

5551a
5551b
5551c

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~ } 8 8a 8b **5551a**
Hydrographic } Sheet No. **5551b**
5551c

State Georgia

LOCALITY

Ossabaw Sound
Vernon
Burnside River, White Bluff River
and Skidaway River : Skidaway
Narrows : ^{Vernon} White Bluff River

193 4

CHIEF OF PARTY

C. A. Egner

5551a
5551b
5551c

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 55512

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. 8

REGISTER NO. 55512

State Georgia

General locality Ossabaw Sound

Locality ^{Vernon} Burnside River, ^{White Bluff} ~~White Bluff~~ River and Skidaway River

Scale 1:10,000 Date of survey Jan. - June, 1934

Vessel Party # 23

Chief of Party C.A. Egner

Surveyed by C.A. Burnister

Protracted by M.C.B., G.F., C.A.E.

Soundings penciled by M.C.B., G.F., C.A.E.

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by *Quigley* *Mark S. Gurnee*

Verified by *Quigley* *Mark S. Gurnee*

Instructions dated DECEMBER 5, 1933, 1934

Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5551b

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. 8A

REGISTER NO. 5551b

State Georgia

General locality Ossabay Sound

Locality Skidaway Narrows

Scale 1:5,000 Date of survey Jan. - June 1934

Vessel Party # 23

Chief of Party C.A. Egnor

Surveyed by C.A. Burnister

Protracted by M.C.B., G.F., C.A.E.

Soundings penciled by M.C.B., G.F., C.A.E.

Soundings in ~~fathoms~~ feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated December 5, 1933, 1934

Remarks:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5551C

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. S B 5551C

REGISTER NO. 5551C

State Georgia

General locality Ossabaw Sound

Locality Vernon
~~White Bluff River~~

Scale 1:10,000 Date of survey Jan. - June, 1934

Vessel Party # 23

Chief of Party C.A. Egnor

Surveyed by C.A. Burmister

Protracted by M.C.B. G.F. C.A.E.

Soundings penciled by M.C.B. G.F. C.A.E.

Soundings in ~~fathoms~~ feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated December 5, 1933, 1934

Remarks:

DESCRIPTIVE REPORT
HYDROGRAPHIC SHEET
SHEET 8, 8a, 8b
(FIELD)

REPORT TO ACCOMPANY HYDROGRAPHIC SHEET

(FIELD) 8, 8a, 8b

INSTRUCTIONS:

This sheet was executed under instructions, dated December 5, 1933, covering work on the Inside Passage of the Georgia Coast by Party #23.

LOCALITY:

The limits of this sheet enclose all the Inside Passage between Grimball's Creek, on the Skidaway River, and the Vernon River. The main channel is known as Skidaway Narrows and Burnside River. Two side channels of some importance, namely, White Bluff River and Back River, are included on this sheet together with unimportant side creeks. This sheet joins sheet #9 to the north and sheet #7 to the south.

PURPOSE:

This work was done to obtain a more comprehensive survey than is indicated on present navigation charts.

CHARACTER OF LOCALITY:

In general the sounded area covered by this sheet is grass-covered flat marsh between high tree-covered ground on Skidaway Island to the east and the Isle of Hope area on the mainland to the west. The tides of Wassaw and Ossabaw Sound join at or near the northern end of Skidaway Narrows.

METHODS:

The entire sounding on this sheet was done by hand line with a ten pound lead. All lines were run by the launch

OGLETHORPE. The general system of lines is parallel with the current flow and no soundings in excess of three fathoms were taken against the current. The sounding lines were controlled entirely by sextant fixes except for the extreme northern end of the White Bluff River, at which point several fixes were located by lineal distances from established topo signals. The main channel shoreline was obtained by single lens photos while the Back River and White Bluff River shoreline was obtained from five lens photos on a scale of 21500 reduced to 1/10000.

FIELD WORK:

Due to the importance of the Skidaway Narrows in the Inland Waterway System and its narrow width, it was considered advisable to sound out this section ~~con-~~
~~sequently-~~ on a larger scale than 1/10000 consequently a scale of 1/5000 was selected and the shoreline transferred to this projection by a simple unadjustable two to one pantograph. No appreciable error seemed to result since the sounding lines and shore lines do not conflict. This special sheet is numbered #8a. This combination of sheets gives a most comprehensive determination of this River, a condition which would not have been possible under ordinary methods.

CONTROL--HORIZONTAL:

Additional third order triangulation, broken down from C. M. Durgin's 1932-33 Coastal System, was established in order to better control this area. The importance of the Skidaway Narrows justified the establishment of this system since additional control was essential for proper and adequate hydrography. This system extends throughout Skidaway Narrows. Additional hydrographic signals were placed at strategic points along both sides of the channel and located by topo. intersection. A few signals were later located by sextant fixes. Whenever possible a number of signals were placed on range. At the Isle of Hope a range of four signals were originally located out of azimuth.

This error was discovered when the shoreline for this section became available. The topography was done over in the field and the signals relocated. The smooth sheet therefore, contains a sub plan of this section on which is plotted all the lines effected by the change in location of these signals. In order to locate the signals in the White Bluff River area it was necessary to carry along a system of topographic triangulation simultaneously with traverse. Due to the nature of the area only acute angle intersections were possible which resulted in an accumulative error discovered when the shoreline became available. In order to determine the magnitude of this error a 3rd order theodolite and tape traverse was run from triangulation station BEAULIEU to signal JACK. The error was discovered to be thirteen meters which, though within the allowable error for topography was sufficient to cause considerable disagreement between sounding lines and shore line. The signals in this section were adjusted proportionally. All signals north of BONNIE were effected thereby. This error and consequent adjustment made it necessary to replot all the sounding lines effected by the signals within this area. It was considered advisable, considering elements of time and convenience, to make a sub plan of that section. The signals on sheet #8 were located on topo. sheets F, G, & J.

CONTROL--VERTICAL:

Tides throughout the area covered by this sheet were controlled from three gauges and staffs. The area was divided in such a manner as to take best advantage of these locations. A portable automatic gauge was placed at Isle of Hope and Vernon View and all three gauges were referred to Tybee gauge for plane determination. On advice from the Office no time or height corrections were made between tide gauges. Failure to make any adjustment should result in inappreciable error due to the nature of the sounded area and the tidal flow. Care was taken to so sound the area that the depth curves could be definitely determined.

COMPARISON WITH PREVIOUS SURVEYS:

The old survey was very incomplete and on the old datum. The side creeks had never before been sounded, therefore there is no satisfactory basis for comparison.

WORK OF OTHER BUREAUS:

A periodical check-up is made throughout the Skidaway Narrows section by the Corps of U. S. Engineers. This area is subject to some variations and ranges and channels are determined by the U. S. Engineers.

DANGERS AND CONTROLLING DEPTHS:

There are no dangers anywhere on this sheet. The Skidaway Narrows area carries ten feet of water and no difficulty will be encountered under proper navigation of the channel and range lines. It is difficult for long vessels to make some of the turns in the narrower parts and at the same time keep on range.

GEOGRAPHIC NAMES:

Local names as charted are best obtainable.

COAST PILOT INFORMATION:

This sheet contains only unlighted beacons and artificial ranges established by the U. S. E. Department; there are no buoys.

The true bearing of the above ranges have been noted on topo. sheet F which covers the Skidaway Narrows area.

5.

Main channel depths are quite regular.

This information will be found in the
Coast Pilot Report for this area.

Respectfully submitted,

George Fortune
Surveyor

Approved and forwarded.

C. Hogner
Chief of Party.

SIGNALS ON HYDROGRAPHIC SHEET NO. 8

TOPOGRAPHIC

COR TAG AGATE
 QUE SOD AJAX
 TANK VOS AMAR
 TRI TAN BOX
 AX WAT TWIN
 BAN RIM TRY
 LET NET BOB
 MAG TEEN CAB
 BO HAM JON
 PEER JOR DYE
 TIP LAM WAT
 MID SUG BEN
 FOX ON MAY
 EGG GIRL AID
 BEE NON LAG
 DIG GIT BONNIE
 GAL NIG COOK
 PEK JO SMO
 PA GAY FIRE
 WON US CURT
 UNO FO PIN
 UT FLAG DOG
 SEN NIB MID
 TRES FED BACK
 EX ICE DEEP
 OF DA GULL
 FOR VERT FOOL
 VI SANE OUT
 IX INK FIN
 VES WA NIS
 SEV MARG ZEE
 EAT LAST TOM
 TER CHIM SIGN
 SES TREE TURN
 KIN BATH RAIN
 NA IRON BOY
 BY GABLE ROK
 AD IVY DEX
 NOY RENE PINK
 TUM BIS BLUE
 MOT ABE DROP
 CAT ACT CROSS
 BUG ADAM
 LOG AFTER
 RUNT
 NIN
 NET
 TEN
 SIL
 VEL
 LED

TRIANGULATION

HOPE 1933
 BN. NO. 1 1932
 CAUSE 1934
 SAND 1934
 THIN 1934
 WYMBERLY 1934
 AWAY 1934
 LONG 1934
 ISLAND 2 1934
 BAILEY 1932
 PRYOR 1932
 BN. NO. 5 1934
 POSSUM 2 1932
 FORT 1934
 BEAU 1934
 JACK (Traverse 1934)
 MONT 1934
 BEAULIEU 1932

HYDROGRAPHIC

ATE
 OFF
 RED
 GREEN

HYDROGRAPHIC STATISTICS

SHEET #8

VOLUME	DATE	DAY-LETTER	BOAT	MILES	SOUNDINGS	POSITIONS
1	March 8	a	OGLETHORPE	22.6	762	217
	" 9	b	"	24.0	694	181
1	" 12	c	"			
2	" 12	c	"	15.1	489	144
	" 13	d	"	16.0	395	132
	" 14	e	"	15.0	392	106
	" 15	f	"	11.0	307	82
3	" 16	g	"	12.2	365	105
	" 19	h	"	13.0	313	106
	" 20	j	"	23.6	670	196
4	" 21	k	"	13.6	641	193
	April 2	l	"	15.5	417	110
4	" 3	m	"			
5	" 3	m	"	25.2	684	208
	" 4	n	"	20.7	529	175
	" 5	p	"	9.2	321	113
5	" 6	q	"			
6	" 6	q	"	15.5	613	164
	June 13	r	"	5.0	217	58
	" 14	s	"	19.5	883	222
TOTALS.....				276.7	8692	2512

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. .5551a, b, c.

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

Number of positions on sheet	.2512.
Number of positions checked	..188.
Number of positions revised	...32.
Number of soundings recorded	.8692
Number of soundings revised	...100. (Approx)
Number of signals erroneously plotted or transferred	.....

Date:

Verification by ¹⁰³2. M. Ziskind, ⁵¹M. J. Turner
¹²Xapp, ¹²Stiles. Time: 165 HOURS.

Review by

R. J. Christman July 10, 1935 Time: 19³/₄ hrs.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. ~~5551b~~

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

Number of positions on sheet	.....
Number of positions checked	.....
Number of positions revised	.....
Number of soundings recorded	.....
Number of soundings revised	.....
Number of signals erroneously plotted or transferred	.....

Date:

Verification by

Time:

Review by

Time:

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5551C

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

Number of positions on sheet	.....
Number of positions checked	.....
Number of positions revised	.....
Number of soundings recorded	.....
Number of soundings revised	.....
Number of signals erroneously plotted or transferred	.....

Date:

Verification by

Time:

Review by

Time:

Verification Report

H-5551 a, b, c (1934)

I Conformity to Hydrographic Manual

The records conform to the requirements of the Hydrographic Manual.

II Depth Curves

The usual depth curves are completely drawn, except where banks are steep, in which cases, for clarity, intermediate curves are suspended for short distances.

III Field and Office Plotting

The field plotting of much of the shore line was not very well done, necessitating extensive changes and additions in the office. Where slight variations of the shore line with the air photo compilation did not conflict with the hydrography, and in areas where no hydrography was taken, changes were not made.

Signal O Point was transferred to the smooth sheet from the Boat Sheet as it had not been plotted on the smooth sheet, nor does it appear on T-6166 covering this area.

Positions 90-97 h (red) ($\phi 31^{\circ} 59.7$; $\lambda 81^{\circ} 02.6$) were plotted by the verifier, as they were not plotted on the smooth sheet in the field.

Positions 90-97 m (red) ($\phi 31^{\circ} 58.4$; $\lambda 81^{\circ} 07.7$) were plotted by the verifier. The channel through the swamp as shown in this area on the air photo compilation has not been plotted transferred to the smooth sheet, as it is indefinite at best. The lines are plotted with the hydrographic files as the sole guides.

IV Junctions

Junction has been made with H-5574 a (1934) (on that sheet), and the agreement is satisfactory.

(over)

Junction has also been made with #5528 (1934), on this sheet, and the agreement is satisfactory. For this latter junction, several positions (43N; 56-57g; 68-70g; 49-50r; 56-57r; 33-36t; all inclusive) on #5528 which fell off the limits of that sheet, were plotted by the verifier on an overlay tracing (filed with #5528) and transferred in blue to #5551a as part of the junction.

No junctions have been made (in color) between a, b, and c sheets, but soundings common to both sheets in each case of junction, have been inked.

V Remarks

1. The note on reference station A JACK, 1934 was added to H-5551c by the verifier.
2. At positions 149-152 g day (5551a) (ϕ 31° 57'1 ; λ 81° 07'8) no creek line or other break in the shore line is shown on the tops sheet covering this area (T-5114). ^{It is possible to see on} _{Photo. Break made on} _{T-5114.}
3. Several docks plotted on the smooth sheet (5551a) in pencil in the Isle of Hope section of Skidaway River, with soundings thereon, have been disregarded. No records covering these soundings have been discovered as yet. There are several docks shown on this enlargement not shown on the compilation sheet.
4. A Beacon No. 1 is erroneously referred to in the records as "UNO".
5. The names on this sheet, added in the field, are slanting.
6. The 5½ ft. sounding at ~~48m~~ ^{19g} day (ϕ 31° 56'7; λ 81° 08'1) may be one fathom in error (#5551a) retained as 5½ ft.
7. At 205 a (red) (5551a) (ϕ 31° 58'7; λ 81° 02'6), the records show seven feet (7) with the notation "Probably 1 ft." One foot was plotted.
8. \odot OFF (5551b) should be 9M further west. This signal is not used, so its position has not

been corrected. Several other signals were discovered to be misplotted by as much as ten meters, but as the hydrography was not seriously affected, no changes were made. These discrepancies, for the reviewer's convenience, are shown on the smooth sheet in pencil. These three smooth sheets have been compared with the air photo compilations T-5114; T-5214.

Respectfully submitted
Mark S. Furness

VERIFIERS.

34-FL

December 15, 1934.

Division of Hydrography and Topography:

✓ Division of Charts:

E. P. Ellis

Tide Reducers are approved in
6 volumes of sounding records for

HYDROGRAPHIC SHEET 5551 a & b.C.

Locality Burnside River, ^{Vernon}~~White Bluff~~ River, and Skidaway River, Georgia.

Chief of Party: C. A. Egner in 1934

Plane of reference is mean low water reading

1.9 ft. on tide staff at Savannah Oglethorpe Hotel

12.9 ft. below B.M. 1

3.5 ft. on tide staff at Isle of Hope

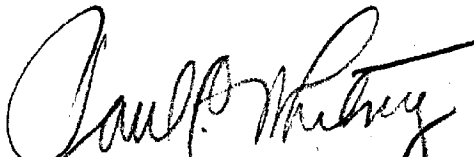
15.1 ft. below B. M. 1

2.8 ft. on tide staff at Vernon View

16.8 ft. below B. M. 1

Height of mean high water above plane of reference is 7.8 feet at Savannah Oglethorpe Hotel and Isle of Hope; 7.5 feet at Vernon View.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Department of the Interior

Office of the Secretary

Washington, D.C.

1954

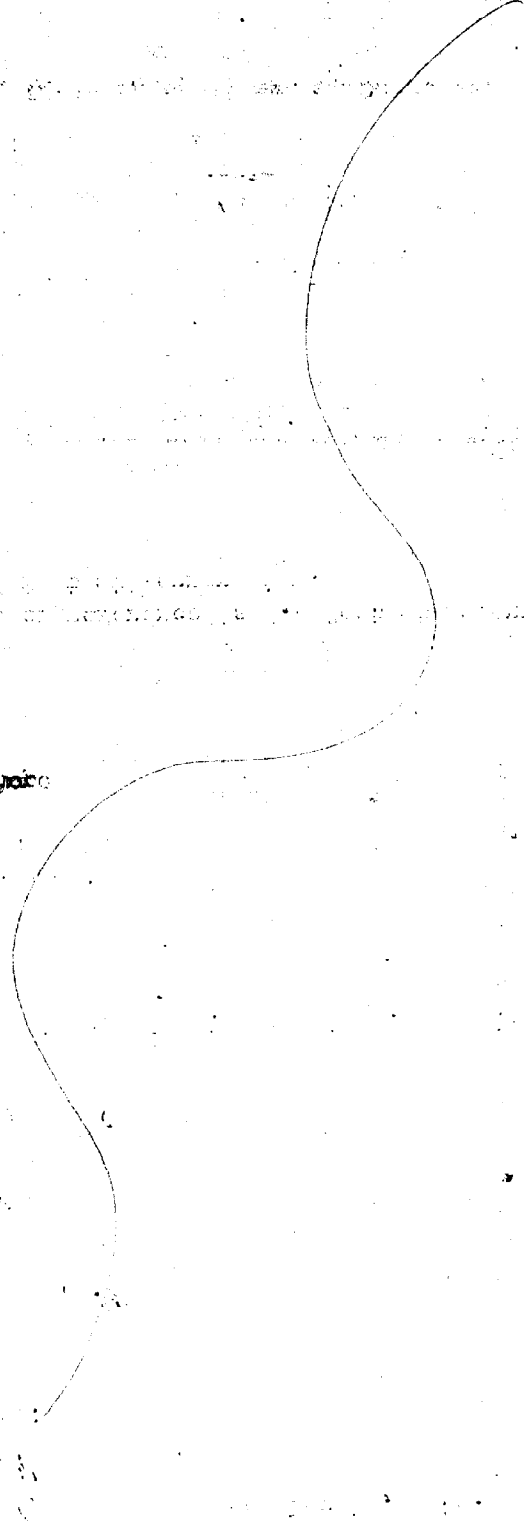
1954

1954

1954

1954

1954



CHARTS (FIELD RECORDS)

Please attach to
Description Report
H 5551 b

KAP
GJR
KTA
CKG

22-SG
1990-23

January 12, 1935.

To: Lieutenant C. A. Egner,
U. S. Coast and Geodetic Survey,
P. O. Box 408,
Apalachicola, Florida.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Criticism of Hydrographic Sheet 5551b.

There are being returned to you under separate cover by registered mail boat and smooth sheet No. 5551b and six volumes of soundings pertaining thereto.

These records are being returned for the reason that they cannot be verified with any degree of certainty until additional information is furnished.

The principal criticism of the hydrography is that in many instances courses were changed appreciably one or more times between fixed positions without any indication whatsoever in the record of the amount of change or when it was made. Furthermore no information is furnished in the remarks column to assist the verifier in checking the plotting of the lines.

In general it appears as though the launch proceeded over the ground at too high a speed. There are cases where the spacing between soundings is larger than the entire width of the waterway. More frequent positions of the hydrography undoubtedly could have been obtained at a lower speed.

Further criticism of the hydrography is that in latitude $31^{\circ} 56' 7''$, longitude $81^{\circ} 04' 0''$ an area marked "shoal area" was not developed. In view of the fact that there are approximately eight feet of tide in this locality, there appears to be no reason why the limits of this shoal should not have been well defined, particularly since it lies immediately adjacent to the main intracoastal waterway.

Considering the importance of this locality, the hydrography accomplished on this sheet is, in several respects, considerably below the standard of other hydrography recently accomplished in the waterways of Georgia and below the standard which this Bureau is now endeavoring to maintain. It is desired that you take steps to raise the standard by more careful supervision of this class of work than

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5551a,b & c (1934)-FIELD NO. 8,8a & 8b

Burnside River, White Bluff River and Skidaway River,
Ossabaw Sound, Georgia

Surveyed in January - June, 1934

Instructions dated December 5, 1933 (NATOMA)

Hand Lead Soundings.

3 Point Fixes on Shore Signals.

Chief of Party - C. A. Egnar.

Surveyed by - C. A. Burmister.

Protracted by - M. C. B., George Fortune, C. A. Egnar.

Soundings penciled by - M. C. B., George Fortune, C. A. Egnar.

Verified and Inked by - I. M. Zeiskind and M. S. Gurnee.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. Sounding records were not kept in separate volumes for the 1-5,000 scale sheet and the 1-10,000 scale sheet. This was because the field work was done on a 1:10,000 scale but plotted on 1:5,000 scale.
- b. Much of the shoreline was not carefully transferred, necessitating extensive changes and additions in the office.
- c. Two complete projections are shown on H-5551a (1934) as received from the field; one representing the North American 1927 Datum (in black), and the other the North American Datum (in red). Two full projections on a sheet are always confusing and where the values on the 1927 datum are available (as appears to be the case on this sheet), there is no necessity for showing the "North American Datum." Both projections, however, have been retained on the smooth sheet.

The Descriptive Report is complete as to essential details.

2. Compliance with Instructions for the Project.

The plan and extent of development are in accordance with the instructions for the project.

3. Sounding Line Crossings.

Generally, depths on crosslines and on adjacent lines are consistent but in a few places a strict interpretation of the sounding record would place the shoaler soundings outside of the deep line of soundings on steep channel banks. In such cases the better controlled soundings were given preference and the others shifted to conform to them.

4. Depth Curves.

Within the limits of the survey the usual depth curves may be satisfactorily drawn including most of the low water line.

5. Junction with Contemporary Surveys.

Junction is made with H-5574a (1934) to the northeast and with H-5528 (1934) to the south. Both junctions are satisfactory.

Several soundings common to both sheets in each case of junction have been inked on the a, b, and c sheet and on the insert on the a sheet.

6. Comparison with Prior Surveys.

a. H-733 (1860).

This survey shows the junction of the Burnside and the White Bluff Rivers on a scale of 1-20,000. General features are recognizable. The point of land has built out about 50 meters and depths in the deeper areas are 3 to 4 feet less. Because of the larger scale and closer development on the present survey, as well as the lapse of time since the 1860 survey, H-5551a (1934) should supersede the 1860 survey for future charting purposes.

b. H-866 (1865), H-867 (1865).

These sheets are on scale 1-20,000. Numerous changes in details have taken place in these rivers but the general features are comparable except in Skidaway Narrows, which has been radically changed by dredging. Because of the time elapsed since these surveys were made, as well as the larger scale and closer development of the present survey, H-5551a, b, & c (1934) should supersede the above surveys for charting purposes.

7. Comparison with Chart No. 440 and No. 1241.

a. Hydrography.

Within the area of the present survey the chart is based on surveys discussed in the foregoing paragraphs and on U. S. Engineer blueprints showing surveys of the Skidaway Narrows, EP. 24877-78-79 (1931) being the latest on file.

b. Controlling Depths.

A controlling depth of $7\frac{1}{2}$ feet for Skidaway Narrows is shown on Chart 440 under authority of Letter 475/12 of 1934. The present survey shows a depth of 8 feet with a possible 9 feet by a slight deviation from the established ranges.

c. Aids to Navigation.

The ranges numbered 1 to 8 inclusive are not charted. Charted ranges numbered 9 to 14 inclusive and beacons marking the sides of the channel are in agreement with the positions given by the survey.

8. Field Plotting.

The final field plotting was fair. Apparently the protracting of positions was done before the field check of signals was made. In addition to the two areas that were entirely replotted by the field party, there are several signals slightly out of position, but no replotting was deemed necessary because of the small change involved.

9. Additional Field Work Recommended.

The survey adequately develops the area and no further work is necessary.

10. Superseding Old Surveys.

Within the area covered, the present survey supersedes the following surveys for charting purposes:

H-733 (1860) in part.
H-866 (1865) " "
H-867 (1865) " "

11. Reviewed by - R. J. Christman, July 8, 1935.

Supervised by - A. L. Shalowitz.

Examined and approved:

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

F. S. Borden
Chief, Section of Field Work.

L. O. Pollock
Chief, Division of Charts.

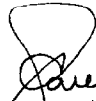
J. H. ...
Chief, Division of H. & T.

Applied to chart 440
Aug. 25, 1936 g.H.S.

and only those actually shown and for which ranges are provided for navigation purposes exist.

Unfortunately for this particular area, the sounding lines seem to crowd to the western bank, when in reality they should be more spread out. A replot of the positions on the various lines does not alter them appreciably, i.e. without changing one signal or angle.

This inscription "Shoal area" has therefore, been removed from the sheet.



Clarence A. Burmister

Clarence A. Burmister, Lieut. (j.g.)

*Resp. forwarded & approved
O'Keefe.*

POST-OFFICE ADDRESS: P. O. Box 408, Apalachicola, Fla.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

JEM 22
80 St. Keanu
82 CKG

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

November 19, 1935

1935 JAN 25 AM 9:22

To: The Director,
Coast & Geodetic Survey,
Washington, D. C.

Through: C. A. Egner, Lieut.,
Chief of Party #23,
Apalachicola, Fla.

From: Clarence A. Burmister, Lieut. (j.g.).

Subject: Hydrographic sheet 5551 b.

Reference: Director's letter 22 SG -- 1990-23 dated
January 12, 1935.

(1) For the further information to the Office in regards to the hydrography--running of sounding lines on this sheet--all sounding lines were run parallel to the banks of the narrows with the exception of those short lines designated as "diagonal" or "cross" lines. This should assist in checking sounding lines between positions noted in your letter.

The original lines of "b" and "c" days inclusive, were not plotted at all on sheet 8 (1:10000), as signals were too close together to use the protractor then available. It was not until they were plotted on sheet 8a, that the distances between soundings were seen to be so great. It was for this reason that the additional three lines on "s" day were run.

(2) As for the shoal area designated in latitude 31° - 56' 7", longitude 81° - 04' 10", there is no basis whatsoever for having shown this on the sheets and was probably placed there by some one unacquainted with the territory and without my knowledge. I have been through this narrows with the MILLER at least six times at speeds varying from 8 to 13 knots. These speeds show very plainly any shoals,

apparently was given at the time the area in question was surveyed.

You will please inspect carefully the sheet returned and, if available, furnish the information that will enable the Field Record Section to verify the plotting of the lines. A thorough inspection of the sheet was not completed in this office as it was soon apparent that it could not be verified. However, a few of the sections which cannot be checked are between positions as follows: 68 and 69c; 7 and 8b; 19 and 20b; 57 and 58s; 166 and 167b; and 75 and 76e.

(Signed) J. R. HAWLBY
Acting Director.

25 Jan 13, 1936
E.A.S.