

9968

9969

Diag. Cht. No. 1242-2 Insert.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline (Photogrammetric)

T-9968

Field No. Ph-84 Office No. T-9969

LOCALITY

State GeorgiaGeneral locality East CoastLocality Satilla River194 54

CHIEF OF PARTY

J. E. Waugh, Photogrammetric Party No. 1

E. H. Kirsch, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE March 8, 1956

B-1870-1 (1)

DATA RECORD SHORELINE SURVEY

T - 9968,
T - 9969

Project No. (II): **Ph-84**

Quadrangle Name (IV):

Field Office (II): **Brunswick, Georgia**Chief of Party: **J. E. Waugh**Photogrammetric Office (III): **Baltimore, Maryland**Officer-in-Charge: **E. H. Kirsch**

Instructions dated (II) (III): **27 December 1951**
25 August 1952
ltr. 731-mkl, 26 Jan. 1954

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): **graphic**Manuscript Scale (III): **1:20,000**

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): **1.000**

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): **1-30-56**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N.A. 1927**Vertical Datum (III): **M.H.W.**

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): **BAILEY, 1935**

Lat.: **30° 54' 36.675" (1129.4m)** Long.: **81° 51' 56.366" (1496.8m)**

Adjusted
~~DATA~~

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.

Not applicable

Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): **Henry R. Spies,**
Cartographic Survey Aid

Date: **Feb.-Apr. 1954**

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

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

Photogrammetric (field identification) March 1954

Projection and Grids ruled by (IV): **A. Riley**

Date: **4/7/54**

Projection and Grids checked by (IV): **A. Riley**

Date: **4/8/54**

Control plotted by (III): **H. R. Rudolph**

Date: **6/7/54**

Control checked by (III): **R. Glaser**

Date: **6/8/54**

Radial Plot of ~~Stereoscopic~~

Date: **6/18/54**

~~Contouring~~ by (III): **H. R. Rudolph**

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): **J. B. Phillips**

Date: **7/22/54 (T-9969)**
7/29/54 (T-9968)

Photogrammetric Office Review by (III): **H. R. Rudolph**

Date: **11/22/54**

Elevations on Manuscript
 checked by (II) (III):

Date:

Camera (kind or source) (III):

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
33441 - 33443	4/13/51	1352	1:20,000	1.1' above MLW
33450 - 33452	"	1411	"	1.3' " "
33456 - 33457	"	1423	"	1.4' " "

Tide (III)
From predicted tables

Reference Station: Savannah River Entrance
Subordinate Station: Burnt Fort, Satilla River
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	6.7	8.1
0.5	3.2	3.7

Washington Office Review by (IV): J.M. Neal

Date: 12/28-54

Final Drafting by (IV): J.H. Frazier 9969 - 9968

Date: 4-21-55
4-25-55

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 47 (T-9969) and 31 (T-9968)

Shoreline (More than 200 meters to opposite shore) (II): 2 mi (T-9969) None (T-9968)

Shoreline (Less than 200 meters to opposite shore) (II): 20 mi (T-9969) 17 mi (T-9968)

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 23 Recovered: 18 Identified: 13

Number of BMs searched for (II): 1 Recovered: 1 Identified:

*Number of Recoverable Photo Stations established (III): 4 (T-9969) 2 (T-9968)

Number of Temporary Photo Hydro Stations established (III): None

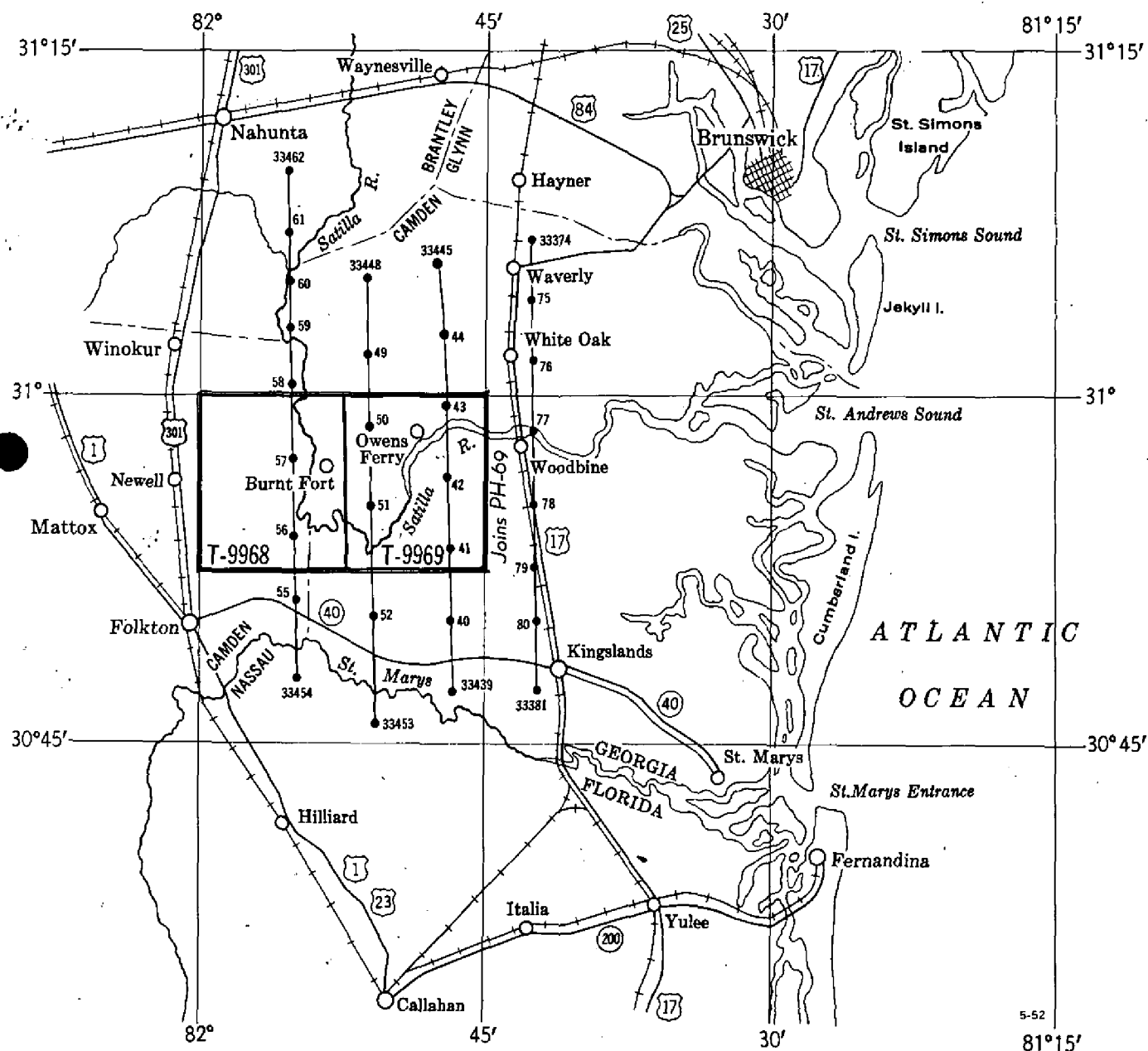
Remarks:

* These are all Azimuth Marks

SHORELINE MAPPING PROJECT PH-84

GEORGIA, Satilla River

Compiled at scale 1:20,000 from nine-lens photographs taken December, 1951.
(Refer to Air-Photo Indexes 127-C and 127-F)



OFFICIAL MILEAGE FOR COST ACCOUNT

Sheet No's	Lin. Miles	Sq. Miles
T-9968	12	12
T-9969	22	22
TOTALS	34	34

FIELD INSPECTION REPORT
SHORELINE SURVEY - PROJECT FH-84
QUADRANGLES T-9968 AND T-9969

2. AREAL FIELD INSPECTION

The area is for the most part in its natural state of woodland and swamp. The Satilla River, along nearly its entire length, is bordered by dense gum and cypress swamp, ranging in width from several hundred feet to a mile. At one time, the swamp downstream from Bullhead Bluff was cleared and cultivated, with rice being the major crop. These rice paddies have been abandoned and are overgrown, but the ditch patterns are still discernible. In the northeast corner of Quadrangle T-9969 some of this land has been reclaimed, and lettuce, celery and other greens are the principal crops. With the exception of the minor agricultural work mentioned above, the principal industries are logging and pulpwood cutting. Turpentine is carried on to a small extent.

The only paved road is State Highway 252 leading northeast from Burnt Fort. The remainder of the project is served by graded and woods roads.

3. HORIZONTAL CONTROL

Stations RUIN, 1935; MONFORT, 1935; and LANG, 1935 were not identified as the density of the woodland cover afforded no substitute stations. In lieu of RUIN, 1935, a short traverse was run from NEWELL, 1935 to establish a control point for the western edge of the flight.

HEARD, 1935 is reported lost on Form 526.

4. VERTICAL CONTROL

Inapplicable.

5. CONTOURS AND DRAINAGE

Inapplicable.

6. WOODLAND COVER

Woodland cover has been classified.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line and/or apparent shoreline have been delineated in representative areas.

In some instances, notably upstream from Clark's Bluff, it is difficult to determine the true nature of the shoreline as seasonal rise and fall of the river varies greatly. At the time of photography, the river was at a flood stage, and in summer the water level will fall an estimated six (6) feet from that shown on the photographs. It is believed, that at the time of field inspection, the water was near its normal or average level, and the shoreline was delineated with consideration of this factor. It should be noted that the photographic tones appear similar in areas shown as "MHWL" and "apparent shoreline", with swamp behind them. This is due to a narrow ridge of sand deposited by the river, which forms a barrier between river and swamp, and is indicated as MHWL.

All docks, wharves, piers, etc. have been indicated, and when in ruins have been labeled as such.

All bluffs have been indicated and their approximate height shown.

There are no submarine cables.

All alongshore structures have been indicated.

8. OFFSHORE FEATURES

None.

9. LANDMARKS AND AIDS

There are no landmarks or aids to navigation.

10. BOUNDARIES, MONUMENTS AND LINES

See report of Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 26 November 1952.

11. OTHER CONTROL

None.

12. OTHER INTERIOR FEATURES

All roads, buildings and other interior features have been classified. There are no airports or landing fields.

The bascule bridge at Burnt Fort is not tended, and is in a dilapidated condition. According to local information, opening of the bridge can be arranged through the State Highway Department. The bridge clearance is listed below:

Horizontal Clearance: 78.0 feet.

Vertical Clearance: 12.8 feet, 1350 hours, 8 March 1954.

13. GEOGRAPHIC NAMES

See report of Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 5 October 1952.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

	<u>Submitted to</u>	<u>Date</u>
Geographic Names Data	Washington, D. C.	5 November 1952
Boundary Data	" "	2 February 1953

Nautical Chart No. 450, and a section of the project diagram, listing control recovery, etc., are submitted herewith.

5 May 1954
Submitted by:

Henry R. Spies
Henry R. Spies,
Cartographic Survey Aid

5 May 1954
Approved and Forwarded: G.F.V.

J. E. Waugh
J. E. Waugh
CDR, USCGS
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT
Project Ph-84
Surveys Nos. T-9968 and T-9969
and
Project Ph-69
Surveys Nos. ~~T-9793~~ and ~~T-9957~~
RS694 RS689

21. AREA COVERED

This radial plot covers the area of surveys No. T-9968 and T-9969 in project Ph-84 and the northern part of survey No. T-9793 and the southern part of T-9957 in project Ph-69. The surveys in Project Ph-84 are shoreline surveys. The surveys in project Ph-69 are planimetric surveys. All four surveys are located along the Satilla River and its tributaries from Whiteoak Creek westward to Allens Ferry.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Georgia State Grids, east zone, in red, at a scale of 1:20,000, were furnished by the Washington office. Base sheets were prepared in this office.

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

A sketch, showing the layout of surveys in the plot and the distribution of control and photograph centers is attached to this report. The names of all control stations are shown on the sketch. All were identified by Sub. Pts. except station FIRE TOWER CENTER OF TOP, 1935, which was identified direct.

Photography:

Fifteen unmounted nine-lens photographs, scale 1:20,000 were used in the plot. They are numbered as follows:

33359 and 33360
33376 thru 33378
33441 thru 33444
33450 thru 33452
33456 thru 33458

Standard symbols were used on all photographs.

Templets:

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

Closure and Adjustment of Control:

Vinylite base sheets were prepared in this office. All identified control was transferred from the manuscripts to the base sheets by matching common grid lines.

The radial plot was constructed on the base sheets.

22. METHOD - RADIAL PLOT (CONT'D)

Closure and Adjustment of Control: (Cont'd)

The templets containing the most control stations and best fixes were laid first - followed by next best controlled templets until all were laid. Several of the templets were so well controlled that they were taped to the base sheets immediately and a satisfactory plot was constructed on the first attempt. However, after the plot was completed the identification for two additional stations was received. The positions of the Sub. Pts. for these two stations, PINEY, 1935 and FOREST, 1933 was computed, plotted and transferred to the base sheets without disturbing the plot as already completed. The Sub Pts. for station PINEY, 1935 fell within the area of photograph No. 33458 and the Sub. Pt. for station FOREST, 1933 fell within the area of photograph No. 33360. The templets for these two photographs were removed from the plot without disturbing the rest of the plot and the radial lines were added to them. The two templets were relaid and held the added control without making any other changes in the plot.

All control stations were held in the plot on all templets where the identification on the office photographs was positive.

Transfer of Points:

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

23. ADEQUACY OF CONTROL

The distribution of control was adequate for shoreline delineation, ~~except in the northern part of survey No. T-9968, the southern part of survey No. T-9957 and the northeast corner of survey No. T-9993.~~

See control sketch 6ch.

24. SUPPLEMENTAL DATA

None was used.

25. PHOTOGRAPHY

The overlap in line of flight and between flights was adequate. Photographic coverage was adequate.

No tilt determinations were made. There was indication of a little tilt in a few of the photographs.

The definition was good.

Respectfully submitted
18 June 1954

Harry R. Rudolph
Harry R. Rudolph
Carto. Photo. Aid

LAYOUT SKETCH

PH-84
SURVEYS NOS. T-9968 T-9969

PH-69
SURVEYS NOS. T-9973 T-9957

○ NINE LENS PHOTOGRAPHS
▲ CONTROL STATIONS (identified)
△ CONTROL STATIONS (not identified)

NOTE
FIRE TOWER CENTER OF TOP 1935 identified direct All
other stations identified by Sub Pl.

Sub Pl. PINEY, 1935

○ 33453

○ 33457

Sub Pl. NEWELL, 1935
△ RUIN, 1935

BURNTFORT, 1935

BUIE, 1935

△ LANG, 1935

○ 33456

BAILEY, 1935

○ 33451

BULLHEAD, 1935

FIRE TOWER
CENTER OF TOP 1935

WILKERSON, 1935

CRESSDOTE, 1935

MONFORT, 1935

BUCHANAN, 1935

○ 33442

JEFFERSON, 1935

○ 33443

○ 33450

T-9957

CLEWS, 1933

○ 33359

PINE, 1934

MORE, 1934

○ 33377

BM 5-35, 1918

GODLEY, 1935

PLANTATION, 1935

PTS. 11, 1917
(US 58) 1935

CEYLON BM
NO. 1, 1934

HALIFAX, 1935

WOODBINE, 1935

CEYLON, 1932

SEA, 1935

○ 33378

COLESBURG, 1935

GRANGER, 1935

T-9793

30° 52' 30"

81° 37' 30"

81° 45' 00"

81° 52' 30"

82° 00' 00"

▲ COLERAIN, 1935

▲ FLAT, 1935

○ 33452

31° 07' 30"

FOREST, 1933

Sub Pl. BM 20, USGS 1917

GEORGE, 1932

○ 33360

○ 33376

BUTLER, 1933

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

MAP T. 9968

PROJECT NO. Ph-84

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -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	
FLAT, 1935	G-3374 p. 258	N.A. 1927	30	49	02.877			FORWARD	(BACK)	FORWARD	(BACK)
			81	56	09.120			88.6	(1759.1)	242.4	(1352.4)
Sub. Pt. FLAT, 1935			30	48				1049.1	(798.6)		
			81	55				1590.6	(4.2)		
BURNTFORT, 1935	G-3374 p. 258	N.A. 1927	30	56	48.378			1489.8	(357.9)		
			81	53	58.485			1552.4	(40.2)		
Sub. Pt. BURNTFORT, 1935			30	56				1507.9	(339.8)		
			81	53				1502.8	(89.8)		
COLERAIN, 1935	G-3374 p. 258	N.A. 1927	30	50	00.233			7.2	(1840.5)		
			81	53	37.240			989.7	(604.9)		
Sub. Pt. COLERAIN, 1935			30	49				1837.3	(10.4)		
			81	53				1115.4	(479.2)		
BUIE, 1935	p. 199	N.A. 1927	30	56	10.164			313.0	(1534.8)		
			81	53	21.549			572.1	(1020.7)		
Sub. Pt. BUIE, 1935			30	56				113.2	(1734.6)		
			81	53				633.5	(959.3)		
NEWELL, 1935	G-3374 p. 256	N.A. 1927	30	56	26.195			806.7	(1041.1)		
			82	01	23.728			629.9	(962.9)		
Sub. Pt. NEWELL, 1935			30	56				1343.3	(504.5)		
			81	59				1570.1	(22.7)		
RUIIN, 1935	p. 207	N.A. 1927	30	56	25.508			785.5	(1062.2)		
			81	59	29.501			783.1	(809.6)		
LANG, 1935	G-3374 p. 258	N.A. 1927	30	54	47.714			1469.4	(378.4)		
			81	55	00.679			18.0	(1575.2)		

1 FT. = 3048006 METER

COM-DC-57843

COMPUTED BY: H. R. Rudolph

DATE 13 May 1954

CHECKED BY: R. Glaser

DATE 3 June 1954

SCALE FACTOR

COMM-DC-57843

DATE 3 June 1954

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

MAP T. 996.9

PROJECT NO. Ph-84

SCALE OF MAP 1:20,000

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	
CREOSOTE, 1935	G-3374 p. 259	N.A. 1927	30	54	41.464				1276.9	(570.8)		
			81	47	34.399				913.4	(679.8)		
FIRE TOWER CENTER OF TOP, 1935	"	"	30	53	23.52				724.3	(1123.4)		
			81	47	07.37				195.7	(1397.9)		
JEFFERSON, 1935	"	"	30	58	04.079				125.6	(1722.1)		
			81	47	26.115				693.1	(899.3)		
Sub. Pt. CREOSOTE, 1935			30	54					1406.3	(441.4)		
			81	47					891.5	(701.7)		
Sub. Pt. JEFFERSON, 1935			30	58					54.7	(1793.0)		
			81	47					813.2	(779.2)		
BUCHANAN, 1935	G-3374 p. 199	N.A. 1927	30	56	21.773				670.5	(1177.2)		
			81	48	41.941				1113.3	(479.4)		
Sub. Pt. BUCHANAN, 1935			30	56					739.3	(1108.4)		
			81	48					1044.8	(547.9)		
BULLHEAD, 1935	G-3374 p. 259	N.A. 1927	30	53	08.741				269.2	(1578.5)		
			81	50	50.408				1338.9	(254.8)		
Sub. Pt. BULLHEAD, 1935			30	53					317.7	(1530.0)		
			81	50					1197.7	(396.0)		
BAILEY, 1935	G-3374 p. 258	N.A. 1927	30	54	36.675				1129.4	(718.3)		
			81	51	56.366				1496.8	(96.5)		
Sub. Pt. BAILEY, 1935			30	54					1123.1	(724.6)		
			81	51					1519.2	(74.1)		
WILKERSON, 1935	G-3374 p. 199	N.A. 1927	30	52	36.379				1120.3	(727.4)		
			81	48	47.381				1258.6	(335.2)		

1 FT. = 3048006 METER

COMPUTED BY H. R. Rudolph

DATE 14 May 1954

CHECKED BY E. L. Williams

DATE June 7, 1954

COM-DC-5784

COMPILATION REPORT
Project Ph-84
T-9968 and T-9969

31. DELINEATION

These manuscripts were delineated by graphic methods.

The Ratio Reflecting Projector was used to compensate for scale differences between photographs and manuscript T-9969.

In accordance with oral instructions from the Washington office, delineation was completed to about two miles back from Satilla River.

32. CONTROL

See Photogrammetric Plot Report, item No. 23.

33. SUPPLEMENTAL DATA

None.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate.

36. OFFSHORE DETAILS

None.

37. LANDMARKS AND AIDS

None

38. CONTROL FOR FUTURE SURVEYS

Form 524 is being submitted for the following stations:

BUIE AZ MK (1935) 1954 ~ T-9968

38. CONTROL FOR FUTURE SURVEYS (cont'd)

BURNTFORT AZ MK (1935) 1954 - T-9968.
BUCHANAN AZ MK (1935) 1954 - T-9969.
BULLHEAD AZ MK (1935) 1954 - T-9969.
JEFFERSON AZ MK (1935) 1954 - T-9969.
WILKERSON AZ MK (1935) 1954 - T-9969.

The position of WILKERSON AZ MK (1935) 1954 was established by Air Photographic Plot. The positions of the other five (5) stations were computed and plotted on the manuscripts.

39. JUNCTIONS

Junction has been made and is in agreement between T-9968 and T-9969. Junction is also in agreement to the east of T-9969 with Ph-69, Survey No. T-9793. There is no contemporary survey to the north, west or south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. - 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS:

These manuscripts were compared with the U. S.G.S. BOULOGNE quadrangle, scale 1:52,500, edition of 1919, reprinted 1945.

47. COMPARISON WITH NAUTICAL CHARTS:

Manuscripts T-9968 and T-9969 have been compared with Chart No. 450, scale 1:20,000 published January 1939. (3rd edition).

Items to be applied to Nautical Charts immediately:

None

Items to be carried forward:

None

Approved and forwarded

E. H. Kirsch

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

Respectfully submitted
22 November 1954

Jacqueline B. Phillips

Jacqueline B. Phillips,
Carto. Photo. Aid

48. GEOGRAPHIC NAME LIST

Armstrong Creek

Allens Ferry

Baileys

Baileys Mills

Bullhead Bluff

Bullhead Creek

Burnt Fort

Clarks Bluff

Gophers Hill

Gormans Bluff

Georgia 252

Hazelhurst

Hells Gate

Hopewell

Hopewell Point

Harris Memorial School

Jefferson

Jerusalem

Magnolia Bluff

* Mays Bluff

** Mays Bluff Branch

Midriver

Monford Island

} chart 450 will be changed
to agree with this spelling.

Owens Ferry

Refuge Camp

Riley Creek

Rose Creek

Sandwash Creek

Satilla River

Tower Swamp

* May Bluff on Chart 250

** May Bluff Creek on Chart 250

Names approved
12-29-54
L. Healy

Geographic Name standard not available to this office.

49. NOTES FOR THE HYDROGRAPHER

The following recoverable topographic stations have been shown on the manuscripts.

BUCHANAN AZ MK (1935) 1954
BULLHEAD AZ MK (1935) 1954
BURNT FORT AZ MK (1935) 1954
JEFFERSON AZ MK (1935) 1954

PHOTOGRAMMETRIC OFFICE REVIEW

T. 9968 and T. 9969

1. Projection and grids H.R.R. 2. Title H.R.R. 3. Manuscript numbers H.R.R. 4. Manuscript size H.R.R.

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy H.R.R. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) H.R.R. 7. Photo hydro stations 8. Bench marks
9. Plotting of sextant fixes 10. Photogrammetric plot report H.R.R. 11. Detail points H.R.R.

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

20. Water features H.R.R. 21. Natural ground cover H.R.R. 22. Planetable contours 23. Stereoscopic instrument contours 24. Contours in general 25. Spot elevations 26. Other physical features H.R.R.

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines 32. Public land lines

MISCELLANEOUS

33. Geographic names H.R.R. 34. Junctions H.R.R. 35. Legibility of the manuscript H.R.R. 36. Discrepancy overlay 37. Descriptive Report H.R.R. 38. Field inspection photographs H.R.R. 39. Forms H.R.R.
40. Harry R. Rudolph 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:

Review Report
Shoreline Manuscripts
T-9968 & T-9969 (Ph-84)
December 28, 1954

62. Comparison with Registered Topographic Surveys

T-9968 and T-9969 are original surveys.

63. Comparison with Maps of Other Agencies

These manuscripts were visually compared with U.S.G.S. Boulogne, 15 minute quadrangle, scale 1:62,500, edition of 1919, reprinted 1945 and agree in general.

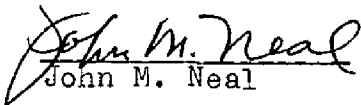
65. Comparison with Nautical Charts

Chart 450 (Satilla River) 3rd Edition, Jan. 1939. This chart was compiled from U.S.E.D. uncontrolled surveys of 1909 and 1910. Except for general meanders of the River the planimetry of the chart is totally obsolete.

66. Accuracy of Results and Future Surveys

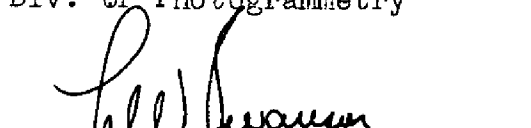
These surveys comply with all instructions and are adequate as a base for hydrographic surveys and the construction of Nautical Charts. ✓

Reviewed by:


John M. Neal

APPROVED:


Chief, Cartographic Branch
Div. of Photogrammetry


Chief, Div. of Photogrammetry

7 March 1956


Chief, Nautical Chart Branch
Division of Charts & FU


Chief, Division of Coastal
Surveys

23

Smooth drafts checked 6/16/55
by Jmu