5527

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
....., *Director*

State: GEORGIA

DESCRIPTIVE REPORT

~~*Topographic*~~
Hydrographic } *Sheet No.* 6 5527

LOCALITY

Ossabaw Sound

Bear River and Florida Passage

1934

CHIEF OF PARTY

C. A. Egner

U. S. GOVERNMENT PRINTING OFFICE: 1933

5527

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 6 5527

REGISTER NO.

State Georgia

General locality Ossabaw Sound

Locality Bear River and Florida Passage

Scale 1/10,000 Date of survey Jan.-July 1934 19

Vessel Tender Gilbert, Shore Party #23.

Chief of Party C. A. Egner, H. P. Odessey.

Surveyed by Jeremiah Morton, Lt. (j. g.) R. E. Dille, Surveyor

Protracted by E. P. Crisfield, W. H. Kiley.

Soundings penciled by V. E. Simmons

Soundings in fathoms feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by J.W.D.

Verified by J.W.D.

Instructions dated Dec. 5, 1933

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1933

DESCRIPTIVE REPORT

TO ACCOMPANY HYDRO-

GRAPHIC SHEET #6

(FIELD)

INSTRUCTIONS:

This sheet was executed under instructions dated December 5, 1933, covering combined operations of Party #23 in conjunction with those for the Tender GILBERT, on the Inside Passage of the Georgia Coast.

LOCALITY:

The limits of this sheet cover all of the inside channels between the Ogeechee River and St. Catherines' Sound, the main channels being called Florida Passage and Bear River. Many side creeks flow into these passages; in fact the area is a maze of tide water channels, most of which are of little importance.

PURPOSE:

The work was done to provide a comprehensive survey of the river for navigational purposes, no up-to-date survey being available, and the side creeks having no survey at all.

CHARACTER OF THE LOCALITY:

This area is all grass covered flat marsh between high tree-covered ground on Ossabaw Islandon the east and the mainland on the west. Through the center no clumps or hammocks break the surface. The tide flows in Florida Passage from Ossabaw Sound as far as Buckhead Creek, and up Bear River from St. Catherines' Sound to the same point. With the tides meeting at this junction of these channels shoaling has naturally occurred. This, therefore, has become one of the points of controlling depth for the Inside Passage and requires frequent dredging to maintain the required limit.

OVERLAP IN SUPERVISION OF THIS SURVEY:

It happens that this sheet falls at the junction of the assignments of the GILBERT and Party #23. Due to the fact that when work was begun in early January both parties were under my charge due to Lt. Odessey's hospitalization, the first field efforts were done on the control and topo location of those signals covering this sheet and the adjacent areas of St. Catherines Sound. When Lt. Odessey took over the GILBERT'S assignemnt on Feb. 1st this part of the work was well along, and in fact hydrography was under way in Bear River. It was necessary, therefore, to transfer the supervision of this partly finished sheet to him along with those to the southward.

His instructions, in view of the GILBERT'S approaching assignment off the Virginia Capes, were to complete only those parts of this general locality which fell within the actual confines of the Inside Route.

The reason behind this was the desire to have published as early as possible for navigational use this Inside Route. What was overlooked at the time, however, and which defeated this intent was the fact that shoreline from the aerial photos was not yet available from even the single lens 1/10000 flights. Also, the outer fringes of this sheet overlap on the 5-lens photos, the shoreline from which was at that time in the dim distant future. The strip of single-lens photos did not cover a wide enough area to fill up the Whatman Paper hydro sheets with the result that this case, as in nearly all cases from Bluffton to Brunswick, even when the single-lens shoreline became available, the sheet could be only partly completed and must await for a long time the reduction of the 5-lens photos. This sheet became only one of a long series of incomplete jobs. Meanwhile, Lt. Odessey and the GILBERT took over work farther south and in Mid-April I inherited this sheet which I had begun in the first place, this time to find tide staffs washed out, and signals down and all unimportant back channels still to do.

METHODS:

Practically all the sounding on this sheet was done by fixed positions with sextant. Nearly all was done with the launch PATSY which

is of shallow draft and of high freeboard. The flat, unbroken character of the marsh lent itself to this method readily as signals could be seen some distance across the marsh from the PATSY at half tide or better. The signals may be said to have been very well located since additional triangulation control was put in aside from the numerous stations previously determined. The hydrography of the main channels was controlled by close-by topo signals; in general, the back channels were controlled by fixes on signals determined by triangulation. Since the bulk of this sheet fell within the single-lens photos, with which little dificulty has been experienced anywhere this season, few of those painfully difficult adjustments have been necessary in the smooth plotting as has so frequently resulted from the 5-lens shoreline.

CONTROL--HORIZONTAL:

See above under methods.

CONTROL--VERTICAL:

The tidal reductions were controlled from four gauges and staffs, the area being divided so as to take best advantage of these.

A portable automatic gauge at Torrey's Wharf in Ossabaw Sound (well compared by long series with the Standard Gauge at Ft. Soreven) and a similar gauge in Walburg Creek, St. Catherines Sound, were taken as the controling gauges for this sheet. Secondary staffs and gauges compared by 75 hours simultaneous observations with the above were established at Kilkenny and at Buckhead U. S. E. (the junction of Bear River, Florida Passage and Buckhead Creek). This latter point is the point where the tides meet and where dredging operations are often necessary by the U. S. Engineers to maintain proper depth.

No time and height corrections were applied in any of the area, though it is evident that this is appreciable some distance up the back channels though the importance of those creeks does not warrent such refinement. In the main channel it is felt that no appreciable error resulted from not making

this adjustment.

COMPARISON WITH PREVIOUS SURVEYS:

No satisfactory basis exists for this.

Periodical checkup has been made by the U. S. Engineers in the critical area where the tides meet near Buckhead U. S. E.

DANGERS AND CONTROLLING DEPTHS:

There are no dangers anywhere on this sheet. No trouble would be found in making the main channel by any vessel able to cross the controlling depth area at Buckhead Creek where it joins Florida Passage and Bear River. Ranges established here by the U. S. Engineers show a least depth of 9 feet at M.L.W. in a narrow dredged cut through the shoaling area. (Ranges changed since this survey at this point.)

In the through channel which leads past Kilkenny and comes into the main channel at Skipper Narrows, no attempt should be made by those unfamiliar with the crooked narrow section opposite Belvidere as this almost bares at L. W., and is difficult at other stages of the tide.

In those side channels where but one line of soundings was run, attempt was made to pick the deepest part of the channel, and therefore the line does not follow mid-channel.

Contrary to what is at this late date considered the best practice, when the hydrography was done on this sheet an attempt was made to determine the zero curve not only in the main channels but in the side creeks as well. It is readily seen now that this cannot be done in many places as the banks are too steep. This accounts for the lines run very close to the bank, always risking the possibility of plotting on or over the shoreline on the smooth sheet, for it is apparent that, good as the shoreline may be, this puts a heavy and unnecessary strain upon its accuracy without serving a useful purpose. It is now realized that it is better for all practical purposes to run these lines of soundings, in those channels which need 3 lines, approximately midway between the center line and the bank.

It is often difficult to decide how many lines should be run in a channel.

GEOGRAPHIC NAMES:

Local names, as charted, are considered the best ones available.

TWO BOAT SHEETS:

One boat sheet with shoreline from preliminary bromide copies of charts and photos served for the early work. For later work in the side channels, a new more accurate boat sheet was made.

COAST PILOT INFORMATION:

Only unlighted beacons and the artificial ranges established by the U. S. E. Department at the dredged cut at Buckhead U. S. E. are to be found on this sheet.

There are no bouys.

The true bearing of the above ranges have been noted on the topographic sheet "c" which covers the upper part of the area; they have been scaled and form part of the report for that sheet.

The depths are quite regular in the main channel.

The tide runs quite swiftly in the lower part of Bear River.

Respectfully submitted,

C. A. Egner

C. A. Egner, Lieut.,
Chief of Party #23.

Report on H-5527 — Surveyed in Jan-July 1934

Chief of Party C.A. Egner, H.P. Odessey — Surveyed by J. Maton, R.E. Dille

Protracted by A.P. Chipfield, W.H. Kiley — Soundings plotted by V.E.S.

Verified and inked by J.W. Day

Curves

The depth curves including most of the low water line through the thirty foot curve were quite completly drawn.

Junctions

Junctions with H-5528 (1934) on the north and H-5552 (1934) on the south were not made as the verification of those sheets was under way at this date.

Bad Crossings

Location (approx)	Lines or Positions	Soundings
Lat. 31°-50.2 Long. 81°-09.5	106c - 107c. 176m	20 ft (Start of line at channel edge) 12 ft. (already noticed a few seconds later than for
Lat. 31°-50.6 Long. 81°-08.7	14d - 15d 154m	16 ft (plotted with ⊥ changed 1°) 25 ft. checks better with former work 4th
Lat 31°-47.4 Long. 81°-09.8	46e - 47e 48e - 49e	11 ft. (Possibly lead line read if too little, which checks other line 5 ft.
Lat. 31°-48.2 Long. 81°-10.6	62e - 63e 126h - 127h	18 ft. but not enough evidence to reject. 14 ft.

Starting line. Plot the 4 a little short and it is 0.8.

Bad Crossings (cont.)

Location (approx.)	Lines or Positions		Soundings
Lat. 31°-46.8	2f - 3f	✓	14ft. & 15ft
Long. 81°-11.2	147g - 148g	✓	12½ ft. ✓
Lat. 31°-50.0	98g - 99g	✓	
Long 81°-10.8			
Lat 31°-49.2	49h - 50h	✓	30ft. & 34ft
Long 81°-09.0	121h - 122h	✓	26 ft.
	80h - 81h		30 ft. ✓
	121h		33 ft.
Lat. 31°-47.2	144h - 145h	by allowing	5 ft.
Long. 81°-09.7	11a - 12a ✓	for turning radius	✓
	22b - 23b	these can be brought into agreement	9 ft.
Lat. 31°-47.3	123l ✓		25 ft.
Long. 81°-09.7			
Lat. 31°-48.8	52b - 53b	doesn't look quite natural but apparently best that can be done with these	17ft. & 15ft.
Long 81°-10.7	34A - 35A		15ft. ✓
Lat 31°-46.7	68A - 69A		19ft.
Long. 81°-09.9	93A		22ft.

Replotting line corrects this

Replotted

Bad crossings occur at approx. φ 31°-47.3 λ 81°-09.7. Line 37e-38e shows a sounding of 12 ft., line 147e-148e shows a sounding of 22 ft. One line 37e-38e a sounding of 3 ft. nearly coincides with one of 10 ft. on position 150e. The original entry of the 3 ft. sounding Vol. 2 p. 10. was changed. The original recording would reduce to a value of 9 ft., much better fitting the conditions. However the 3 ft. sounding was plotted adjacent to the 10 ft. sounding on position 150e. Possibly assumption is correct but not enough evidence to warrant change

at approx. φ 31° 47.4 (ship sdg) λ 81°-10.7 a sounding of 12 ft. on position 78A (red) falls close to a sounding of 6 ft on line 40e-41e (blue) (launch). Both soundings were plotted although the six ft. was thought to be a fathom too shoal, "6" omitted

At approx. φ 31°-47.5 λ 81°-10.8 a number of bad crossings occur. At lines 141h-142h (blue) and 12A-13A (red) 13 ft. plots near 23 ft. Lines 56e-57e, 140h-141h and 129e-130e seem to indicate a very sharp change in depth along a line roughly parallel to the shore and about 100 metres west of signal "Try". The drop from shoal to deeper water seems too abrupt, however. 2 sdgs 23 ft 32 plotted

At approx φ 31°-48.3 λ 81°-10.6 on line 62e-63e a sounding of 7 ft. looks to be in error. At position 117e a depth of 18 ft. was found, this sounding falls close to the 7 ft. sounding. There is evidently some error in the position as the depths make a bad junction with line 62e-63e. No error in plotting position 117e could be

(this is the ebb side of the channel and banks are steep

found, and smooth sheet and boat sheet agree.

At approx. φ31°-49.0 λ81°-10.6 line 75c-76c was plotted on a curved path. Upon the advice of higher authority the line was plotted on sharper arc to bring the shoaler depths shoreward of the deeper lines 43b-45b (red) and 32A-33A (red). The boat sheet does not agree with the smooth sheet. ✓

At approx. φ31°-46.5 λ81°-10.3 a sharp change in depth occurs between positions 16b and 16g from 2ft. to 6ft. At position 13g nearby a depth of 4ft. occurs close to a sounding of -2ft. The fix is bad as the control signal is too close to the position for accurate plotting. Smooth sheet and boat sheet agree. ✓

At approx φ31°-48.5 λ81°-11.5 an abrupt change in depth occurs between the parallel lines 99f-100f and 115g-116g. ✓

Approx. φ31°-48.9 λ81°-11.3 there is poor agreement of parallel lines 106f-107f and 84g-85g, involved soundings 11ft., 15ft., 16ft., a change of course occurs at the middle of line 84g-85g and this fact and consideration that ~~boat~~ the line may have been run against current, the shoaler depths on this line may have been drawn inshore for better disposition. Boat sheet and smooth sheet agree as to first statement. ✓

At approx. φ31°-45.6 λ81°-10.5 sounding of 5ft. following position 50g (blue) is close to one of 10ft on position 33b (red). Position 51g, depth of 8ft. looks too shoal. ✓

Approx. φ31°-46.7 λ81°-11.5, sounding 14ft. on position 54g looks too deep. The fix is unsatisfactory

due to the nearness of signal "Kill" which is used for central object. The 5ft at position 154j was inked in place of the one at 549 of 14ft.

At approx. φ 31°-50.1 λ 81°-10.4 trouble was experienced with positions 197m and 198m, see Vol. 4 pp. 50. There is a sudden drop in depth from shoal to 10ft just south of the island. Positions 969, 979, 23a 24a, 197m and 198m were all carefully checked for protracting.

Approx. φ 31°-49.5 λ 81°-10.8 positions 151k and 153k were revised in designation. All fixes of line are weak. The boat sheet was departed from to effect a better disposition of data.

Approx. φ31°-48.2 λ 81°-11.2 Lines in poor agreement at crossing 97f-98f and 118g-119g, slightly soundings involved 24ft. and 29ft. 28ft. Also line run lines 6a-7a and 97f-98f, soundings 25ft and 10ft. ~~There seems to be a ridge across the channel~~ cross channel currents this

Approx. φ 31°-47.3 λ 81°-12.1 sharp changes in depth west of line 128k-131k, shoal to about 20ft. also west of signal "Creek" on line 134k-135k, shoal to 27ft. "0" is probably slightly too far out which exaggerates this appearance

An odd condition of shoaling occurs near signal "Last" approx. φ 31°-48.4 λ 81°-11.5. Position 171k is zero depth, and position 100f close by is 10ft, also a depth of 16ft on line 789-799 plots near.

Approx. φ 31°-50.2 λ 81°-08.4 parallel lines 133m-134m and 157m-158m depths not consistent drawing app. 1fm. curve helps clear this.

soundings involved; 3 ft and 2 ft and 17 ft, and 7 ft.

Poor crossing approx. φ 31°- 50.2 λ 81°- 10.6 lines 194 m - 195 m and 199 m - 200 m. Trouble ✓ experienced in correctly locating positions. Smooth sheet and boat sheet agree substantially.

Approx. φ 31°- 45.3 λ 81°- 10.5 sounding ✓ preceding position 32 b (red) 14 ft. probably misread a fathom too shoal. (somewhat doubtful but H-916 shows 14 at this place & sounding retained)

Topography

Air compilation sheets T-5215 and T 5216 were used in verification of shoreline. An ✓ additional compilation is awaited in order to completely cover the sheet shoreline.

Incomplete Work

The following positions are not inked and must be coordinated with the topography. ✓

φ 31°-48.5 λ 81°- 08.5 lines 101h - 103h; 18 m - 24 m; ✓ ✓
34 m - 36 m. Queen Bess Creek 133 - 158 m. ✓ Dog Ear 63 n - 64 n ✓

φ 31°-47.7 λ 81°- 9.2 112 j - 116 j. ✓

Faulty position φ 31°-48' λ 81°- 8.9 position 94 j. ✓

Remarks.

The sheet was cautiously done in following respects. Cross lines, curving lines at river bends, somewhat illegible recording in volumes. No evidence of use of spacing dividers in plotting sheet. Incorrect position designation.

Compared completely with air-photo compilation and such conflict as occurred with hydrography found to be incorrect plotting. Silverberg

J W Day

TRIANGULATION STATIONS

"3" (Beacon) 1933
"5" (Beacon) 1933
Mud-1934
Kilkenny-1933
Head--Buckhead U.S.E. 1932
Skip--Skipper 1934
"2" (Beacon 1933
Bear-1934
New--Newell 1933
Ogee (Beacon 5 Ogeechee River 1933)
Steve--Stevenson's Point 1858
E. Front-1933
Sigma-1858
E. Rear-1933
Cupola-1934
Newell-1933
Buck-Buckhead 2 1858
West Rear-1933
Skipper-1934
Torrey-1933
Tor

TOPOGRAPHIC STATIONS

Oss	Poor	Bird
Mond	Last	Kill
Beak	Led	Ken
How	Tow	Here
Cat	Bad	Edge
Hawk	Can	Wuf
Ram	Grass	Lie
Row	Car	Ace
You	Game	Luck
Die	Ney	Trap
Try	Lot	Rod
Pur	Cane	Tree
Show	Is	Track
Late	Lag	Eve
Mid	Mike	Back
Tall	Cast	Toy
Mink	Easy	Slow
Zip	Love	Duck
Me	Bake	Sam
Cat	Cone	Jo
Wit	Sit	
Wag	Tow	
Dim	Bell	
Fix	Ring	
Ham	Doc	
Hard	Two	
Creek	Hypo	
Brew	Fox	
See	Kid	

HYDROGRAPHIC STATIONS

~~Pete~~ *Peach*

STATISTICS
SHEET #6

VOLUME	DAY LETTER	BOAT	SOUNDINGS	POSITIONS	MILES
1	A	GILBERT	438	96	15.0
1	a	SEA ISLAND	238	27	4.8
	b	" "	437	70	8.2
1	a	PATSY	140	18	3.6
	b	"	346	50	7.0
	c	"	655	107	16.3
	d	"	730	119	15.6
2	e	PATSY	1015	151	21.5
	f	"	744	124	12.5
2	g				
3	g	PATSY	857	158	22.5
4	h	PATSY	726	163	21.0
5	j	PATSY	902	217	23.0
5	k	"	697	195	17.4
5	l				
6	l	PATSY	802	243	23.0
	m	"	851	213	24.0
	n	"	375	107	10.9
		TOTALS.....	9953	2058	2463

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 5527

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	2058
Number of positions checked	345
Number of positions revised	156
Number of soundings recorded	9953
Number of soundings revised	3240
Number of signals erroneously plotted or transferred	0

Date: Jan. 15, 1935

Cartographer: J.W.Day

[redacted] J.W.Day [redacted] } 193.5 hrs.

[redacted] J.W.D. [redacted]

[redacted] [signature] [redacted] 13. hrs

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5527 (1934)

Bear River and Florida Passage
Georgia
Surveyed in Jan. - July 1934
Instructions dated December 5, 1933 (MIKAWE)

Hand lead soundings - 3 Point Fixes on Shore Signals.

Chief of Party - C. A. Egner, H. P. Odessey.
Surveyed by J. Morton - R. E. Dille
Protracted and Soundings plotted by-C. P. Crisfield, W. H. Kiley, V. F. Simmons
Verified and inked by - J. W. Day.

1. Condition of Records.

The records conform to the requirements of the Hydrographic Manual with the following exceptions:

a. Signal names were somewhat illegible.

b. Colors used on covers of sounding record did not correspond to day letter color inside.

c. The incorrect date was given for the Reference Station.

d. No copy of landmarks for Charts on Form 567 accompanied this particular sheet. Landmarks received Mar. 23, 1935. (Letter 199 1934). F.B.K.

2. Compliance with Instructions for the Project.

The plan, development, and extent of the survey satisfy the requirements of the Instructions with the exception that several of the tributary creeks were very sparsely developed. The more important of these will be noted under "Additional Work Recommended".

a. As indicated in the D.R. (page 4) more desirable information would be obtained if sounding lines were run midway between the center line and the banks of those creeks requiring three sounding lines. (Example - Big Tom Creek).

3. Sounding Line Crossings.

Considering the nature of the bottom, such cross lines as were run are in fair agreement.

4. Depth Curves.

The usual depth curves, including most of the low water line in all the main channels, can be drawn in detail.

5. Junctions with Contemporary Surveys.

The junctions with H-5528 (1934) on the north, and H-5552 (1934) on the south, will be considered in the review of those sheets.

6. Comparison with Prior Surveys.

a. H-733 (1860).

This survey on a scale of 1:20,000 covers only the north entrance to Florida Passage and considering the changing nature of the bottom and the time that has elapsed since the survey, there is a good general agreement with the present survey. Off the mouth of Queen Bess Creek (lat. 31°50.7', long. 81°08.8') slightly greater depth appears at present than is shown in H-773 (1860) and a slight shoaling is indicated at lat. 31°51.0', long. 81°08.55', with 12 feet instead of 14 as shown on H-773 (1860).

b. H-916 (1867).

This survey on a scale of 1:20,000 covers the remainder of the present survey except for a number of the smaller creeks which were not surveyed on the earlier work. Considering the changing nature of the bottom in this area, there is an excellent agreement between H-916 (1867) and the present survey.

Because of the nature of the bottom, and because the present survey is sufficiently thorough to supersede, in full, the prior work it is unnecessary to consider all the changes in depth, but the most important are the following:

(1) The shoal area with bare mud flat at lat. 31°49.2', long. 81°09.8' has been formed since the prior survey which indicated 8 to 12 feet at this place. A 5 foot sounding showed very close, however, to the present 5 foot sounding just east of this area.

(2) The channel is being crowded to the south side of the Bear River at the junction with the Florida Passage and Cane Patch Creek and a shoal is building up off the northeast point.

7. Comparison with Chart No. 1241.

a. Hydrography.

Within the area of the present survey the chart is based on surveys discussed in the foregoing paragraphs and contains no additional information that needs consideration in this review.

b. Controlling Depths.

A controlling depth of 9 feet is shown on Chart 1241 under authority of Letter 475 - 12/34 for the junction of Florida Passage and Bear River (lat. 31°49.2', long. 81°09.6'). This is in agreement with the present survey.

c. Aids to Navigation.

The location of the ranges at the junctions of Florida Passage and Bear River and the Beacons in Florida Passage and Bear River are in agreement with the charted locations. It is noted, however, that subsequent to the present survey, the west front and west Rear Range in lat. 31°49.1', long. 81°09.65' have been removed and ~~2 new buoys and one~~ three new beacons have been installed in this vicinity (~~L.H.~~ Local Notice to Mariners 23, November 13, 1934).

8. Doubtful Soundings.

a. A 6 foot sounding at lat. 31°47.42', long. 81°10.64' was rejected as there was no indication of the probability of this sounding. 12 feet was obtained on another line almost on the same spot and the prior work H-916 (1867) shows no shoaling at this place.

b. A 14 foot sounding at lat. 31°45.46', long. 81°10.45' was retained although it is probable that the lead line was read one fathom too shoal but there was not enough evidence to reject the sounding.

9. Field Plotting.

Field protracting and plotting are satisfactory and conform to the requirements of the Hydrographic Manual except that spacing dividers apparently were not used, and it was necessary to respace many of the soundings.

10. Additional Field Work Recommended.

This survey is generally complete. However, the following additional work is desirable:

a. More lines in Cane Patch Creek from its junction with Rush Creek in lat. 31°50', long. 81°06.6' to lat. 31°49.4', long. 81°07.7'.

b. The filling of the Gap in Big Tom Creek in lat. 31°47.7', long. 81°08.8'.

c. Additional development at the junction of Kilkenny and Cabbage Creeks in lat. 31°46'.75, long. 81°11.4'.

11. Superseding Old Surveys.

Within the area covered, the present survey, with no additions from previous surveys, supersedes the following surveys for charting purposes:

H-733 (1860) - in part
H-916 (1867) - in part

12. Reviewed by Harry T. Kelsh April, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green
Chief, Section of Field Records.

L. O. Colbert
Chief, Division of Charts.

Chief, Section of Field Work.

Chief, Division of H & T.

Applied to chart 573 Dec. 22, 1936 G.H.S.

To; Mr. Bacon
From L. S. S.

Date. Oct. 26, 1934

GEOGRAPHIC NAMES

GEORGIA

Survey No. H 5527

Chart No. 573 & 1241

Diagram No. 1241-2

Names underlined in red approved Oct 29, 1934 H.B.

*, Approved by the Division of Geographic Names, Department of Interior.

¢, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Compared with Prog. Military Map of Ossabaw S. New names added

Statu	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	------	Cabbage Cr. ✓	----	----	31°46.4' 81°12.0'
✓	Kilkenny Creek	Same--	----	----	
✓	Queen Bess Creek from Prog. Mil Map. (Ossabaw I)				31°50.3 81°08.4
✓	Newell Creek	"	----	----	
	Rush Creek from Prog. Mil Map (Ossabaw I)				31° 58.6 81° 07.0
✓	Big Tom Creek	"	----	----	
✓	Bear River	"	----	----	
✓	Buckhead Creek USGB	"	----	----	
✓	Cane Patch Creek	Cane Patch Cr. (Chart 1241) +PMM Canepatch Creek (573)	----	----	
✓	Florida Passage	Same	----	----	
✓	-----	Skippers Narrows	----	-----	31°50.3' 81°10.0'
✓	Lincoln Creek from P.M.M. (Ossabaw I)		(GN 3-1937)		31°46.0 81°12.5
✓	Red Bird Creek	Red Bird Cr. (Chart 1241) +PMM Redbird Creek (Chart 573)	----	----	
	Note: The Names were original inked in by the Field				
	Cubbage Cr. added 1/25/37	GN 3-1937			

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November 17, 1934.

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in
8 volumes of sounding records for

HYDROGRAPHIC SHEET 5527

Locality Bear River and Florida Passage, Ossabaw Sound, Georgia

Chief of Party: Herman Odessy in 1934
Plane of reference is mean low water, reading
1.9 ft. on tide staff at Kilkenny Creek
14.2 ft. below B.M. 1

2.3 ft. on tide staff at Walburg Creek
10.7 ft. below B.M. 1

3.3 ft. on tide staff No. 1)
2.4 ft. on tide staff No. 2) at Buckhead
7.5 ft. below B.M. 3

Height of mean high water above plane of reference is 7.9 feet at Kilkenny Creek; 7.1 feet at Walburg Creek and 7.2 feet at Buckhead.

Condition of records satisfactory except as noted below:

H A Marmer

Chief, Division of Tides and Currents.

25 Jan 13, 1936