

U. S. COAST AND GEODETIC SURVEY.

*J. M. Thorne*, Superintendent.

State: *Georgia.*

DESCRIPTIVE REPORT.

*Hydrographic Sheet No. 1830.*

LOCALITY:

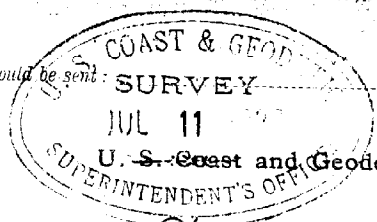
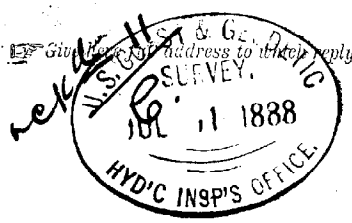
*St. Simons Sound.*

1888.

CHIEF OF PARTY:

*Lt. J. C. Pillsbury, U.S.N.*

No. 1830



Steamer Blake

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Mr. F. M. Horn  
 Sup't U. S. C. & G. Survey -  
 Sir:

In the execution of the hydro-  
 -graphic survey of St. Simon's bar, in  
 obedience to your instructions of April  
 2<sup>d</sup>, I have to report that, the general  
 character of the coast is sand-covered  
 by scrub or pines, with here and there  
 a marsh close inside the beach and usually  
 accompanied by a stream of small size.

The increase in apparent wealth of the  
 port, since the original survey, and  
 indeed since last year is considerable.

The shipping entering the port is evidently  
 on the increase - A large hotel has been  
 built, during the past year on St. Simon's  
 Island, about a mile north east of the  
 light-house, for a summer resort, with

a connecting line of horse railway from a wharf on the Sound - This wharf is now of wooden piles but I am told that arrangements have been made to repair it with iron piles next year for a permanent structure -

The high water mark has evidently receded on the southern end of St. Simon's Island as evidenced by the fact that marble posts marking an original bench mark and a baseline were found on the bank some distance from their original position - They had been placed there by well disposed persons to raise them when they were undermined by the sea -

The bar at the entrance of St. Simon's Sound is changing rapidly, the "North Breaker" shoal making to the southward and lumps at the shoaler parts increasing in height - This is probably immediately preliminary to a breaking out of a new channel at some point radically different

from that now in use - Local pilots informed me that during the past twelve months, the buoy on the north breaker has twice burned its chain, landed on the sand at low water, which has made out from the stival, and then broken adrift - Four boats are at hand when a vessel is sighted - Pilot boats are numerous and some of them are always cruising outside the bar.

Vessels of over 14 feet draft should wait for a raising tide to cross and with 20 or 21 feet for high water spring tides -

The dredged channel to the port of Brunswick is of but small value now as it seems to be filling up - Four passages through it on the Engineer's ranges, which are now used by the pilots, gave a depth, at low water, of not over 11 feet - The single through cut of the dredge was originally made to 14 feet but it is so narrow that it is extremely difficult to find the greatest depth that

now remains in it. At most the waves  
at Brunswick there is a depth equal to  
the draft of vessels crossing the bar.  
The statistics of the work are as follows:

Lsig				Whale Boat				Ship			
Days	Angles	Sounding	Miles	Days	Angles	Sounding	Miles	Days	Angles	Sounding	Miles
a	198	873	11.1	a	122	793	11.	A	16	32	
b	268	1243	12.	b	228	1339	12.				
c	144	608	11.	c	176	891	13.				
d	306	1477	20.	d	368	1718	20.				
e	144	602	8.	e	194	782	11.				
f	126	689	10	f	136	506	7.				
6	1186	5492	72.1	6	1224	6029	74.	1	16	32	

Respectfully,  
J. E. Pillsbury  
Lieut. U.S.N. Comdg

Date  
7/23/52

chart  
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Cartographer  
M. Alinden

Remarks  
Completely applied