

9962

N 85

Diag. Cht. No. 1241-2 Insert.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-83 Office No. T-9962

LOCALITY

State Georgia

General locality Sapelo River

Locality Eulonia

194 51-55

CHIEF OF PARTY

P. Taylor, Chief of Field Party

E.H.Kirsch, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE June 10, 1958

B-1670-1 (1)

9962

DATA RECORD

T - 9962

Project No. (II): Ph-83

Quadrangle Name (IV):

Field Office (II): Brunswick, Georgia

Paul Taylor (1953)
Chief of Party: J. E. Waugh (1954)

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 27 December 1951

Copy filed in Division of
Photogrammetry (IV)

Supplement 1 dated 12 March 1952

" 2 " 2 April 1952

" 4 " 10 June 1952

" 5 " 16 October 1952; also, 25 Aug. 1952 (office)

Letter 711-aal, dated 12 January 1954

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): ^{REC: 7 1954}

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): 27 Nov 1957

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): BRIDGE, 1934

Lat.: 31° 32' 19.754" (608.4m)

Long.: 81° 25' 28.558" (753.3m)

Adjusted

~~track~~

Plane Coordinates (IV):

State: Georgia

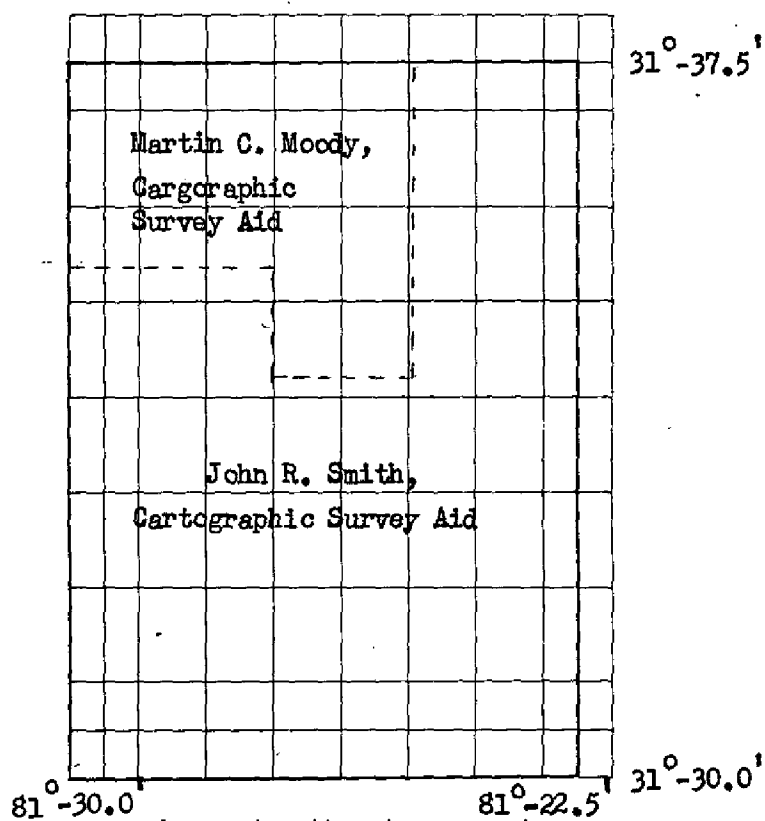
Zone: East

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)

DATA RECORD

Field Inspection by (II): Leo F. Beugnet, Cartographic Survey Aid Date: Jan., 1953
 John R. Smith, Cartographic Survey Aid Jan.-Apr. 1954
 Martin C. Moody, Cartographic Survey Aid Apr., 1954

Planetable contouring by (II): John R. Smith, Cartographic Survey Aid Date: Jan.-May 1954
 Martin C. Moody, Cartographic Survey Aid Apr. 1954

Completion Surveys by (II):

Joseph K. Wilson

Date: *April 1955*

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

1952 - Photogrammetric

Projection and Grids ruled by (IV): J. Allen

Date: 7/1/52

Projection and Grids checked by (IV): H. R. Cravat

Date: 7/3/52

Control plotted by (III): J. B. Phillips

Date: 10/13/52

Control checked by (III): R. R. Hartley

Date: 10/17/52

Radial Plot ~~and Stereoscopic~~

Date: 12/23/52

~~Control extension~~ by (III): R. R. Hartley

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. C. Cregan
 B. Wilson

Date: 11/15/54
 10/20/54

Photogrammetric Office Review by (III): R. Glaser

Date: 11/24/54

Elevations on Manuscript

checked by (II) (III):

R. Glaser

Date: 11/24/54

Camera (kind or source) (III): U.S.C. & G. S. "0" camera & nine-lens camera.

Number	Date	Time	Scale	Stage of Tide above MLW.
51-0-4269 to 4271	4/11/51	0919 - 0920	1:10,000	inland
4298 & 4299	"	0950	"	"
4659	4/13/51	1452	"	"
34840 to 34843	2/11/52	1033 - 1035	"	6.7'
34844	"	1036	"	5.9'
34851 & 34852	"	1131	"	Inland
34853 to 34855	"	1132 - 1133	"	5.5'
35044 to 35048	2/18/52	1115 - 1118	"	Inland

Tide (III)
From Predicted Tide Tables

Reference Station: Savannah River Entr. Ga.
 Subordinate Station: Pine Harbor, Sapelo River
 Subordinate Station: Livingston Dock, South Newport River

Ratio of Ranges	Mean Range	Spring Range
-	6.9	8.1
1.1	7.8	9.2
1.0	7.2	8.5

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 62

Shoreline (More than 200 meters to opposite shore) (III): 2 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 12 mi.

Control Leveling - Miles (II): Second Order 10.2 miles - Fourth Order 174.0 miles

Number of Triangulation Stations searched for (II): 10 Recovered: 8 Identified: 7

Number of BMs searched for (II): 10 Recovered: 10 Identified: 10

Number of Recoverable Photo Stations established (III): 2

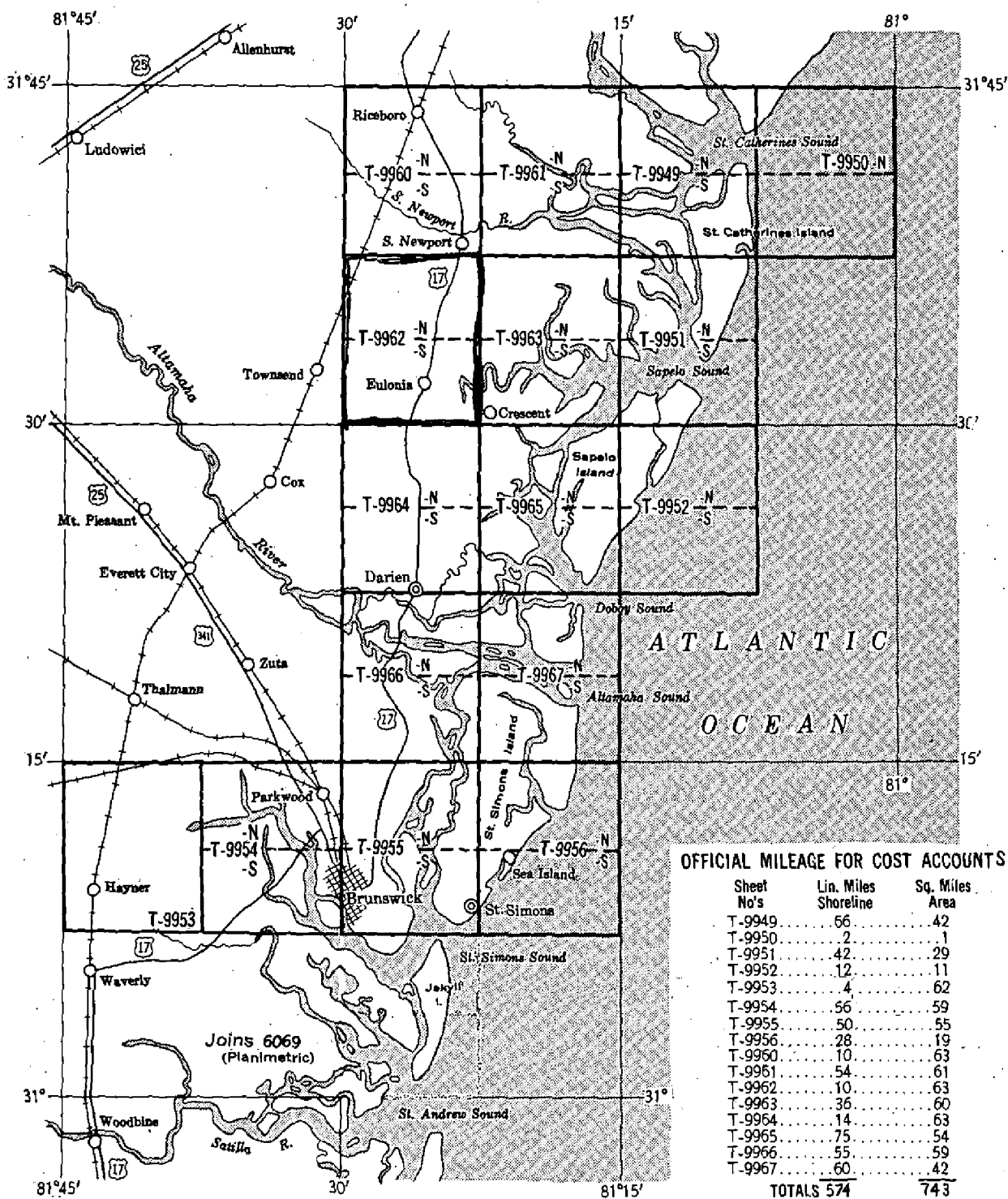
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

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

FIELD INSPECTION REPORT
PROJECT PH-83
QUADRANGLE T-9962

2. AREAL FIELD INSPECTION

The land area embraced by this quadrangle is sparsely settled with the exception of the areas immediately adjacent to the hard surface roads. Bulonia, near the head of Sapelo River, is the only village within the quadrangle.

The area is relatively flat and comprised mostly of logged over pine land with oak and scrub oak on the higher ridges. The swamps are, for the most part, well defined as the pine (higher ground) has been logged over.

Nearly all of the entire area, particularly the western portion of the quadrangle, has been extensively logged in the past. This is evidenced by the many sawdust piles, dismantled railroads and trails. The logged over areas are now covered by grass and/or small pine and are conspicuous by their light gray tone. However, some of the same terrain shows as a darker gray tone, due to having been burned over shortly before photography. Much of this area is now owned or leased by the Union Bag and Paper Corporation which is re-seeding the area in pines and protecting them against fire.

The many small fire breaks should not be delineated as they are temporary in nature and new ones are constantly being made. A few of these have been labeled on the photographs for aid to the compiler. The logged over area is cut up by these fire breaks and logging tracks, which should not be mapped. The only roads and trails that should be mapped have been classified.

The quadrangle is adequately served by a system of hard surface and secondary roads, the more important ones being U. S. Highway 17 and Georgia State Highway 99.

Field inspection is believed to be complete with a sufficient number of notes made on the photographs to aid the compiler in delineation of the quadrangle.

3. HORIZONTAL CONTROL

A search was made for all known control and reported on Form 526. Five stations within the quadrangle and two stations to the west of the quadrangle were identified on the photographs.

Seven supplemental control points numbered NW 4 through NW 10, and two monumented stations, PECAN, 1952 and DUSTY, 1952, were established by traverse. See attached copy of "Traverse Report - NEW-WAR Line".

The following stations were reported lost or destroyed on Form 526:

PINEY, 1934
WOODS, 1934
TURK, 1934

4. VERTICAL CONTROL

Nine second-order bench marks were established by this party and are as follows:

U 197	BRIDGE, 1934
V 197	Z 197
W 197	A 198
X 197	B 198
Y 197	

Vertical control was established in accordance with Director's letter dated 25 August 1952, a copy of which is attached to this report, and with lines indicated on the photographs by the Washington Office.

In addition to the bench marks established, Bench Marks Y-34, Z-34 and A-35 were recovered and used along with fly level points previously established in Quadrangles T-9963 and T-9964 as a base to establish vertical control.

Level lines were run with a Zeiss opton level along the principal roads and points established at approximately one-quarter mile intervals. Elevations were established on stakes at strategic points for the cross-country lines and for any planetable work that may be necessary in the future.

Cross-country lines were run with a level with the exception of two cases where a planetable was used.

The level points have been shown on the front of the photographs with a blue cross, on the back of the photographs with a blue cross with the elevation to the nearest one-tenth of a foot and a short description.

5. CONTOURS AND DRAINAGE

The contouring was accomplished by standard plane table methods on 1:10,000 scale nine-lens photographs, at an interval of five (5) feet.

The terrain is comparatively flat, except in the northeast portion where it rises to a height of forty-nine (49) feet above mean sea level.

The numerous swamps are easy to interpret on the photographs, and as a whole, are wide, flat, and have no definite drainage.

The stereoscope was used extensively along with the field work to outline ridges, locate drainage and shape the contours.

See § 53

The largest closure encountered during the course of leveling was 0.33 foot which was adjusted.

The first and last level points are 62-01 to 62-708, inclusive.

5. CONTOURS AND DRAINAGE

Item 34 of Compilation Report.

6. WOODLAND COVER

Woodland cover has been classified in accordance with the Topographic Manual, Part II.

The cover ranges from areas of heavy oak along the shores of Sapelo River to the open logged over areas mentioned in Paragraph 2. Some areas of dense pine, will be noted, are separated in most cases by swamps of cypress and gum. The swamps are, for the most part, shallow with no definite drainage and a few scattered pines will be found within their limits.

7. SHORELINE AND ALONGSHORE FEATURES

The shoreline was inspected visually from a small boat run close to shore.

The shoreline along the Sapelo River is apparent, with the exception of a prominent bluff on the north shore. The mean high water line has been labeled on the photographs with the appropriate symbols.

The mean low line is generally close to and parallel to the mean high water line.

All docks, wharves and piers have been noted on the photographs.

There are no submarine cables within the quadrangle.

The overhead cable crossing the Sapelo River on the east side of U. S. Highway 17 has been located on the photographs.

8. OFFSHORE FEATURES

The only offshore features are a few islands in the marshes bordering Sapelo River.

9. LANDMARKS AND AIDS

There are no Landmarks, Aeronautical Aids or Aids to Navigation within the quadrangle

10. BOUNDARIES, MONUMENTS AND LINES

This is the subject of a special report submitted by Mr. Richard L. McGlinchey, Cartographic Survey Aid, dated 26 November 1952.

11. OTHER CONTROL

WAR AZ. MK. 1932 and LOOKOUT TOWER, 1953 were located during field work and reported on Form 524.

12. OTHER INTERIOR FEATURES

All roads and buildings were classified in accordance with the Topographic Manual, Part II.

Several roads, constructed since photography, were located on the photographs, and one road, paved since photography, was noted.

13. GEOGRAPHIC NAMES *on file 7.5.11*

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

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The special reports mentioned under Items 3, 10 and 13 are the only supplemental data.

4 February 1953
Approved by:

Paul Taylor
Paul Taylor
Lt. Comdr., USC&GS
Chief of Party

3 February 1953
Submitted by:
Leo F. Baugnot
Leo F. Baugnot, v
Cartographic Survey Aid

TRAVERSE REPORT
NEW - WAR LINE
PROJECT PH-83

This traverse was run in accordance with Instructions, Project PH-69, PH-83 and PH-84, (Field) Supplement 5, dated 16 October 1952, with exceptions noted below.

It being impractical to begin the traverse at station NEWPORT 1934, on account of a large area of marsh and water between the station and the road, the traverse was run from station NEW 1934 to station WAR 1932; using station BRANCH 1934 for azimuth at station NEW and WAR AZ. MK. at station WAR.

The traverse consists of 32 intermediate stations including 4 monumented stations. WAR AZ. MK. was also located.

Four directions were measured with a Wild T-2 theodolite with an angular closure of 5 seconds or less from the mean at all stations except three where refractions limited the directions to three.

The forward measurements were made with Invar tape No. NBS 7777 from station NEW (through the woods) to station NW 3 on a staked line, thence with a 300 foot steel tape which was previously standardized by measuring a base with a standardized Invar tape No. NBS 7777 for the remainder of the line. The backward measurements were made with the 300 foot steel tape throughout. The backward measurements were made as a check against one foot or more "backs" and were not measured as accurately as the forward measurements, therefore the forward measurements should be considered as correct.

At the end of each tape length the vertical angle was measured with an Abney hand level and recorded in the remarks column.

17 November 1952
Submitted by:

George E. Varnados,
Photogrammetric Engineer

17 November 1952
Approved by:

Paul Taylor
Lt. Col., USCGA
Chief of Party

711-aal

25 August 1952

Note: see letter dated 12 Jan. 1954 cancelling stereoscopic contouring of this quad. Letter is included with the Project REPORT.

To: Lt. Comdr. Paul Taylor
U. S. Coast and Geodetic Survey
P. O. Box 539
Brunswick, Georgia

Subject: Vertical Control for stereoscopic contouring in quadrangle T-9962, Project Ph-83

Reference: Instructions, Project Ph-69 (Field), and Ph-83 (Field), Supplement 4, dated 10 June 1952

1. The nine-lens field photographs for the subject quadrangle are being returned to you today. The required vertical control for contouring on the Reading plotters has been indicated on these photographs and is discussed in subsequent paragraphs of this letter.

2. Level lines.--Lines of levels are indicated by dashed orange lines on the photograph. Identified vertical control points are needed at intervals of approximately $1/4$ mile along each level line. The quarter mile spacing of identified vertical control points may be increased where suitable points are not visible on the photographs, but this spacing shall be maintained insofar as practicable. Most of the level lines are along roads and trails, but some few are necessarily across country. Cross country level lines need not follow exactly the route indicated on the photographs; the line on the photograph may be considered as the center of a band about a quarter mile in width and the level route should stay within this band. A few level lines have been indicated in green on the photograph; these are desirable lines, but are not so essential and may be omitted if found to be particularly difficult to run.

3. Additional Control Elevations.--In some of the wooded or brush covered areas it has not been practicable in the office to indicate the route of the leveling. Required vertical control points have been indicated in this case by orange circles. The circles indicate only the approximate position of the required vertical control point; the control point may be placed anywhere within a radius of one inch to $1\frac{1}{2}$ inches from the center of the orange circle. A few vertical control points have been indicated with green circles; these are desirable, but not so essential and may be omitted where it is particularly difficult to establish them.

4. Vertical Accuracy.-The maximum allowable error of any vertical control point shall not exceed $1/10$ of the contour interval ($1/2$ foot). It is assumed this accuracy will be obtained if the closure for the line does not exceed this amount. Every vertical control point shall be established as a turning point in the line, never as a side shot. Spur lines must be double lines. Elevations shall be established by differential leveling, and the Zeiss level should be used for most of this work. Cross country lines may be run by differential leveling with the planetable; this may be an advantage on the cross country line since stadia distances may be helpful in identifying the vertical control points. Elevations established by planetable shall be indicated by a distinguishing color or symbol on the photographs. Where identifiable points along the cross country lines cannot be identified at approximately $1/4$ mile intervals, they shall be supplemented by plotting all the turning points in the line by stadia distance methods; the elevations of these turning points shall be shown on the photographs. All elevations, whether established by planetable or Zeiss level, shall be indicated to $1/10$ of a foot.

5. Selection and Identification of vertical control points.-Each vertical control point shall be indicated on a photograph by an identification number and a fine ink dot or pricked point in the center of a cross. The lines forming the cross shall be broken for about $1\frac{1}{2}$ mm. on either side of the control point. A short description of the location of the point should be added. Details around the vertical control point must be clear and in good contrast so that a clear stereoscopic model can be seen; solid white areas such as some fields and large road intersections are not desirable because the operator cannot tell when the floating mark is on the ground. Subsequent paragraphs discuss additional details regarding the selection of control points.

- (a) Vertical control points shall be placed along the roads as indicated in paragraph 2. Where a choice of points is available it is preferable that the road grade have no sharp breaks in the immediate vicinity and that the road surface be within one foot of the same elevation as the ground alongside the road. Where the elevation difference exceeds one foot it shall be indicated on the photograph. Vertical control points should be put in most or all of the road intersections, but when such an intersection is large and white this control point should not be considered in the spacing of the points and a substitute point for stereoscopic instrument use should also be placed on well contrasting detail somewhere nearby. Elevations of the water surface shall be obtained at all stream crossings.

- (b) When a vertical control point is placed on the ground in a grass covered area or area of low brush, the height of the grass or brush, if more than 1/2 foot, shall be measured and noted.
- (c) It may be necessary to contour some of the more heavily wooded areas by planetable during field edit. Recoverable elevations should, therefore, be established during the course of your levels for use by planetable parties and by the field editor.
- (d) The essential attributes of a vertical control point are:
 - (1) It must be a reasonably flat surface around which the photographic details are clear and of good contrast so that the stereoscopic instrument operator will see a clear model,
 - (2) The elevation must be known with the required accuracy, and
 - (3) the surface must be identified on the photographs with sufficient accuracy for the stereoscopic instrument operator to recognize it, but it is not a point and does not have to be identified as an exact point in the same manner as does a horizontal control point; for example, a fence intersection though a well defined point on the photographs will not be a good vertical control point but may be an excellent reference point for the identification of a flat surface (vertical control point) nearby.
- (e) The surface (item 5 (d)) might be as small as 1/2 mm. in diameter, on the photographs provided the definition is very good, and the surface is not enclosed in trees or tall brush. Conversely, it may be much larger so long as the identification is placed within the limits of the surface; for example, if a road surface is level for some distance, perhaps 1 or 2 centimeters on the photographs, the vertical control point can be spotted anywhere within that level distance and this can often be done by reference to detail not suitable for horizontal control purposes; as for example, the point can be put opposite a clump or line of trees, a building, a ditch, or a fence line. Further, a relatively large flat surface in a field or open place in brush or woods (min. dia. of 2 mm.) may be used; the only concern in identifying such a surface is to indicate a point within its limits. When the surface selected is large in extent, outline its outer limits on the photograph. Thus, in open country a lone tree or bush is not a good vertical control point, but may be a good reference point for the identification of a flat surface somewhere nearby.
- (f) Samples of good and poor selections of vertical control points are indicated on nine-lens photograph No. 34854.

6. Modification of instructions.-If at any time it appears from experience gained in the field that these instructions should be changed or modified in any respect, you shall make suitable recommendations to this office.

7. Receipt of instructions.-Receipt of these instructions shall be acknowledged.

(Signed) R.F.A. Studds

Director

cc: 77

78

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General Instructions - Vertical Control for
Stereoscopic Mapping

Descriptive Report
Lt. Comdr. Clark

MAP T. 9962 S

PROJECT NO. Ph-83(51)

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-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)
TOWNSEND, 1918	Georgia p. 299	N. A. 1927	31 32 24.287 81 31 26.089			748.0 (1099.9) 688.2 (894.5)	
BRIDGE, 1934	G2324 p. 168	"	31 32 19.754 81 25 28.558	} Destroyed moved by Field Editor		608.4 (1239.5) 753.3 (829.4)	
POINT, 1934	"	"	31 32 05.690 81 24 53.842			175.2 (1672.7) 1420.4 (162.4)	
OPEN, 1934	"	"	31 31 12.896 81 23 30.262			397.2 (1450.7) 798.4 (784.6)	
PINEY, 1934	G 2324 p 167	"	31 32 12.194 81 22 57.299			375.6 (1472.4) 1511.5 (71.3)	
Sub Pt OPEN, 1934		"	31 31 81 23			379.1 (1468.8) 952.0 (631.0)	
Sub Pt No 1 TOWNSEND, 1918		"	31 32 81 31			1117.6 (730.3) 236.4 (1346.3)	
Sub Pt No 2 TOWNSEND, 1918		"	560,362.53 700,093.77	362.5 (4637.5) 93.8 (4906.2)		110.5 (1413.5) 28.6 (1495.4)	
Sub Pt No 1 BRIDGE, 1934		"	31 32 81 25			599.0 (1248.9) 749.8 (832.9)	
Sub Pt No 2 BRIDGE, 1934		"	31 32 81 25			460.0 (1387.9) 833.2 (749.5)	
Sub Pt POINT, 1934		"	31 32 81 24			218.4 (1629.5) 1515.2 (67.6)	6
Sub Pt FAIRHOPE, 1933		"	31 32 81 22			1430.7 (417.2) 867.5 (715.1)	

1 FT. = 3048006 METER
COMPUTED BY: H.R. Rudolph
J. SteinbergDATE 1 October 1952
6 August 1952CHECKED BY: G.B. Torbert
H.R. RudolphDATE 2 October 1952
11 September 1952
M. 2388-12

MAP T. 9962 N. PROJECT NO. Ph-83(51) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -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
JONES, 1918	Georgia p.299	N. A. 1927	31 36 43.346 81 29 25.696			1335.0 (512.9) 677.3 (904.2)	
PTS-23, 1918 USGS also Z-34	Ludowici Quad USGS	Approx N.A. 1927	31 35 27.71 81 30 01.57			853.4 (994.5) 41.4 (1540.5)	
WAR, 1932	G 1892 p.24	N. A. 1927	31 35 29.078 81 29 34.397			895.6 (952.4) 906.9 (675.0)	
WARSAW, 1918	Georgia p.299	"	31 34 32.635 81 30 26.834			1005.1 (842.8) 707.6 (874.6)	
Sub Pt JONES, 1918		"	586,918.9 710,477.7	1918.9 (3081.1) 477.7 (4522.3)		584.9 (939.1) 145.6 (1378.4)	
Sub Pt WAR, 1932		"	31 35 81 29			883.2 (964.8) 904.3 (677.6)	
Sub Pt WARSAW, 1918		"	573,813.9 705,352.5	3813.9 (1186.1) 352.5 (4647.5)		1162.5 (361.5) 107.4 (1416.6)	
WAR, RM 2, 1932 (AZ MK)	Traverse Comp (Field)	"	581,130.32 710,527.10	1130.32 (3869.68) 527.10 (4472.90)		344.5 (1179.5) 160.7 (1363.3)	
CONTROL PT 7	"	"	589,838.43 715,818.44	4838.43 (161.57) 818.44 (4181.56)		1474.8 (49.2) 249.5 (1274.5)	
CONTROL PT 8	"	"	586,793.16 713,983.29	1793.16 (3206.84) 3983.29 (1016.71)		546.6 (977.4) 1214.1 (309.9)	
CONTROL PT 9	"	"	584,862.44 712,815.94	4862.44 (137.56) 2815.94 (2184.06)		1482.1 (41.9) 858.3 (665.7)	
CONTROL PT 10	"	"	582,435.06 711,343.56	2435.06 (2564.94) 1343.56 (3656.44)		742.2 (781.8) 409.5 (1114.5)	17

1 FT. = 3048006 METER H. R. Rudolph 1 October 1952 G. B. Torbert 2 October 1952 M-2388-12
COMPUTED BY J. Steinberg DATE 6 August 1952 CHECKED BY H. R. Rudolph DATE 11 September 1952

MAP T-9962 N

PROJECT NO. Ph-83

SCALE OF MAP 1:10,000

SCALE FACTOR

[illegible]

1 FT = .3048006 METER

COMPUTED BY: R. R. Hartley

DATE 25 November 1952

CHECKED BY: F. J. Tarcza

DATE 26 Nov. 1952

COMM-DC-57843

COMPILATION REPORT
Ph-83
T-9962

The Photogrammetric Plot Report is part of the Descriptive Report for survey T-9961.

31. DELINEATION

This survey was compiled by graphic methods. Difficulty was encountered in compiling from the nine-lens photographs because of tilt.

The delineation of tree areas in this survey presented difficulties because of the many large logged-over sections which are very spotty in appearance. The field inspector classified representative areas but this was of no assistance in determining the line of separation between open areas and woods, where the division was extremely doubtful. Many minor sub-divisions were therefore compiled in accordance with the Topographic Manual, Part II, resulting in a spotty, broken-up effect in several areas on the manuscript.

A further complication was encountered in the delineation of reforested areas. Most of these areas that were inspected were classified as "Pines Planted", or "Small Pines". Several reforested areas were labeled "Trees" and by analogy the remaining ones were, also, delineated as trees. The Topographic Manual provides no instruction on the matter of reforested areas but considering the rate of pine growth in Georgia, it seems safe to anticipate that these trees will have attained sufficient height by the time of field edit to be classified as woodland. See §52

32. CONTROL

Refer to the Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Final name sheet dated 11/26/52 on A.M.S. Sapelo River quadrangle for geographic names.

McIntosh County Map, (Map I).

34. CONTOURS AND DRAINAGE

Contours: Some small changes were made to the field contouring for the sake of having the topographic expression conform to the balance of the project. The extend of this adjustment was the elimination of many small wiggles in the contours, especially those bordering swamps.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

No comment.

36. OFFSHORE DETAILS

None.

37. LANDMARKS AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 are being submitted for two recoverable topographic stations; LOOKOUT TOWER, 1953 and WAR AZ. MK., (1932) 1952.

39. JUNCTIONS

Junctions have been made and are in agreement with the following surveys:
T-9960 to the north
T-9963 to the east
T-9964 to the south
No contemporary survey to the west.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41. thru 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with surveys T-5119 (1933) and T-5121 (1933) scale 1:10,000 and A.M.S. quadrangle, Sapelo River, Ga., scale 1:50,000 dated 1948.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 574, scale 1:40,000 published Nov. 1938 (2nd Edition, corrected to 8/4/52).

Items to be applied to 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
15 November 1954

Joseph W. Vonasek
Joseph W. Vonasek
Carto. (Photo.)

Ph-83
T-9962

48. GEOGRAPHIC NAMES LIST

- * Armstrong Road
- Briardam Road
- Brickstone
- * Buck Hill Road
- Buck Hill Swamp
- * Cannon Road
- Churchill Swamp
- * Coker Place Road
- * Crumpacker Road
- Eulonia
- Fairhope
- GA 99 (highway)
- * Hammock Branch Road
- * Hood Road
- Jackie Camp Swamp
- King Road
- McIntosh County
- Oscar Swamp
- Pine Harbor
- Pine Harbor Road
- Pine Hill Swamp
- Ridge Road
- Sapelo River
- Seaboard Air Line R. R.
- Swinton Road
- U. S. 17 (highway)

Calvary Church
Cannon Bluff
Elementary School

Greater
Enterprise Church
Eulonia Consolidated School

Second Credit Hill Church
Shorter Chapel

YOUNG MAN ROAD
per Field Edit

Youngmans Road (in
Project
Names Report

Young Man Road
Youngs Island
Youngs Swamp
Warsaw

Welcome Church

Brian Patch
Billy Young

Down
Tom Rows for
July Ridge

School & Church Names
Cannon Bluff Elem. School

Mc Intosh Cem
Morgan Chapel Church

Proctor Chapel Church
Shorter Chapel

Youngs Cem

Names approved
1-6-55, L Heck

*From Field Photographs

See over for list of names added by
Field Editor (\$55, this report)

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T-9962

18. GEOGRAPHIC NAMES LIST

* Armstrong Road
Briarham Road
Brickstone
* Buck Hill Road
Buck Hill Swamp
Cannon Road
* Church Hill Swamp
* Coker Place Road
* Crumbacker Road

Enlonia

Fairhope

GA 99 (highway)

* Hammock Branch Road
* Hood Road

Jackie Camp Swamp

King Road

McIntosh County

Oscar Swamp

Pine Harbor
Pine Harbor Road
Pine Hill Swamp

Ridge Road

Sapelo River
Seaboard Air Line R. R.
Swinson Road

U. S. 17 (highway)

Road Names

Andrews

Briar Patch

Billy Young

Dunn

Still Hill

Tom Rowe Spur

July Ridge

School & Church Names

Cannon Bluff Elem. School

Mc Intosh Cem

Morgan Chapel church

Prospect church

Shorter chapel

Youngs Cem

Zion Association Training Center

*From Field Photographs

Field Editor (222, this report)
see over for list of names added pd

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49. NOTES FOR THE HYDROGRAPHER

There are no recoverable topographic stations of interest to the hydrographer.

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T-9962

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 ☒ 8. Bench marks ☒
9. Plotting of sextant fixes ☒ 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:

M-2623-12

FIELD EDIT REPORT
Project Ph-83
Quadrangle T-9962

The field edit of this quadrangle was accomplished during the month of March 1955.

51. METHODS

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

All additions, corrections and deletions have been indicated on either the field edit sheets, referenced to the field photographs, or answered directly on the discrepancy prints. A legend, describing the colored inks used, is shown on field edit sheet S/2.

Two 1:10,000 scale prints are submitted as field edit sheets. Sixteen photographs, on which field edit information has been shown, are listed as follows:

34840A	34851A	35044A
34841A	34852A	35045
34842A	34853A	35045A
34843A	34854	35046A
34844A	34855A	35047A
		35048A

52. ADEQUACY OF COMPILATION

The compilation was adequate with the exception of the corrections and additions indicated by the field edit data.

The original field inspection of woodland was inadequate. (See paragraph 31 of the Compilation Report and Notes to Reviewer.) The majority of the land area within the quadrangle is now owned or leased by the Union Bag and Paper Corporation which has re-seeded most of the area in pines. At the date of field edit, the areas which appear as open on the photographs are now covered with pines of sufficient height and density to be considered trees. Since the photographs no longer represent the conditions on the ground, the field editor has generalized the line of separation on the field

edit sheets and photographs. For the most part, there are no open areas recommended, except near the dwellings and roads.

Numerous small swamps were omitted from the manuscript. These swamps are, in general, well defined and the majority have been classified by the field editor.

The old telephone line, along the north portion of the quadrangle, is discernible on the photographs. However, it is not considered to be of landmark value, as it was very difficult for the field editor to distinguish on the ground. (See Field Edit Report for Quadrangle T-9960.)

Most of the dismantled railroads (which were delineated despite the field inspection notes) have been deleted. They can no longer be easily recognized on the ground and are not considered to have landmark value.

Triangulation station BRIDGE, 1934 was moved by this party as it was in the way of new bridge construction. A new station BRIDGE 2, 1955 and two new reference marks were set about 300 feet southeast of its old location. This station was also a second-order bench mark. New elevations were established on BRIDGE 2, R.M. 2 and R.M. 3. Duplicate forms 28BT, 525, 526, 638 and 685A are submitted with the field edit data.

53. MAP ACCURACY

The horizontal positions of the map detail appears to be good. There were, however, a number of irregularities noted in the contouring. The irregularities consist mainly of the shaping of the contours and their conformity to the swamp lines. Numerous changes have been made, but there are many more which should be remedied to improve the appearance of the final map. Special attention is invited to a large swampy section in the extreme southwest portion of the quadrangle.

No vertical accuracy tests were requested and none were made.

See §66

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. D. C. Chapman of the Soil Conservation Service, has agreed to examine a proof copy of this quadrangle for possible errors. His address is: Department of Agriculture, Soil Conservation Service, Darien, Georgia.

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

RIDGE ROAD was compiled as all that portion of Georgia State Highway 99 within this quadrangle. Several local people were contacted and according to all information obtained the name RIDGE ROAD applies only to that portion of Georgia State Highway 99 from its junction with U. S. Highway 17 to the east.

YOUNG MAN ROAD is discussed in the field edit report of Quadrangle T-9961. Several additional people were contacted in the area and all state the name is two words.

JACKIE CAMP SWAMP has been misplaced. This swamp does not have a name. The name applies to the swamp leading to the northwest from State Highway 99, being the upper limits of YOUNGS SWAMP.

BRICKSTONE is a name applied to the junction of the secondary road and the railroad. The name is used only in a narrow sense but is well known to the local inhabitants.

Attention is invited to the name SECOND CREDIT HILL CHURCH, located in the southwest portion of the quadrangle. There are two Credit Hill Churches in the vicinity, a FIRST and SECOND. The reviewer has recommended deletion of the word SECOND. It is believed that the name should be retained.

The Union Bag and Paper Corporation has named the majority of their roads. A number of these names were obtained during this investigation. Painted signs are found near the entrances.

APR 4 1955
Submitted by:

Joseph K. Wilson
Joseph K. Wilson
Cartographer

APR 4 1955
Approved & Forwarded:

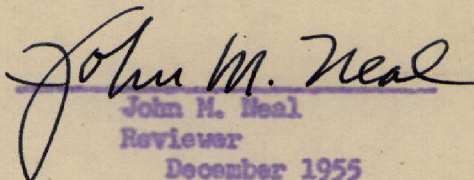
J. E. Waugh
J. E. Waugh
CDR, USCGS
Chief of Party

Summary to Accompany Descriptive Report

T- 9962

Topographic map T 9962 is one of ¹⁶ ~~14~~ similar maps in PROJECT 6083. This project covers the Georgia Coast from latitude $31^{\circ} 07' 30''$ (St. Simons Sound) northerly to latitude $31^{\circ} 45'$ (St. Catherine Sound).

This map was compiled by hand plot methods. Field work prior to compilation included complete field inspection, supplemental leveling and complete planetable 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- 9962 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 designated as T- 9962 N and T- 9962 S, 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.


John M. Neal
Reviewer
December 1955

Review Report
T-9962
Topographic Map
November 1955

62. Comparison with Registered Topographic Surveys:

T-5118	1:20,000	1933
5119	"	"

Comparison with the above surveys indicates extensive natural and cultural changes. T-9962 supersedes both surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

AMS SAPELO RIVER, 1:50,000, 1948, 10-ft. contour interval,
15-minute topographic quadrangle.

T-9962 completely supersedes the SW/4 of the above map as a source of topographic information.

64. Comparison with Contemporary Hydrographic Surveys:

None.

65. Comparison with Nautical Charts:

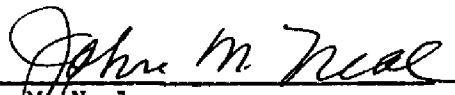
~~No published charts of this area.~~

Chart 574 1:40,000 1938 (53-7/13)

66. Adequacy of Results and Future Surveys:

This map complies with all instructions and with the National Standards of Map Accuracy. It is of adequate accuracy for use as a base for hydrographic surveys. Accuracy of the plane-table contouring was tested concurrently with the surveys by field supervisors.

Reviewed by:


John M. Neal

APPROVED:

R. C. Lande
Chief, Review Section
Photogrammetry Division

Wallace A. Bruder
for Chief, Nautical Chart Branch
Charts Division

at J. Bull
Chief, Photogrammetry Division

W. B. General
Chief, Coastal Surveys Division