

9955
N&S

Diag. Cht. No. 1212-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-83 Office No. T-9955

LOCALITY

State Georgia

General locality St. Simons Sound

Locality Brunswick

19451-56

CHIEF OF PARTY

J.E.Waugh, Chief of Field Party

E.H.Kirsch, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE June 10, 1958

9955

DATA RECORD

T - 9955

Project No. (II): Ph-83

Quadrangle Name (IV):

Field Office (II): Brunswick, Georgia

Chief of Party: ~~Paul Taylor~~ J.E. Waugh

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 27 December 1951, field
Supplement I dated: 12 March 1952
Office: 25 August 1953Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV):

Feb 17, 1955

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

5-6-58

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): MSL

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): MILLS, 1933

Lat.: 31° 10' 13.191" (406.2m)

Long.: 81° 24' 28.637" (758.4m)

Adjusted
Unadjusted

Plane Coordinates (IV):

State: Georgia

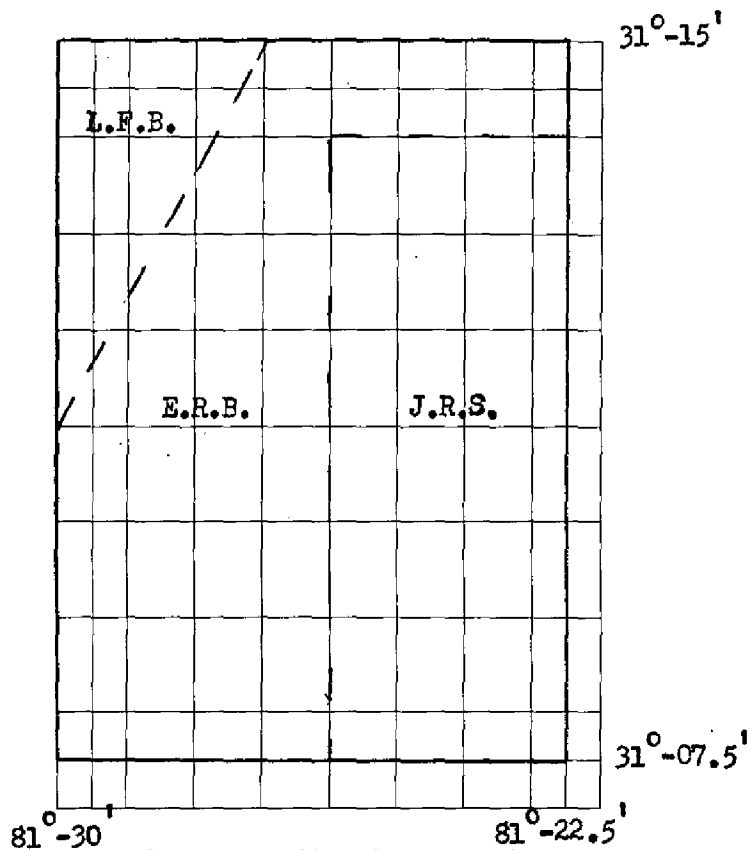
Zone: East

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.



Areas contoured by various personnel

(Show name within area)

(II) (III)

L.F.B. = Leo F. Beugnet, Carto. Surv. Aid

E.R.B. = Elton R. Ballance, Carto. Surv. Aid

J.R.S. = John R. Smith, Carto. Surv. Aid

DATA RECORD

Field Inspection by (II): Elton R. Ballance, Carto. Surv. Aid
 Leo F. Beugnet, Carto. Surv. Aid
 James A. Clear, Jr., Carto. Surv. Aid
 Date: December 1952 to May 1954

Planetable contouring by (II): Elton R. Ballance, Carto. Surv. Aid
 Leo F. Beugnet, Carto. Surv. Aid
 John R. Smith, Carto. Surv. Aid
 Date: December 1952 to May 1954

Completion Surveys by (II): *J. K. Wilson*
 Date: *May 1956*
Mar-Apr

Mean High Water Location (III) (State date and method of location): 11 April 1951 (Date of photography)

Projection and Grids ruled by (IV): J. Allen
 Date: 7/9/52

Projection and Grids checked by (IV): H. R. Cravat
 Date: 7/10/52

Control plotted by (III): A. Queen
 Date: 7/29/52

Control checked by (III): H. R. Rudolph
 Date: 7/30/52

Radial Plot or ~~Stereoscopic~~
 Control extension by (III): R. Hartley
 Date: 11/18/52

Planimetry
 Stereoscopic Instrument compilation (III):
 Contours
 Date:
 Date:

Manuscript delineated by (III): J. Honick
 Date: 11/18/54

Photogrammetric Office Review by (III): R. Glaser
 Date: 12/17/54

Elevations on Manuscript R. Glaser
 checked by (II) (III):
 Date: 12/17/54

PHOTOGRAPHS (III)					
Number	Date	Time	Scale	Stage of Tide	
51-0-3503 thru 3506	4/1/51	1558	1:10,000	5.9	above MLW
51-0-4288 thru 4291	4/11/51	0928	"	3.7	" "
51-0-4292 thru 4293	4/11/51	0929	"	4.3	" "
51-0-4317 thru 4320	4/11/51	1000	"	4.5	" "
51-0-4321 thru 4322	4/11/51	1001	"	5.0	" "
51-0-4400 thru 4402	4/11/51	1051	"	5.8	" "
51-0-4403 thru 4405	4/11/51	1052	"	5.4	" "

Tide (III)
From Predicted Tide Tables

Reference Station: Savannah River Entrance, Ga.
 Subordinate Station: Troup Creek Entrance, Mackay River
 Subordinate Station: Brunswick, East River
 St. Simons Light

Ratio of Ranges	Mean Range	Spring Range
-	6.9	8.1
1.0	7.2	8.4
1.1	7.3	8.5
1.0	6.6	7.7

Washington Office Review by (IV): *S.G. Blankenbaker*

Date: *April 1958*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

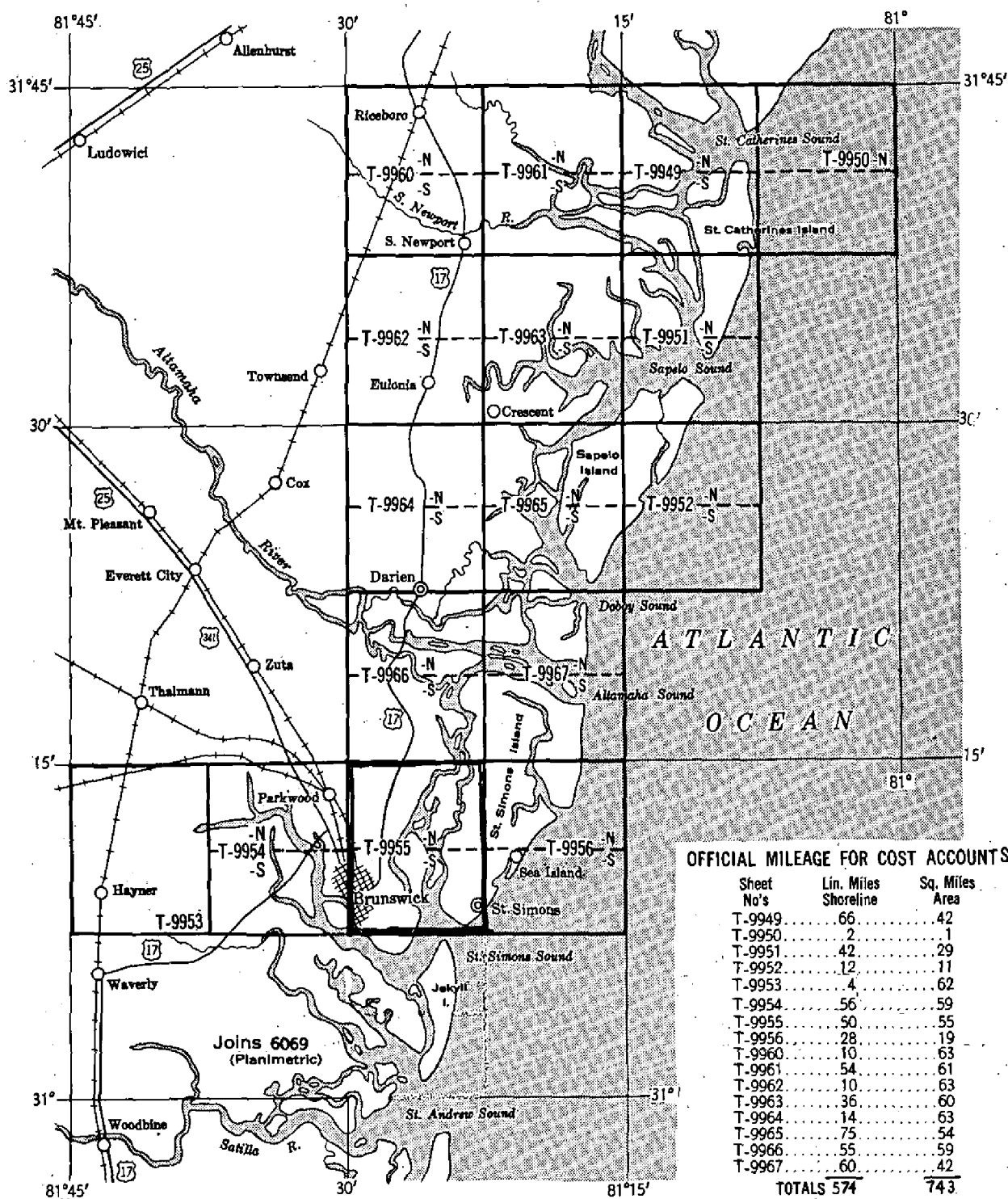
Land Area (Sq. Statute Miles) (III): **55**
 Shoreline (More than 200 meters to opposite shore) (III): **40 mi.**
 Shoreline (Less than 200 meters to opposite shore) (III): **88 mi.**
 Control Leveling - Miles (II):
 Number of Triangulation Stations searched for (II): **92** Recovered: **60** Identified: **26**
 Number of BMs searched for (II): **19** Recovered: **17** Identified: **14**
 Number of Recoverable Photo Stations established (III): **11**
 Number of Temporary Photo Hydro Stations established (III): **none**
 Number of Bench Marks Established: **4** Identified: **4**
 Remarks:

The 14 bench marks identified are those of this agency. In addition all G.G.S. horizontal control stations are also bench marks.

TOPOGRAPHIC MAPPING PROJECT 24180

GEORGIA, St. Catherines Sound to St. Simons Sound

(Refer to Air-Photo Index 127-C)



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 DESCRIPTIVE REPORT
T-9955

Topographic map T-9955 is one of sixteen similar maps in Project PH-83 to be completed as standard quadrangles. The project covers the Georgia shoreline area and adjacent land area from St. Catherine's Sound to St. Simons Sound. T-9955 is on the south end of the project covering parts of St. Simons Island, St. Simons Sound, the City of Brunswick and the Naval Air Station.

This is a graphic compilation project. Field work in advance of compilation included complete field inspection and complete planetable contouring.

Map T-9955 was compiled at 1:10,000 scale in two sheets each $3\frac{3}{4}$ ' in Latitude and $7\frac{1}{2}$ ' in Longitude. Single lens "Q" camera photographs taken in 1951 were used. The map was field edited in May 1956. With the addition of hydrographic data T-9955 will be published as a standard $7\frac{1}{2}$ ' topographic map.

Mar-Apr

Items registered under T-9955 will include a Descriptive Report, 2 one-half quadrangle positive impressions on "Cronar" and a lithographic print in colors of the published Geological Survey Quadrangle.

FIELD INSPECTION REPORT

Quadrangle T-9955

Project Rh-83

Revised 6/18/54

2. AREAL FIELD INSPECTION

The salient features are Brunswick and St. Simons Island, Georgia. The principal industries of Brunswick are fishing and the manufacture of paper, turpentine and various by-products from pine trees and stumps. The southern part of St. Simons Island is a well-developed summer resort, which is connected to the mainland by a causeway and bridges, while the northern part of the island is in its native state of pine and other trees, with a dense growth of palmetto and other underbrush. Fort Frederica, which is of historical interest, being very significant in the early development of Coastal Georgia, is located on the west central part of the island. The peninsula supporting the City of Brunswick is well developed except in the northwestern part of the quadrangle. The U. S. Navy Auxiliary Air Station, Glynnco, Georgia is situated in this area.

The area is adequately covered by single-lens photography of good quality and no difficulty was encountered in interpretation of any features.

The field inspection was accomplished directly on 1:10,000 scale, single-lens photographs. It is believed to be complete with a sufficient number of notes made on the photographs to aid the compiler in the delineation of the quadrangle.

It is understood that additional land is being acquired by the U. S. Navy Auxiliary Air Station, Glynnco, Georgia, and contracts have been let for the construction of airplane runways, etc. This construction will entail extensive changes in the topography as well as the boundaries of the station. It is recommended that these changes be made by the Field Edit Party.

3. HORIZONTAL CONTROL

All known horizontal stations were searched for and reported on Form 526. Twenty six stations, including many established by the Georgia Geodetic Survey, were identified on the photographs.

U.S.C. & G.S. stations reported "lost" or "destroyed" are:

AIRWAY BEACON NO. 5, 1932
 BACK RIVER DRAWBRIDGE, CENTER OF SPAN, 1933
 BRANDY POINT (USE) 1933
 CREOSOTE, 1933
 FREDERICA RIVER BEACON NO. 1, 1933
 " " BOATHOUSE SOUTH GABLE, 1933
 ST. SIMON FRONT RANGE LIGHT, 1933
 " " ISLAND GOLF CLUB FLAGPOLE, 1933
 STEEPLE, CITY HALL, 1932
 SUGAR, 1933

4. VERTICAL CONTROL

Following is a list of bench marks established by this agency, many of which were used for control of the contours:

U-190
 V-190
 W-190
 X-190
 C-10
 G-10-50
 H-10-A16 (USE)
 L-10
 M-10
 N-10

Bench marks established by this party are:

T-198
 A-206
 B-206
 C-206

All of the Georgia Geodetic Survey stations are also bench marks and many of these were used in addition to the above.

Only 12.5 miles of differential leveling was necessary to establish adequate control for the contours. The first and last level points established are 55-01 and 55-42, and the greatest error of closure was 0.17 foot.

5. CONTOURS AND DRAINAGE

Contouring was done directly on the photographs by standard plane table methods with the aid of the stereoscope at an interval of five feet, except within the boundaries of the U. S. Naval Auxiliary Air Station, Glynnco, Georgia. This area was contoured at an interval of one foot by private engineers in 1942. A copy of this contour survey (plot plan) was obtained and tested for accuracy by a plane table traverse, approximately 8,000 feet in length and run directly on the Plot Plan testing the lowest to the highest contours. A further check was the junctions of contours with those accomplished by this party on all four sides of the plot plan. The tested contours were proven to be well within the required accuracy, so every fifth contour (5, 10, 15, etc.) was accentuated on the plot plan and sent to the Washington Office for reduction to the mapping scale of the quadrangle. This reduced transparency was submitted with T-9966. The larger scale plot plan showing the accuracy test is being submitted with this quadrangle.

It is believed that the drainage is depicted by the contours and it has been inked on the photographs where perennial.

6. WOODLAND COVER

The woodland cover has been classified in accordance with the Topographic Manual.

Vegetation consists of oak and pine on the higher ground with a growth of scrub to be found along the marsh.

7. SHORELINE AND ALONGSHORE FEATURES

There are many of these features but it is believed that most are self-evident and have been labeled, and all others have been located and labeled. On the sloping sand beaches the mean high water line and the low water line were located by measurements from topographic features, and in other areas by inspection from strategic points on the shore or from a skiff run close to and parallel to the shore. The low water line was not located along the marsh shoreline as it was impractical to do so.

The foreshore is self-evident, it being sand along the beaches and mud elsewhere except as labeled.

The bluffs are depicted by the contours.

Wharves, piers, etc. have been labeled and the boats and other floating objects alongside deleted.

Submarine cables across Back River and Frederica River are adjacent to the bridges and have been located and labeled. The northern end of the submarine cable between St. Simons and Jekyll Islands has been located on the southern end of St. Simons Island.

8. OFFSHORE FEATURES

These features consist mostly of tie up dolphin for barges along the rivers. These dolphin are multi-pile, and are discernible on the photographs and have been labeled. No known feature exists that has not been located and labeled. A copy of Nautical Chart 447 with notes for deletions, etc. is being submitted.

9. LANDMARKS AND AIDS

All landmarks have been identified on the photographs. All aids and points on ranges have been located in accordance with the project instructions and both landmarks (for mapping and deletion) and aids have been reported on Form 567.

10. BOUNDARIES, MONUMENTS AND LINES

This is the subject of a special report, dated 2 Feb. 1953, submitted by Mr. Richard L. McGlinchey, Cartographic Survey Aid. As mentioned under Item 2, additional work on boundaries will be required when the additional land is acquired by the U. S. Navy Auxiliary Air Station, Glynnco, Georgia.

11. OTHER CONTROL

Seven recoverable topographic stations were established and reported on Form 524. Three of these are recommended as landmarks. The others are: TOWER, 1953; BRIDGE LIGHTS BACK RIVER, 1953; BRIDGE LIGHTS FREDERICA RIVER, 1953; and RADIO TOWER (VMOG), 1953.

12. OTHER INTERIOR FEATURES

The measurements of bridge clearances over navigable waters agree with those shown on the Nautical Chart, however, the bridges in this quadrangle have been constructed since the publication of the List of Bridges Over Navigable Waters in the U. S. in 1941 and are not included therein. All overhead cables over navigable waters have been located and their clearances determined. This information as well as bridge clearances are to be found on the photographs.

Two airports exist besides the U. S. Navy Auxiliary Air Station, Glynnco, Georgia. They are the Malcolm-McKinnon Airport (the commercial airport for the area and located near the southern end of St. Simons Island), and the Brunswick Airport (a small airport used by privately owned planes, located just north of Brunswick).

All roads have been classified in accordance with the Topographic Manual. Two new roads were shown on Photograph 51-0-4289 by plane table methods. These roads originated and terminated at well defined photographic points. Error of closure was negligible. Buildings to be shown that were not clear on the photographs were blocked or circled in red ink.

13. GEOGRAPHIC NAMES

This is the subject of a special report submitted by Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 5 November 1952.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

<u>Description</u>	<u>Submitted to:</u>	<u>Date</u>
Geographic Names Report	Washington, D. C. Pkg. No. 75	5 November 1952
Boundary Report	Washington, D. C. Pkg. No. 94	2 February 1953
Field Data	Washington, D. C. Pkg. No. 115	12 May 1953

18 June 1954

Revised and submitted by:

James A. Clear, Jr.
James A. Clear, Jr.
Cartographic Survey Aid

7 July 1954

Approved and Forwarded:

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

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 9955

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
BRUNSWICK, 1932	G-1892 p. 25	N.A. 1927	31 11	42.435			1306.9	(540.9)	
			81 29	09.153			242.3	(1346.2)	
Sub. Pt. BRUNSWICK, 1932		"	31 11				1303.0	(544.8)	
			81 29				287.0	(1301.5)	
BRUNSWICK SE BASE, 1917	G-1804 p. 92	"	31 09	26.182			806.3	(1041.5)	
			81 29	55.342			1465.8	(123.3)	
BRANDY POINT BEACON, 1933	G-1804 p. 110	"	31 07	30.345			934.5	(913.3)	
			81 29	40.313			1068.1	(521.6)	
BRUNSWICK, GLYNN CO. COURTHOUSE, CUPOLA, 1932	G-1892 p. 42	"	31 09	09.778			301.1	(1546.7)	
			81 29	41.253			1092.7	(196.5)	
DUCK 2, 1899	G-1892 p. 41	"	31 13	06.427			197.9	(1649.9)	
			81 27	04.689			124.1	(1464.1)	
Sub. Pt. DUCK 2, 1899			31 13				172.1	(1675.7)	
			81 27				119.6	(1468.5)	
FORT GGS, 1938	Supp. GGS p. 191		445,936.68		936.68 (4,063.32)		285.5	(1238.5)	
			741,730.32		1,730.32 (3,269.68)		527.4	(996.6)	
Sub. Pt. FORT, 1938			445				331.5	(1172.5)	
			740				680.6	(843.4)	
FRED, 1933	G-1804 p. 95	"	31 14	09.836			302.9	(1544.9)	
			81 23	36.380			962.8	(625.0)	
HAWKINS, 1933	G-1804 p. 96	"	31 11	55.976			1723.9	(123.9)	
			81 24	00.822			21.8	(1566.7)	
Sub. Pt. HAWKINS, 1933			31 11				1735.4	(112.4)	
			81 24				28.8	(1559.7)	

1 FT. = 3048006 METER

COMPUTED BY: A. Queen

DATE 24 July 1953

CHECKED BY: H. R. Rudolph

DATE 27 July 1953

CONNA-DC-57843

SCALE FACTOR

1 FT. = 3048006 MEYER	COMPUTED BY: A. Queen	DATE: 23 July 1953	CHECKED BY: H. R. Rudolph	DATE: 24 July 1953	COMM-DC-57843
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U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 9955 PROJECT NO. Ph-83 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			°	'			FORWARD	(BACK)	
BRUNSWICK, HERCULES POWDER CO. SILVER W.T., 1932	G-1892 p. 42		31	09	55.466		1708.2	(139.6)	
			81	28	48.487		1284.1	(304.9)	
BRUNSWICK, HERCULES POWDER CO. STACK, 1932	G-1892 p. 42		31	09	51.44		1584.2	(263.6)	
			81	28	43.58		1154.2	(434.9)	
WEST POINT 2, 1933	G-1804 p. 95	N.A. 1927	31	14	47.949		1476.7	(371.1)	
			81	23	02.048		54.2	(1533.5)	
Sub. Pt. WEST POINT 2, 1933			31	14			1432.6	(415.2)	
			81	23			53.3	(1534.1)	
BRUNSWICK, A.B. & C. R. R. CO. W.T., 1932	G-1892 p. 42		31	07	34.759		1070.5	(777.3)	
			81	29	19.316		511.8	(1077.9)	
BRUNSWICK, GA. VENEER CO. W.T. 1932	G-1892 p. 41		31	10	04.177		128.6	(1719.2)	
			81	28	27.342		724.1	(864.9)	
DUMP (USE), 1938	USE HOR. CONTR. 875 p. 11		31	07	44.848		1381.2	(466.6)	
			81	29	48.400		1282.3	(307.4)	
KNIGHT (USE), 1933	G-1804 p. 110	N.A. 1927	31	09	56.06		1726.5	(121.3)	
			81	27	10.69		283.1	(1305.9)	
NEW JETTY (USE), 1933	G-1804 p. 110	"	31	08	11.152		343.4	(1504.4)	
			81	29	54.713		1449.5	(140.0)	
POINT (USE), 1933	G-1804 p. 109	"	31	12	41.25		1270.4	(577.4)	
			81	26	02.72		72.0	(1516.3)	
REACH (USE), 1933	"	"	31	10	26.988		831.1	(1016.7)	
			81	27	15.835		419.3	(1169.6)	
T (USE), 1933	"	"	31	13	02.742		84.4	(1763.4)	
			81	25	43.573		1153.3	(434.9)	

1 FT. = 3048006 METER

COMPUTED BY: A Queen

DATE 23 July 1953

CHECKED BY: H. R. Rudolph

DATE 24 July 1953

COMM-DC-57843

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9955

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
Sub. Pt. T (USE), 1933			31 13 81 25			185.4 (1662.4) 1066.6 (521.6)	
1 GC-16 GGS, 1938 ¹⁹⁴²	Supp. GGS p. 190		441,097.33 747,257.03	1,097.33 (3,902.67) 2,257.03 (2,742.97)		334.5 (1189.5) 687.9 (836.1)	
1 GC-17 GGS, 1938	"		439,282.99 747, 179.21	4,282.99 (717.01) 2,179.21 (2,820.79)		1305.5 (218.5) 664.2 (859.8)	
1 GC-18 GGS, 1938 ¹⁹⁴²	"		435,860.90 747, 109.96	860.90 (4,139.10) 2,109.96 (2,890.04)		262.4 (1261.6) 613.1 (880.9)	
Sub. Pt. 1 GC-18 GGS, 1938 ¹⁹⁴²			430 745			1441.8 (82.2) 616.2 (907.8)	
1 GC-18A GGS, 1938 ¹⁹⁴²	Supp. GGS p. 190		433,317.05 746,940.07	3,317.05 (1,682.95) 1,940.07 (3,059.93)		1011.0 (513.0) 591.3 (932.7)	
1 GC-20 GGS, 1938 ¹⁹⁴²	"		429,846.66 746,694.30	4,846.66 (153.34) 1,694.30 (3305.70)		1477.3 (46.7) 516.4 (1007.6)	
1 GC-21 GGS, 1938 ¹⁹⁴²	"		427,839.97 746,598.51	2,839.97 (2160.03) 1,598.51 (3401.49)		865.6 (658.4) 487.2 (1036.8)	
Sub. Pt. 1 GC-21 GGS, 1938 ¹⁹⁴²			425 745			1032.3 (491.7) 489.5 (1024.5)	
1 GC-22 GGS, 1938 ¹⁹⁴²	Supp. GGS p. 190		427,122.98 745,842.86	2,122.98 (2877.02) 842.86 (4157.14)		647.1 (876.9) 256.9 (1267.1)	
1 GC-23 GGS, 1938 ¹⁹⁴²	"		424,434.69 743,943.89	4,434.69 (565.31) 3,943.89 (1056.11)		1351.7 (172.3) 1202.1 (321.9)	
1 GC-25 GGS, 1938 ¹⁹⁴²	Supp. GGS p. 191		423,290.29 740,965.11	3,290.29 (1709.71) 965.11 (4034.89)		1002.9 (521.1) 294.2 (1229.8)	

1 FT. = 3048006 METER
COMPUTED BY: A. Queen

DATE 24 July 1953

CHECKED BY: H. R. Rudolph

DATE 27 July 1953

U.S. DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORTCOAST AND GEODETIC SURVEY
CONTROL RECORD

MAP T. 9955

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
3 G-3 GGS, 1938 1942	Supp. GGS p. 193		420,001.71 714,852.65	1.71 (4998.29) 4852.65 (147.35)		.5 (1523.5) 1479.1 (44.9)	
3 G-6 GGS, 1942 1942	"		423,677.27 724,487.57	3677.27 (1322.73) 4487.57 (512.43)		1120.8 (403.2) 1367.8 (156.2)	
Sub. Pt. 3 G-6 GGS, 1942			420 720			1128.7 (395.3) 1400.2 (123.8)	
3 G-8 GGS, 1938 1942	Supp. GGS p. 193		426,759.35 730,546.65	1759.35 (3240.65) 546.65 (4453.35)		536.2 (987.8) 166.6 (1357.4)	
4 G-14 GGS, 1938 1942	Supp. GGS p. 194		446,553.70 720,922.14	1553.70 (3446.30) 922.14 (4077.86)		473.6 (1050.4) 281.1 (1242.9)	
Sub. Pt. 4 G-14 GGS, 1938			445 720			489.7 (1034.3) 244.0 (1280.0)	
4 G-15 GGS, 1938 1942	Supp. GGS p. 194		442,147.88 719,001.71	2147.88 (2852.12) 4001.71 (988.29)		654.7 (869.3) 1219.7 (304.3)	
4 G-16 GGS, 1938	"		436,154.56 718,293.53	1154.56 (3845.44) 3293.53 (1706.47)		351.9 (1172.1) 1003.9 (520.1)	
4 G-17 GGS, 1938 1942	"		434,190.75 717,701.08	4190.75 (809.25) 2701.08 (2298.92)		1277.3 (246.7) 823.3 (700.7)	1 6
9 G-12 GGS, 1942	Supp. GGS p. 204		450,281.36 716,266.79	281.36 (4718.64) 1266.79 (3733.21)		85.8 (1438.2) 386.1 (1137.9)	
1 G-15 GGS, 1938 1942	Supp. GGS p. 190		443,240.89 747,334.40	3240.89 (1759.11) 2334.40 (2665.60)		987.8 (536.2) 711.5 (812.5)	
Sub. Pt. 1 G-15 GGS, 1938			440 745			1222.7 (301.3) 854.5 (669.5)	

1 FT. = 3048006 METER

COMPUTED BY: A. Queen

DATE 24 July 1953

CHECKED BY: H. R. Rudolph

DATE 27 July 1953

COMM-DC-57843

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9955

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
1 GC-24 GGS, 1938	Supp. GGS p. 191		422,482.30	2482.30 (2517.70)		756.6 (767.4)	
Sub. Pt. 1 GC-24 GGS, 1938 1942			743,358.48	3358.48 (1641.52)		1023.7 (500.3)	
			420			729.2 (794.8)	
			740			1056.4 (467.6)	
1 GC-26 GGS, 1938 1942	Supp. GGS p. 191		424,154.38	4154.38 (845.62)		1266.3 (257.7)	
			739,370.71	4370.71 (629.29)		1332.2 (191.8)	
1 GC-B3, GGS, 1938 1942	"		443,222.61	3222.61 (1777.39)		982.3 (541.7)	
			746,370.17	1370.17 (3629.83)		417.6 (1106.4)	
2 GC-3S GGS, 1938 1942	Supp. GGS p. 192		417,951.42	2951.42 (2048.58)		899.6 (624.4)	
			746,712.61	1712.61 (3287.39)		522.0 (1002.0)	
2 GC-4 GGS, 1938 1942	"		415,829.62	829.62 (4170.38)		252.9 (1271.1)	
			745,875.68	875.68 (4124.32)		266.9 (1257.1)	
2 GC-5 GGS, 1938 1942	"		413,768.28	3768.28 (1231.72)		1148.6 (375.4)	
			743,663.43	3663.43 (1336.57)		1116.6 (407.4)	
2 GC-7 GGS, 1938 1942	"		414,415.76	4415.76 (584.24)		1345.9 (178.1)	
			740,904.97	904.97 (4095.03)		275.8 (1248.2)	
2 GC-8 GGS, 1938 1942	"		417,480.11	2480.11 (2519.89)		755.9 (768.1)	
			739,733.32	4733.32 (266.68)		1442.7 (81.3)	- 17
Sub. Pt. 2 GC-8 GGS, 1938 1942			415			717.9 (806.1)	
			735			1438.1 (85.9)	
2 GC-9 GGS, 1938 1942	Supp. GGS 192		418,979.74	3979.74 (1020.26)		1213.0 (311.0)	
			739,040.57	4040.57 (959.43)		1231.6 (292.4)	

1 FT. = 3048006 METER

COMPUTED BY: A. Queen

DATE 24 July 1953

CHECKED BY: H. R. Rudolph

DATE 27 July 1953

COMM-DC-57843

MAP T. 9955	PROJECT NO.	SCALE OF MAP	SCALE FACTOR
	Ph=83	1:10,000	

MAP T. 9955	PROJECT NO.	SCALE OF MAP	SCALE FACTOR
	Ph=83	1:10,000	

MAP T. 9955	PROJECT NO.	SCALE OF MAP	SCALE FACTOR
	Ph=83	1:10,000	

[illegible]

1 FT. = .3048006 METER

COMPUTED BY: A. Queen

DATE 24 July 1953

CHECKED BY: H. R. Rudolph

DATE 27 July 1953

M. 2388.12

COMPILATION REPORT
Project Ph-83
Survey T-9955

The Photogrammetric Plot Report covering this area was made a part of the Descriptive Report for Survey T-9967.

31. DELINEATION

Graphic methods were used to delineate this manuscript.

32. CONTROL

Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Army Map Service, Brunswick, Georgia, quadrangle, scale 1:50,000, dated 1948; Final Name Sheet for geographic names.

Map of U. S. Naval Air Station, dated June 30, 1951.

Plot Plan of U. S. Naval Air Station - for contours.

Map "S" City of Brunswick.

Map "F" highway map of Glynn County - for City of Brunswick boundary.

34. CONTOURS AND DRAINAGE

Contours:

Contours within the boundaries of the U. S. Naval Auxiliary Air Station were taken from a reduced film positive of the Plot Plan obtained by the field party. Some adjustment was necessary to tie into planetable contouring on the photographs along the east boundary and the SW corner. The areas around the buildings and the paved areas appear to have been contoured before grading and construction. The contour expression appears to be inadequate and requires revision by Field Edit to reflect paving and grading.

Drainage:

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

Low water line was delineated using USGS photography taken at low stage of tide and based on several measurements furnished by the field inspection party.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Forms 567 for 8 landmarks and 29 aids to navigation have been submitted.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 for 9 recoverable topographic stations are being submitted with this report and listed under item No. 49.

39. JUNCTIONS

Junctions have been made and are in agreement with T-9966 to the North, T-9956 to the east, T-9959 to the south and T-9954 (Ph-69) to the west.

40. HORIZONTAL AND VERTICAL CONTROL

Refer to Radial Plot Report.

41 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with Surveys T-5223, T-5225 and T-5226, scale 1:10,000; and A.M.S. Quadrangle, Brunswick, Ga., scale 1:50,000, dated 1948.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 840, scale 1:40,000, published July 1942 (3rd Edition) corrected to March 20, 1950; and Chart No. 447, scale 1:40,000, published February 1937 (19 Edition) corrected to January 28, 1952.

47. COMPARISON WITH NAUTICAL CHARTS (cont'd)


Items to be applied to charts immediately:

None.


Items to be carried forward:

None.

Respectfully submitted
10 December 1954


Jack Honick
Carto. Photo. Aid

Approved and forwarded


E. H. Kirsch,
Comdr. USC&GS
Officer in Charge
Balto. Photo. Office

T-9955

48. GEOGRAPHIC NAMES LIST

ALTAMA AVENUE

Atlantic Coast Line R. R.

Atlantic Ocean

Back Landing

Back River

Belle Pt.

Belle Pt. Creek

Benedict

Bloody Marsh

Brandy Pt.

Brunswick

Brunswick Airpark

~~Brunswick St. Simons Hwy~~

Buzzards Island

Bright Star Church**Brunswick Country Club Golf Course****BRUNSWICK MEMORIAL PARK CEMETARY**

Clubbs Creek

Cypress Mills

Colored Memorial School

Darts Creek

Demere Road

Dunbar Creek

Dupree Creek

Ebo Landing~~*East River~~**Edo Miller Park****Emanuel Church****First African Church**

Fort Frederica National Monument

Frederica River

Frederica Road

G St.

Gascoigne Bluff

Gloucester St.

Glynn Ave.

Glynn County

Glynn Haven

Glynn Academy High School**Glynn Brunswick Memorial Hospital**

Hawkins Creek

Hawkins Island

Intracoastal Waterway

Jewtown

Jove Creek

King Creek

Kings Way

Lanier Blvd.

Lanier Island

Laniers Oak

Little River

T-9955

48. GEOGRAPHIC NAMES LIST (cont'd)

Mackay River
Malcolm McKinnon Airport
Manhead Sound
Marshes of Glynn

Newcastle St.
Norwich St.

Ocean Blvd.
Oglethorpe Bay

Parsons Creek
Pikes Bluff
Plantation Creek

Retreat Ave. Reynolds Street School
Risley School!
Sea Island Road Sea Island Golf Course
St. Simons Sidney Lanier School
St. Simons Island
St. Simons Sound St. William Church
Terry Creek Southern R.R.
Troup Creek Torres Causeway

U. S. 17
U. S. Naval Auxiliary Air Station

West Point
Wolf High School

* From Map "S" City of Brunswick - to be checked during Field Edit.

See F.E. Report

T-9955

49. NOTES FOR THE HYDROGRAPHER

Eleven recoverable topographic stations are shown on this manuscript and listed as follows:

✓EAST LIGHT, 1953) Frederica River
✓WEST LIGHT, 1953)

✓EAST LIGHT, 1953) Back River
✓WEST LIGHT, 1953)

✓TANK, 1953
✓TOWER, 1953
✓TOWER, 1953
✓TOWER, 1953

AERO ~~4-1-52~~ BEACON, 1952

✓MON 1-M
✓MON 1-B

PHOTOGRAMMETRIC OFFICE REVIEW

T-9955

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒4a. Classification label ☒

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. ~~Photo hydro stations~~ ^{instrument cuts} ☒ 8. Bench marks ☒
 9. Plotting of ~~extent lines~~ ^{instrument cuts} ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

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 along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. ~~Stereoscopic 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 land lines~~ ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒
 40. R. Blaser Joseph Steinberg
 Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

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.

Compiler_____
Supervisor

43. Remarks:

FIELD EDIT REPORT
Project 6083
Quadrangle T-9955

The field edit of this quadrangle was accomplished during the months of March and April 1956.

51. METHODS

The inspection of the quadrangle was accomplished by traversing all roads passably 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. A legend, describing the symbols and colored inks used, is shown on field edit sheet S/2.

Two 1:10,000 scale prints are submitted as field edit sheets. One additional print, which covers a section of the S/2, is submitted with the information on one fixed aid to navigation.

Forty photographs, on which field edit information has been shown, are listed as follows:

51-0-3503	51-0-4317	53-0-1192	47571
3503A	4317A	1193	
3504	4318	1194	
4287	4400		
4288	4400A	53-J-02912	
4288A	4401	02914	
4289	4402	02920	
4290	4402A	02923	
4290A	4403	02928	
4291	4404	02929	
4291A	4404A	02930	
4292	4405	02931	
4292A	4688A	02934	
	4689A		

52. ADEQUACY OF COMPILATION

The compilation was adequate with the exceptions and additions indicated by the field edit data. It is believed that the compilation will be complete after these are applied.

The U. S. Naval Air Station at Glynnco, Georgia has enlarged its boundaries since the original field inspection. This enlargement was made due to the construction of a new airfield. The new airfield is located along the junction of this quadrangle and Quadrangle T-9966 to the north. The new construction affected many cultural changes, such as open areas, ditches, roads and buildings. A copy of the layout plan could not be obtained locally, however, taxi-strips and runways were located by plane table directly on the 1953 photographs. Cultural changes have also been indicated on the photographs. The new boundaries have been shown on photographs 53-O-1192 and 1193. One blue print, of the boundary change along the northern and eastern portion of the reservation, is submitted with the data for this sheet. A copy of the boundary change along the western portion of the reservation could not be obtained. This line was indicated with the aid of the Public Works Officer. There were no boundary markers located, as no permanent marks had been established at this date.

The heights of obstructions at the U. S. Naval Air Station were verified with the exceptions of those noted on landing chart AL-167-RNG, dated 29 August 1955. Several new obstructions were located; this included a water tank, control tower and radio towers and poles.

The position of two bench marks was re-pricked on the photographs: A 206 1952 and T-198 RESET 1955. The description and recovery note for T-198 was forwarded to Division of Geodesy in March 1955. Form 685, for A 206, is submitted with the data for this sheet.

The corporate limits of Brunswick were changed in February 1956. The additional area includes a part of a new sub-division, all of the airpark and a small plot of county property. The new limits have been shown on photograph 51-O-4402A. No legal description or map was available. The new limits were added with the aid of the City Manager.

The limits of the Brunswick Airpark were found to be in error. See photograph 51-O-4402A for changes.

The boundary limits of the reservation at Fort Frederica National Monument have been shown on photograph 51-O-4289. The limits have been changed slightly since the project boundary report was prepared. The limits were delineated by plane table with the aid of the superintendent in charge. Corners "A", "B" and "C", which are mentioned in the Boundary Report for the project, are still key corners and should be delineated on the manuscript. They are marked by one-inch iron pipes.

A new four-lane highway has been built recently which connects Brunswick with the Jekyll Island Road. This new construction has been shown on the 1953 contact prints. The new construction affected contours, spoil, canals and roads.

The discrepancy print requested the routing of State and Federal Highways through the city of Brunswick as of the date of field edit. At this time, the routing of U. S. Highway 17 (Georgia State Highway 25) has not been changed since the original field inspection, and is correct as shown. However, according to local authorities, the new highway connecting Brunswick with the Jekyll Island Road will be opened in May 1956. At that time, the new highway will become U. S. Highway 17 (Georgia State Highway 25) and the route now shown through the city will become an alternate route for U. S. Highway 17. There are no other State or Federal Highways through this portion of Brunswick.

The clearances of bridges along the causeway, connecting Brunswick with St. Simons Island, was questioned on the discrepancy print. All bridge clearances, as measured by the field party in 1952 and 1953, were verified and found to be correct. These bridges were rebuilt in 1948 and 1949 and are not listed in the U. S. Engineers Bridge Book.

The submarine cable, connecting St. Simons and Jekyll Island, was moved in 1954. The old cable was partially removed and a new and larger cable constructed. The shore end of the new cable at St. Simon has been shown on photograph 51-O-3504. The shore end of the cable on Jekyll Island will be shown at a later date in connection with Quadrangle T-9959.

Two triangulation stations were found destroyed: ST. SIMONS FRONT RANGE LIGHT, 1933 and OMNI RANGE STATION, 1953. Form 526 is submitted for each. The compiler recommended St. Simons Front Range Light for deletion on Form 567. The Omni Range Station has been recommended on Form 567 for deletion on Aeronautical Charts.

One position of a fixed aid to navigation (Frederica Day-beacon 244) was found to be in error. A new position was determined by graphic methods on a section of a print of the S/2. Form 567 is submitted with the data for this sheet.

Two new landmarks were located by photogrammetric methods: Water Tank at U. S. Naval Air Station, and a Fire Lookout Tower near Sea Island. Form 567 is submitted with the data for this sheet.

Several areas on St. Simons Island, which photographed very dark, were questioned on the discrepancy print. These areas were found to be marsh; not ponds or mud.

53. MAP ACCURACY

The horizontal positions of map detail appear to be good. The contours, as a whole, showed improvement in appearance and shapes over other quadrangles in the immediate area. There were, however, a few irregularities noted in their conformity to marsh and swamp limits.

The area around the U. S. Naval Air Station was re-contoured during field edit. This work was done directly on photograph 53-0-1193. It was necessary to revise the contours, as the plot plan submitted by the field party in 1954 did not reflect the paving and grading.

The contours, along the new four-lane highway in Brunswick, were revised to conform with present conditions. See photographs 53-J-02923, 02928, 02930 and 51-0-4400.

No vertical accuracy tests were requested and none were made.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. H. K. Drew, Jr. of the Glynn County Planning Board has agreed to examine a proof copy of this quadrangle for possible errors. His address is: Glynn County Planning Board, Court House, Brunswick, Georgia.

Several geographic names were corrected and added during the field edit:

ALTAMA AVENUE is not shown in the Geographic Names Report for the project. It is a well established name that is recommended.

BRUNSWICK-ST. SIMONS HIGHWAY is shown in the Geographic Names Report for the project as an undisputed new name. During this investigation, it was found that this name is in dispute with the name TORRAS CAUSEWAY. Both names are used locally but the name TORRAS CAUSEWAY was found to be more widely known. The name TORRAS CAUSEWAY is recommended.

EAST RIVER is a name questioned in the field inspection report. This name is shown in the Geographic Names Report for the project as a disputed base map name with OGLETHORPE BAY and BRUNSWICK HARBOR. OGLETHORPE BAY was found to be correct, as recommended in the Geographic Names Report.

EDO MILLER PARK is the name of a baseball park in Brunswick. This name was misspelled on the manuscript. The correct spelling is EDO MILLER PARK not EDD MILLER PARK.

U. S. NAVAL AUXILIARY AIR STATION is a name questioned by the Reviewer. The name most recently adopted by the Navy is U. S. NAVAL AIR STATION, GLYNCO, Georgia.

12 MAY 1956

Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Cartographer

12 MAY 1956

Approved and Forwarded:

Ira R. Rubottom

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

REVIEW REPORT
TOPOGRAPHIC SURVEY T-9955
April 1958

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

T-1108	1:20,000	1869	T-4118	1:20,000	1924
T-1113	1:20,000	1869	T-5122	1:20,000	1934
T-2372	1:10,000	1899	T-5123	1:20,000	1934
T-2374	1: 5,000	1899	T-5222	1:10,000	1934
			T-5223	1:10,000	1934
			T-5224	1:10,000	1934
			T-5525	1:10,000	1934
			T-5526	1:10,000	1934

T-9955 supersedes these prior surveys for nautical charting in common areas.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Brunswick, Georgia AMS 1:50,000

The map was compiled from older sources and is outdated.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

H-8215 1:10,000 1954

A part of the shoreline on H-8215 (smooth sheet) was obtained from T-9955 (advance manuscript). A "Notes to Verifier" page was inserted in the Hydrographic Survey Report mentioning shoreline corrections applied to T-9955 subsequent to field edit.

65. COMPARISON WITH NAUTICAL CHARTS

575	1:40,000	1941	revised	6/6/55
447	1:40,000	1937	revised	11/5/56
840	1:40,000	1955	revised	1/21/57
1242	1:80,000	1946	revised	9/3/56

65. COMPARISON WITH NAUTICAL CHARTS CONTINUED

Overhead and submerged cables crossing Back River, Little River and Mackay River in the vicinity of the ~~T~~orras Causeway are not indicated on the Nautical Charts. Differences in shoreline and along-shore features were noted in the St. Simons and Brunswick areas.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with National Standards of **Map** Accuracy and Bureau requirements.

Reviewed by

S. H. Blankenship

Approved

L. C. Lande
Chief, Review and Drafting Section
Photogrammetry Division

Wallace A. Bruckey for
Chief, Nautical Charts
Branch, Charts Division

Art J. Bull
Chief, Photogrammetry Division

J. H. Hull
Chief, Coastal Surveys Division

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON-FLYING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~NO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

17 December, 1954

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

The positions given have been checked after listing by

R. Glaser

(Signed) E. H. Kirsch

E. H. Kirsch

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION							METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE *		LONGITUDE *			DATUM							
				°	'	°	'	''								
				D.M. METERS				D.P. METERS								
	TANK	Elevated Water Tank (Δ Brunswick Ga., Veneer Co.W.T.1932) Ht=130(133)		04.177		81	28	27.342	NA	1927		1932	X	X		447, 1242
	TANK	Elevated Water Tank (Δ Brunswick Hercules Powder Co.Silver W.T.1932) Ht=199(205)		128.6		81	28	724.1								
				55.466				48.487								
				1708.2		81	28	1284.1	"	"		"	X	X		447, 1242
	STACK	Taller of two - Ht = 240 (246)		51.34		81	28	43.84	"			1953	X	X		447, 1242
		Elevated Water Tank (Δ Brunswick A.B.&C. RR.Co.W.T.,1932)Ht=149(154)		1581				1161								
	TANK	(Δ St. Simon Island Lighthouse 1932) Ht=89(101)		34.759		81	29	19.316	"			1932	X	X		447, 1242
				1070.5				511.8								
	TOWER	Rotating Airport Beacon, Malcolm McKinnon Airport Ht = 80 (45)(95)		01.989		81	23	37.555	"			1932	X	X		447, 1242
				61.3				994.9								
	AERO	Elevated Water Tank (St. Simons Island) Ht = 125 (132) 142 *		23.77		81	23	17.29	"			1953	X	X		447, 1242
				732				458								
	TANK	Tower on top of King & Prince Hotel Ht = 60 (64)		28.54		81	23	38.16	"			1953	X	X		447, 1242
				879				1011								
	TOWER			21.33		81	22	43.45	"			1953	X	X		447, 1242
				657				1151	"							

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonflying* 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.

* TABULATE SECONDS AND METERS

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~ON HAND~~ FOR CHARTSTO BE CHARTED
~~ON HAND~~

STRIKE OUT ONE

Baltimore, Maryland 17 Dec. 19 54

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

The positions given have been checked after listing by R. Glaser

(Signed) E. H. Kirsch

Comdr. E. H. Kirsch Chief of Party.

GEORGIA			POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE*		LONGITUDE*								DATUM
				° ' "	D. M. METERS	° ' "	D. P. METERS							
	DAYBEACON 232	Mackay River Daybeacon		31 14	52.83	81 23	54.54	N.A. 1927	1953	X			575	
	DAYBEACON 233	Mackay River Daybeacon		31 14	44.74	81 24	21.16		"	X			"	
	DAYBEACON 234	Mackay River Daybeacon		31 14	47.83	81 24	41.61		"	X			"	
	LIGHT 234A	Mackay River Range Front Light		31 14	54.26	81 25	14.40		"	X			"	
	DAYBEACON 234A	Mackay River Range Rear Daybeacon		31 14	56.21	81 25	19.50		"	X			"	
	* DAYBEACON 235	Mackay River Daybeacon		31 14	17.31	81 25	53.6		"	X			"	
	DAYBEACON 236	Mackay River Daybeacon		31 14	24.26	81 25	22.37		"	X			"	
	DAYBEACON 235A	Mackay River Daybeacon		31 14	74.7	81 25	59.2		"	X			"	
	DAYBEACON 236A	Mackay River Daybeacon		31 14	03.99	81 25	32.31		"	X			"	
	LIGHT 237	Mackay River Light		31 13	123	81 25	85.5		"	X			447	
	DAYBEACON 238	Mackay River Daybeacon		31 13	42.37	81 25	52.67		"	X			525	
	LIGHT 239	Mackay River Light		31 13	130.5	81 26	139.4		"	X			"	
	DAYBEACON 239A	Mackay River Light		31 13	34.61	81 25	09.60		"	X			"	
	LIGHT 239A	Mackay River Light		31 13	106.6	81 25	25.4		"	X			"	
	LIGHT 239A	Mackay River Light		31 13	14.90	81 25	58.11		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	45.9	81 25	15.38		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	46.59	81 25	46.39		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	14.35	81 25	12.28		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	28.28	81 25	30.98		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	87.1	81 25	82.0		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	02.11	81 25	56.05		"	X			"	
	LIGHT 239A	Mackay River Light		31 12	65	81 25	14.84		"	X			447	
*This daybeacon was reported rebuilt by Notice to Mariners No. 47, dated 21 Nov. 1953, page 2191.														

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* TABULATE SECONDS AND METERS

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTSTO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland 17 December, 1954

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

The positions given have been checked after listing by R. Glaser

(Signed) E. H. Kirsch

Comdr. E. H. Kirsch, Chief of Party.

GEORGIA				POSITION						METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE *		LONGITUDE *										DATUM
				°	'	°	'	D. P. METERS	D. P. METERS							
	LIGHT															
	240	Mackay River Range Front Light		31	11	28.48	81	25	49.63	N.A. 1927	1953	X	X		447	
	DAYBEACON															
	240	Mackay River Range Rear Daybeacon		31	11	34.45	81	25	57.22	"	"	X	X		"	
	LIGHT															
	242	Frederica River Light		31	10	56.73	81	25	14.27	"	"	X	X		"	
	DAYBEACON															
	244	Frederica River Daybeacon	Moved See Form 567 dated 28 Mar 1956	31	10	52.44	81	25	378	"	"					
	DAYBEACON															
	246	Frederica River Range Front Daybeacon		31	09	1615	81	24	55.29	"	"	X	X		447, 1242	
	DAYBEACON															
	246	Frederica River Range Rear Daybeacon		31	09	32.92	81	25	19.82	"	"	X	X		"	
	LIGHT															
	248	Frederica River Approach Range Front Lt.		31	09	43.67	81	25	20.09	"	"	X	X		"	
	DAYBEACON															
	248	" " " Rear Bn.		31	09	06.85	81	25	24.95	"	"	X	X		"	
	LIGHT															
	249	St. Simon Sound Light		31	09	211	81	25	661	"	"	X	X		"	
	DAYBEACON															
	4	Back River Range Front Daybeacon		31	09	25.36	81	25	33.83	"	"	X	X		"	
	DAYBEACON															
	4	Back River Range Rear Daybeacon		31	08	781	81	25	896	"	"	X	X		"	
	DAYBEACON															
	1	Back River Daybeacon		31	10	23.25	81	25	00.30	"	"	X	X		447	
	DAYBEACON															
	2	Back River Daybeacon		31	10	716	81	27	46.34	"	"	X	X		"	
	DAYBEACON															
	3	Back River Daybeacon		31	10	1167	81	27	1227	"	"	X	X		"	
	DAYBEACON															
	4	Back River Daybeacon		31	10	41.53	81	27	51.43	"	"	X	X		"	
	DAYBEACON															
	1	Back River Daybeacon		31	10	1279	81	27	1362	"	"	X	X		"	
	DAYBEACON															
	2	Back River Daybeacon		31	10	09.16	81	26	57.43	"	"	X	X		"	
	DAYBEACON															
	3	Back River Daybeacon		31	10	282	81	26	1521	"	"	X	X		"	
	DAYBEACON															
	4	Back River Daybeacon		31	10	09.61	81	27	06.42	"	"	X	X		"	
	DAYBEACON															
	5	Back River Daybeacon		31	10	296	81	27	170	"	"	X	X		"	
	DAYBEACON															
	6	Back River Daybeacon		31	10	25.26	81	27	21.22	"	"	X	X		"	
	DAYBEACON															
	7	Back River Daybeacon		31	10	778	81	27	562	"	"	X	X		"	
	DAYBEACON															

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* TABULATE SECONDS AND METERS

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED
10/08/08/09/09

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland 17 Dec. 1954

17 Dec. 1954

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

The positions given have been checked after listing by **R. Olaser**

(Signed) E. H. Kirsch

Comdr. E. H. Kirsch , Chief of Party.

[illegible]

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.

**** TABULATE SECONDS AND METERS ****

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~ON HANDMANAS~~ FOR CHARTS~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Maryland

17 Dec. 1954

I recommend that the following objects which have ~~(44444444)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(44444444)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser

(Signed) E. H. Kirsch

E. H. Kirsch

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE*	LONGITUDE*	D.M. METERS	D.P. METERS			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
GEORGIA	DAYBEACON	S.E. of St. Simons Lighthouse (Δ St. Simon Front Range Light, 1933)		31 07	81 23	53.720	22.914	T-9955	1933	X	X	1147,
						1654.4	607.1	Triang.				1242
NOTE:		Station destroyed and daybeacon discontinued. Sec. N.M. No. 24 June 13, 1953										

Page 38

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* TABULATE SECONDS AND METERS

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS/ON LANDMARKS FOR CHARTS

TO BE/CHARTED/
TO BE DELETED

STRIKE OUT ONE

Brunswick, Georgia

31 March, 1953

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

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

Lt. Comdr. Paul Taylor
E. H. Kitchin Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION							METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE *		LONGITUDE *											
				°	'	"	D. M. METERS	°	'	"							D. P. METERS
GEORGIA	SPIRE	(Brunswick, City Hall Steeple, 1932)		31	08	45.16		81	29	40.64		N. A. 1927	T-9955 Triangulation	1932	X X		447, 1242
	CUPOLA	(Cupola, St. Simons Island)		31	08.3			81	22.7			"	"	"	X		447,

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* TABULATE SECONDS AND METERS

NON-FLOATING AIDS OR LANDMARKS FOR CHARTS

Brunswick, Georgia 28 March 1956

The positions given have been checked after listing by H. R. Rudolph

/s/ Ira R. Rubottom
Ira R. Rubottom

Chief of Party.

Page

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*** TABULATE SECONDS AND METERS**

TO BE CHARTED

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Brunswick, Georgia

28 March 1956

I recommend that the following objects which have ~~(none)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(none)~~ the charts indicated.

The positions given have been checked after listing by H. B. Rudolph.

/s/ Ira R. Rubottom

Ira R. Rubottom *Chief of Party.*

Chief of Party.

[illegible]

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* TABULATÉ SECONDS AND METERS

Comm-DC 61327

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9955

Record of Application to Charts

[illegible]

M-2168-1

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.