</td>
<td></td>
<td>87</td>
<td>5.6</td>
</tr>
<tr>
<td>15.5</td>
<td>On U. S. 17, over Little Satilla River, near Nevarly, Ga.</td>
<td>&quot;</td>
<td>P</td>
<td>110</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>123</td>
<td>11.4</td>
</tr>
<tr>
<td>25.7</td>
<td>On U. S. 17, over Satilla River, at Woodbine, Ga.</td>
<td>&quot;</td>
<td>SW</td>
<td>L 60</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R 80</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>L 85</td>
<td>7.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R 88</td>
<td>7.1</td>
</tr>
<tr>
<td>25.7</td>
<td>Railroad Bridge over S.A.L. Ry. Co.</td>
<td>&quot;</td>
<td>SW</td>
<td>L 48</td>
<td>5.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R 50</td>
<td>7.2</td>
</tr>
</tbody>
</table>
To: The Director  
U. S. Coast and Geodetic Survey  
Washington 25, D. C.

Subject: Coast Pilot Report

In compliance with paragraph 22 of Project Instruction for Projects Ph-69, 83, 84 dated 12/27/51, 711-aol, a Coast Pilot Report for the area is submitted. In preparing this report to the first (1948) edition, as called for in Project Instructions, the latest supplement was used (Serial No. 715-6, dated 1/1/54) instead of the one called for.

J. E. Waugh  
CDR, USC&GS  
Chief of Party

Encl.  
cct 70  
JEW/3
Page 245.-Lines 4-7; read: SAPELO, a post office on the R. J. Reynolds estate, near the southern end of Sapelo Island, is reached by boat going up SOUTH END CREEK to Reynolds dock. South End Creek is navigable at high tide only. A marine railway, 30 ton capacity, for emergency use only, is located at Reynolds dock. In case of emergency supplies in a limited quantity may be obtained here.

Page 250.-Lines 1-17; as corrected on page 60, Supplement to Coast Pilot, dated 1/1/54; correct last line, fourth paragraph to read: water on the southwestern end. An overhead power cable crosses COWPEN CREEK at HERMITAGE POINT, near its entrance to Turtle River, vertical clearance 27 feet at high water. There is little traffic above the bridge.

For paragraph beginning FANCY BLUFF CREEK, read: FANCY BLUFF CREEK enters Brunswick River from the southwest 1.3 miles above its mouth. About 2.3 miles above the entrance is a fixed span highway bridge, horizontal clearance 49 feet, vertical clearance 17 feet at high water. Just southwest of the bridge is an overhead power cable with a vertical clearance of 48 feet at high water.
Page 250.-Line 25; add: A vertical lift highway toll bridge crosses Jekyll Creek 3.0 miles above its entrance to Brunswick River; the design clearances are horizontal 100 feet, 85 feet vertical open, and 9.5 feet vertical, closed, at high water.

Page 251.-Lines 2-4; as corrected on page 61, Supplement to Coast Pilot, dated 1/1/54; correct last sentence of group to read: The New Brunswick City Hospital is located on First Street between Kemple Ave. and Hampton Ave., in the northern section of the city.

Page 252.-Lines 19 & 20; read: Jekyll Creek and Jekyll Sound. Jekyll Island is a State park. It is being developed as a resort by the Jekyll Island Authority and parts of it will be thrown open to the public for settlement in the near future. It can be reached by water through Jekyll Creek or overland by State Road 50 from U. S. Highway 17 and a highway toll bridge over Jekyll Creek, 3.0 miles above its entrance to Brunswick River.

Page 253.-Lines 7 & 8; read: from northwestward. It is crooked and has a number of narrow branches all of which, except CEDAR CREEK, are blocked by the Jekyll Island Highway. A small boat may navigate from Brunswick River to Jekyll Sound via CEDAR CREEK and JOINTER CREEK.

Line 11; read: is of little importance. It is crossed approximately 15 miles above its mouth by a fixed span highway bridge, horizontal clearance 36 feet, vertical clearance 13 feet above high water. An overhead
power cable crosses the river upstream from the bridge, vertical clearance 36 feet. Small craft going to landings on Little Satilla River enter from

Line 23; add: An overhead power cable crosses the Satilla River at Woodbine, Ga., between the highway and railroad bridge, vertical clearance 62 feet.

Page 266.–Lines 23 & 24; read: The Intracoastal Waterway, passing through Jekyll Creek, west of Jekyll Island, is crossed by a vertical lift highway bridge approximately 3.0 miles from Mile 591.3; the design clearances are horizontal 100 feet, 85 feet vertical open, and 9.5 feet vertical, closed, at high water. The waterway enters Jekyll Sound from Jekyll Creek at Mile 596.2 and proceeds to St. Andrews Sound.
PHOTOGRAMMETRIC OFFICE REVIEW
T-7454

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photographic stations
8. Bench marks
9. Plotting of bench marks
10. Photogrammetric plot report
11. Detail points

CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES

20. Water features
21. Natural ground cover
22. Planetary contours
23. SATELLITE Instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES

27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES

31. Boundary lines
32. Public road and railroad

MISCELLANEOUS

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

40. Reviewer
41. Supervisor, Review Section or Unit

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

43. Remarks:

Compiler
Supervisor
# NonFloating Aids or Landmarks for Charts

**Department of Commerce**  
**U.S. Coast and Geodetic Survey**  
Baltimore, Maryland  
February 28, 1956

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 **H. B. Rudolph**

---

<table>
<thead>
<tr>
<th>State</th>
<th>Georgia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHARTING NAME</strong></td>
<td>Brunswick Harbor Range, Rear Light (Brunswick Harbor, Rear Range Beacon, 1933)</td>
</tr>
<tr>
<td><strong>DESCRIPTION</strong></td>
<td>Brunswick Harbor Range, Front Light 27 (Brunswick Harbor, Front Range Beacon, 1933)</td>
</tr>
<tr>
<td><strong>SIGNAL NAME</strong></td>
<td>Turtle River Lower Range, Front Light</td>
</tr>
<tr>
<td><strong>LATITUDE</strong></td>
<td>31 09 15.426</td>
</tr>
<tr>
<td><strong>LONGITUDE</strong></td>
<td>81 30 16.199</td>
</tr>
<tr>
<td><strong>DATE</strong></td>
<td>1927</td>
</tr>
<tr>
<td><strong>METHOD OF LOCATION AND SURVEY</strong></td>
<td>H. A. Tri. 1933</td>
</tr>
<tr>
<td><strong>CHARTS AFFECTED</strong></td>
<td>447</td>
</tr>
</tbody>
</table>

| **CHARTING NAME** | Turtle River Lower Range, Rear Light (Turtle River, Rear Range Light, 1933) |
| **SIGNAL NAME** | Turtle River Upper Range, Front Light (Turtle River, Rear Range Light, 1933) |
| **LATITUDE** | 31 08 00.121 |
| **LONGITUDE** | 81 31 57.858 |
| **DATE** | 1933 |
| **METHOD OF LOCATION AND SURVEY** | Tri. 1933 |

| **CHARTING NAME** | Turtle River Upper Range, Rear Light |
| **SIGNAL NAME** | Turtle River, Upper Range, Front Light 5 (Turtle River Upper, Front Range Light, 1933) |
| **LATITUDE** | 31 08 43.753 |
| **LONGITUDE** | 81 31 48.889 |
| **DATE** | 1933 |
| **METHOD OF LOCATION AND SURVEY** | Tri. 1933 |

| **CHARTING NAME** | Blythe Island Range, Rear Light (Blythe Island, Rear Range Light, 1933) |
| **SIGNAL NAME** | Blythe Island, Front Light |
| **LATITUDE** | 31 09 22.317 |
| **LONGITUDE** | 81 31 58.722 |
| **DATE** | 1933 |
| **METHOD OF LOCATION AND SURVEY** | H. A. Tri. 1933 |

| **CHARTING NAME** | Turtle River Light 9 |
| **SIGNAL NAME** | Georgia Power Co. Dock Light (private aid) |
| **LATITUDE** | 31 10 16.53 |
| **LONGITUDE** | 81 31 38.14 |

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 individual field survey sheets. Information under each column heading should be given.
TO BE CHARTED

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

The positions given have been checked after listing by

H. B. Rudolph

---

<table>
<thead>
<tr>
<th>STATE</th>
<th>Georgia</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Tank</td>
<td>Elevated Dixie Paint Co. Water Tank (Steel) ht - 130 (139)</td>
</tr>
<tr>
<td>Radio Mast</td>
<td>Blythe Island, WCGC, WEsterly of 3 Radio Masts (Steel) ht - 200 (211)</td>
</tr>
<tr>
<td>Radio Mast</td>
<td>Blythe Island, WCGC, Center of 3 Radio Masts (Steel) ht - 200 (211)</td>
</tr>
<tr>
<td>Radio Mast</td>
<td>Easterly of three) Blythe Island, WCGC, Easterly of 3 Radio Masts (Steel)</td>
</tr>
<tr>
<td>Tank</td>
<td>Elevated Brunswick Pulp &amp; Paper Co. Water Tank (Steel) ht - 155 (162)</td>
</tr>
<tr>
<td>Stack</td>
<td>Georgia Power Co, Plant McManus Stack, ht - 155 (175)</td>
</tr>
<tr>
<td>Tank</td>
<td>Elevated Georgia Power Co, Plant McManus, Water Tank (Steel) ht - 155 (135)</td>
</tr>
<tr>
<td>Twin Stacks</td>
<td>Northwesterly of 2 Stacks, ht-200 (210)</td>
</tr>
<tr>
<td>(Brunswick, Atlantic Refining Co., Northwest Stack, 1932)</td>
<td>31 11</td>
</tr>
<tr>
<td>(Brunswick, Atlantic Refining Co., Southeast Stack, 1925)</td>
<td>31 11</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 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.
The field edit of this quadrangle was accomplished during the months of April and May 1956.

51. METHODS

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

All additions, corrections and deletions have either been indicated on the field edit sheets, referenced to the field photographs, or answered directly on the discrepancy prints in purple ink. A legend of the symbols and inks used is shown on the field edit sheet, 3/2.

Two 1:10,000 scale prints are submitted as field edit sheets.

Twenty-three photographs, on which field edit information has been shown, are listed as follows:

| 51-0-4415 | 51-0-4513 | 51-0-4517 | 51-0-4689A |
| 4416 | 4513A | 4518 | 4690 |
| 4417 | 4514 | 4518A | 4690A |
| 4417A | 4515 | 4534 | 4691 |
| 4418 | 4515A | 4535 | 4691A |
|       | 4516 | 4536 | 4537 |

52. ADEQUACY OF COMPILATION

The map compilation was adequate with the exception of a few corrections and additions. There has been little change in the area since the original field inspection.

The Blythe Island Naval Reservation boundaries were questioned on the discrepancy print. According to all local authorities, this boundary includes all of the marsh on the southern end of Blythe Island and its western limits are one hundred feet east of the centerline of U. S. Highway 17.
The routing of U. S. Highway 17 has not been changed since the original field inspection. However, according to local authorities, the new highway connecting Brunswick with the Jekyll Island Road, will be opened in June 1956. At that time, the new highway will become U. S. Highway 17, and the route now shown through this sheet will become an alternate route for U. S. Highway 17. Other state and federal highways near Brunswick are U. S. Highways 25 and 341 (Ga. State Highway 27), which start at the junction of U. S. Highway 17 and proceed northwest toward Jesup.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No vertical accuracy tests were run.

The contours were visually checked and were found to adequately depict the terrain.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. Laurence S. Miller, civil engineer and architect, has agreed to examine a proof copy of this quadrangle. His address is: 1308 Sycamore Street, Brunswick, Georgia.

There has been no Geographic Names Report submitted for this project. The field editor has investigated all geographic names within the limits of this map and has given special attention to the name conflicts requested by Mr. L. Heck, dated 20 April 1956. Only those names which have been found to be in dispute in local usage, and undisputed new names, are discussed in this report. Other names, which are in well established usage or which have been settled by previous decisions of the Board of Geographic Names, are not discussed. The correct location of the new names are shown on the field edit sheets.

BENEDICT

The name BENEDICT is in well established usage and is recommended. The name CHAPEL for the same settlement has become obsolete.
The following names, which have been shown on previous maps, are not recommended. They have become obsolete for various reasons:

BLYTHE SCHOOL
FANCY BLUFF ROAD
SOUTHERN RY DOCKS
TIMBERLANDING

The following list of local residents assisting in this investigation by no means reflects its entire scope nor all of the people contacted:

Authorities:

Mr. H. D. Flanders
Blythe Island
Brunswick, Georgia

Mr. Frank Smith
Hermitage Island
Brunswick, Georgia

Mr. H. O. Tatum
Southern Junction
Brunswick, Georgia

Mr. Laurence S. Miller
1308 Sycamore Street
Brunswick, Georgia

Mr. J. W. Cosby
Fancy Bluff
Brunswick, Georgia

Mr. W. H. Watts
Fancy Bluff
Brunswick, Georgia

Fisherman and local resident for fifty years
Rancher and local resident for sixty years
Storekeeper and local resident for twenty years
Civil Engineer and local resident for fifty years
Fisherman and local resident for forty years
Fisherman and local resident for fifty years

3 MAY 1956
Submitted by:
Joseph K. Wilson
Cartographer

8 MAY 1956
Approved & Forwarded:

Ira R. Rubottom
Comdr., C & GS
Chief of Party
BUFFALO RIVER
BUFFALO CREEK

The nautical charts show this feature as a creek. According to all persons contacted, it is known locally as a river.

HILLERY SLOUGH
SOUTH BRUNSWICK RIVER

The name HILLERY SLOUGH is used locally for the upper portion of the SOUTH BRUNSWICK RIVER. The name is well known and is recommended.

SOUTHERN JUNCTION
PARKWOOD

The name SOUTHERN JUNCTION is well known and is recommended. It is marked by railroad signs. The name PARKWOOD has become obsolete.

HILLERY ISLAND
BLUE HERON ISLAND

The name HILLERY ISLAND has been shown on previous maps. This island is known locally by both of the above names; the preferred being HILLERY ISLAND.

BUCK SWAMP ROAD
SANDHILL ROAD

The name BUCK SWAMP ROAD is well known and is recommended. The name SANDHILL ROAD applies to an old road in this same area, which has become obsolete.

The following names are well known locally and are recommended:

/CAMP TOLOCHER (Boy Scout Camp)
/HALF MOON BLUFF
/HERMITAGE ISLAND
/OAK GROVE ISLAND
/OLD JESUP HIGHWAY
For some of the discrepancies listed on the "Discrepancy Print", the names conflicts have already been settled by decisions of the Board on Geographic Names, as follows:

Gibson Creek has been approved over the spelling Gilson Creek;

Crispen Island has been approved for the position on this sheet (as on chart 447);

Maggie Hummocks as on the nautical charts is a BGN decision;

Dillard Creek has been approved over Oakgrove Creek;

These names should be accepted as final, unless the Field Editor should find that they have never received local acceptance, in which event the conflict might be re-submitted to the Board for possible revision;

The Field Editor should be requested to investigate the following conflicts:

1) Hillery Slough: on most available maps this is apparently part of South Brunswick River; (see also T-9954 (S));

2) Buffalo Creek/River: charts have Buffalo Creek. Local usage should be checked;

3) Should both Parkwood and Southern Junction be shown? 1955 Rand McNally has only Southern Junction (population 40);

4) 1955 Rand McNally lists Benedict in text only (no population figure). Apparently this name should be preferred to Chapel, but local usage should be checked;

The other names on this sheet present no known conflicts.

T-9954 (S):

Ratcliffe Creek has been approved by a decision of the Board on Geographic Names.

Geographic Names Section,
61. This manuscript was originally a part of project PH-69. It was decided to discontinue PH-69 as a topographic project and to transfer T-9953 and T-9954 to PH-83.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>778</td>
<td>1:10,000</td>
<td>1856-58</td>
</tr>
<tr>
<td>2373</td>
<td></td>
<td>1899</td>
</tr>
<tr>
<td>3756</td>
<td>1:5,000</td>
<td>1918-19</td>
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<tr>
<td>5226</td>
<td>1:10,000</td>
<td>1934</td>
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<td>1934</td>
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<td>6162b</td>
<td></td>
<td>1934</td>
</tr>
<tr>
<td>6174</td>
<td></td>
<td>1934</td>
</tr>
</tbody>
</table>

Manuscript T-9954 supercedes all of the above surveys in common areas as source material for charts.

63. COMPARISON WITH MAPS OF OTHER AGENCIES


64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

None

65. COMPARISON WITH NAUTICAL CHARTS

Chart No. 447, scale 1:40,000, revised 11/11/57.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

Accuracy tests were run over three areas as mentioned under item 5.

This manuscript complies with all instructions and meets the National Standards of Map Accuracy.
### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-15-75</td>
<td>447</td>
<td>E. Bodenair</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Exam. Consider Adequately Applied.</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.