8215

Diag. Cht. No. 1242-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. BN-1253 *Office No.* H-8215

LOCALITY

State Georgia

General locality Coast of Georgia

Locality St. Simons Sound

19~~4~~ 54

CHIEF OF PARTY

H. J. Seaborg

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DATE March 14, 1956

B-1870-1 (1)

8215

Form 537
(Ed. June 1946)

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.

REGISTER No. H-8215

Field No. BN 1253

State GEORGIA

General locality COAST OF GEORGIA

Locality ST. SIMONS SOUND

Scale 1:10,000 Date of survey 9 February - 22 March 1954

Instructions dated 2 OCTOBER 1953

Vessel LAUNCHES NOS. 1, 2, 3, and 4.

Chief of party Commander H. J. Seaborg

Surveyed by J. R. Plaggmier, J. F. Vance, Jr. H. J. Seaborg

Soundings taken by fathometer, [redacted], hand lead, [redacted] pole

Fathograms scaled by Ship's Personnel ✓

Fathograms checked by J. R. Plaggmier ✓ & Norfolk Processing Office ✓

Protracted by R.D. Lynn

Soundings penciled by R.D. Lynn

Soundings in [redacted] feet at MLW ✓ [redacted] are true depths

REMARKS: This survey was smooth plotted in the Hydrographic Section ✓ of the Norfolk District Office.

U. S. GOVERNMENT PRINTING OFFICE 16—66520-1

DESCRIPTIVE REPORT

To Accompany

INSHORE HYDROGRAPHIC SURVEYS — H-8216 H-8215 FIELD NOS. BN-2153 & 1253

ST. SIMONS SOUND, GEORGIA

U. S. C. & G. S. S. BOWEN — Harold J. Seaborg, Commanding

Scale, 1:10,000 (H-8215) 1:20,000 (H-8216)

6 January - 22 March 1954

A. PROJECT

A basic hydrographic survey was accomplished in the immediate vicinity of St. Simons Sound, Georgia, under instructions for Project CS-365, dated 2 October 1953.

B. SURVEY LIMITS AND DATES

Field work commenced on 6 January 1954 and terminated on 22 March 1954.

The survey on sheet BN-1253 (H-8215 (1954)) is bounded on the East by Long. 81° - 21' - 15", and on the West by the mainland. Inside the sound, the North and South limits are Lat. 31° - 10' - 15" and Lat. 31° - 06' - 45". On the outer coast, these limits are Lat. 31° - 10' - 00" and Lat. 31° - ~~03'~~ 02' - 50".

Junction was made with prior surveys H-5590 and H-5579 of 1934 at a scale of 1:10,000, and H-4462 of 1924 at a scale of 1:20,000. (Junction with H-4462 not shown on smooth sheet.) (No junction made)

The survey on sheet BN-2153 (~~H-8215~~ H-8216 (1954-55)) is bounded by Lat. 31° - 13' - 50" on the North, Long. 81° - 08' - 50" on the East, Lat. 31° - 00' - 10" on the South, and Long 81° - 22' - 30" on the West.

Junction was made at the south with survey H-4444 of 1924 at a scale of 1:20,000, and at the north with survey H-3983 of 1916-17 at a scale of 1:80,000. See Review, H-8216

C. VESSELS AND EQUIPMENT

Sheet 2153 (H-8216 (54)) was accomplished using the Ship BOWEN and a private launch referred to in the records as Launch No. 5. The BOWEN, sounding at a speed of 800 R.P.M. or about 10 knots ~~per hour~~, has a turning radius of 75 meters. All soundings by the Ship BOWEN were obtained using fathometer No. 157 SPX, an 808-J type portable depth recorder. Fathometer No. 100 S was used on Launch No. 5 which sounded at a speed of about 5 knots ~~per hour~~. This speed was erratic however, due to the poor condition of the launch engine.

Sheet 1253 (H-8215 (54)) was accomplished using four launches and an aluminum skiff. In the sounding volumes, these launches have been numbered from No. 1 to No. 4.

VESSELS AND EQUIPMENT (continued)

Launch No. 1 is a U.S. Coast Guard motor launch. Sounding speed was 7 knots ~~per hour~~ and at this speed the turning radius was 20 meters.

Launch No. 2 is a U.S. Coast Guard picket boat. Sounding at 8 knots ~~per hour~~, the turning radius was 30 meters.

Launch No. 3 is an 18-foot aluminum skiff, obtained from Photogrammetric Party No. 1. Powered by two 10-HP outboard motors, the skiff had a sounding speed of 6 knots ~~per hour~~ and a turning radius of 20 meters.

Launch No. 4 was a private launch hired for the survey. This launch has now been acquired by the Coast Survey and has a designation of CS-175. At the sounding speed of 10 knots ~~per hour~~, the turning radius of the launch was 10 meters.

Fathometer No. 160 SPX was used for all sounding by these four launches.

D. TIDE AND CURRENT STATIONS

An automatic portable tide gage was maintained on the Community Pier at St. Simons Island, Georgia, and was used to furnish tide corrections for both sheets. During the four days that the gage was not in operation, hourly heights were furnished by the Washington Office and were based on observed tides at Fort Pulaski, Georgia.

There was no investigation of currents.

E. BOAT SHEETS

Both boat sheets were furnished by the Norfolk Processing Office. A Shoran calibration sheet was also furnished by this office, and materially increased the value of the Shoran calibration checks. DNA

F. CONTROL STATIONS

A list of Control Stations is appended to this report. These stations were located by triangulation, plane table topography, photogrammetry, and sextant cuts. Four stations located by the photogrammetrist are partially dependent on sextant cuts. This information has been appended to this report, but more complete information will be found in the photogrammetrist's report.

A separate report has been submitted pertaining to the plane table survey. ← appended to Desc. Report of H-8216, planetable sheet has been destroyed.

G. SHORELINE AND TOPOGRAPHY

Shoreline and topography are to be obtained from Photogrammetric Survey PH-83, 1953, of the area except along Jekyll Island, where the shore line was located by standard plane table survey. See Review
T-9956(N), T-9956(S), T-9955(S)-(1951-55)

H. SOUNDINGS

BnA-54, BnB-54 } See Seacoast Rpt for Layout 11/1954 H.J. Seeborg

All soundings were obtained using Submarine Signal Company type 808-J portable depth recorders.

SOUNDINGS (continued)

Standard procedure was used in obtaining all usual corrections applicable. Additional corrections for faulty fathometer speed have also been tabulated where required. These corrections have all been entered in the sounding volumes, and the analysis forwarded to the Norfolk Processing Office.

Leadline soundings and bottom characteristics were obtained in accordance with the Hydrographic Manual.

I. CONTROL OF HYDROGRAPHY

H-8216 (54-55) H-8216 Two station Shoran control was used for the major portion of the work on sheet 2153. A small amount of three point fix control, using sextants, was necessary for the inner portion of the main ship channel. All launch work was sextant controlled (paragraph F of this report), including all of H-8215.

J. ADEQUACY OF SURVEY

H-8215 (1954) The survey on sheet 1253 complies with instructions and is considered to be adequate and complete.

H-8216 (1954-55) The survey accomplished by the Ship BOWEN on sheet 2153 is also considered to be adequate and complete, and in compliance with instructions. Between these two surveys is an area only partially surveyed by Launch No. 5. Completion of the survey in this area was not possible because of the necessity of returning the ship to Norfolk. (Completed in 1955)

K. CROSS LINES

Cross lines were run in compliance with paragraph 357 of the Hydrographic Manual. See Review

L. COMPARISON WITH CHART AND PRIOR SURVEYS

A comparison was made with prior surveys Nos. H-4444, 4462, 5579, and 5590, and with charts Nos. 447 and 1242. Except for an apparent shoaling action on the northern side of the access channel (see paragraph N), no unexpected changes of the bottom were noted.

(Paragraph L continues on next page) See Review

N. DANGERS AND SHOALS

H-8216 A dangerous shoaling action in the ship channel, St. Simons Sound, at Lat. 31°-05.94' N, Long. 81°-19.79' W, was the subject of a special report to the Director, dated 1 March 1954. The District Engineer, Savannah, Georgia, and the U. S. Coast Guard, have been notified of this shoal. H-8216

L. COMPARISON WITH CHART AND PRIOR SURVEYS (continued)

With reference to the preliminary review, the following items were investigated.

Item No.	Remarks
15	The charted pole has been destroyed. Two poles in the immediate vicinity were located and their positions noted in the sounding volumes. (φ31°09.68' λ 81°21.92')
16	This cupola ~~should be~~ has been deleted from charts Nos. 1242 and 447. (φ 31°08.3' λ 81°22.7' H-8215 L-427(1953) Add to NEP L.217(55))
17	No evidence of a 16 foot shoal was found in this area. It is assumed that a one fathom error was made, as the new records show a general 22 foot depth. (on H-8216)
18	This area was developed (H-8216) with an apparent shoalest depth of ~~14~~ 15 ft.
19	A report pertaining to this shoaling action has been forwarded to the Washington Office. A copy thereof is appended to this report. See paragraph N of this report (previous page). (H-8216)
20	There is no pile at this location (φ31°08.1' λ 81°24.23')
21	The 14 foot sounding (φ31°08.2' λ 81°25.25') was developed, but appears to be the shoalest depth.
22.	The islets referred to are oyster beds. (φ31°08.22' λ 81°24.62')
23.	This area was carefully investigated, and the information is recorded in the sounding volumes. Bridge clearances are listed in the Coast Pilot Report. (Vicinity of bridges to St. Simons I.)
24.	The wreck noted should be deleted from the chart. (840 - applied φ31°11.00' λ 81°24.90' outside survey limits, H-8215)
25.	The controlling depth of this channel appears to be ~~9.0~~ 10 feet (on range line) (bridges outside survey limits of H-8215)
26.	These items were included in a previous report, a copy of which is appended to this report. (Coast Pilot Report)

O. COAST PILOT INFORMATION

A separate report, copy of which is appended, has been submitted to the Director on Coast Pilot changes.

P. AIDS TO NAVIGATION AND LANDMARKS FOR CHARTS

A separate report has been submitted for Nonfloating Aids and Landmarks for Charts. A copy is appended to this report. A list of Floating Aids to Navigation is attached.

Respectfully submitted,

Richard H. Houlder

Richard H. Houlder,
Ensign, U.S.C. & G.S.

APPROVED AND FORWARDED,

Harold J. Seaborg

Harold J. Seaborg, Cdr, USC&GS,
Chief of Party.

STATISTICS FOR HYDRO SURVEY H

(Field) BN-1253 (1954)

USC&GSS BOWEN - CS-365

		DATE	DAY LETTER	VOLUME NUMBER	NO. OF POSITIONS	DETACHED POSITIONS		STAT. MI. SOUNDING
I	LAUNCH NO. 1	Feb. 9	a blue	1	77	5		8.2
		10	b blue	1 & 2	237	2		23.3
		11	c blue	2 & 3	176	5		26.0
		12	d blue	3	69			12.2
		15	e blue	3 & 4	197			42.6
		Totals -	- - - - -	- - - - -	756	12		112.3
II	LAUNCH NO. 2	Feb. 16	a green	4 & 5	243			43.0
		17	b green	5 & 6	252			43.3
		18	c green	6 & 7	192			27.6
		19	d green	7	79			12.7
		23	e green	7 & 8	178			31.0
		24	f green	8	34			11.5
		25	g green	8 & 9	220			46.5
		26	h green	9	48			10.4
		Totals -	- - - - -	- - - - -	1246			226.0
III	LAUNCH NO. 3	March 2	a purple	9 & 10	63	1		10.4
		3	b purple	10	130			18.5
		12	c purple	15	39	39		0.0
		Totals -	- - - - -	- - - - -	232	~~39~~ 40		28.9
IV	LAUNCH NO. 4	March 5	a brown	11	72			17.3
		6	b brown	11	69			14.4
	tide gauge out of order	8	c brown	11 & 12	245			16.5
		9	d brown	12 & 13	212			48.3
		10	e brown	13 & 14	242			45.6
		11	f brown	14 & 15	301			42.0
		12	g brown	16	260			35.9
		15	h brown	17	168			31.1
		16	j brown	17 & 18	~~110~~ 155	45		26.5
		17	k brown	18 & 19	228			27.0
		18	l brown	19	~~204~~ 208	4		27.8
		19	m brown	20	23	14		18.3
		20	n brown	20	154	~~4~~ 8		15.0
		22	p brown	20 & 21	63			4.0
		Totals -	- - - - -	- - - - -	~~2351~~ 2400	~~22~~ 71		399.7
	Skiff	March 17	a red	20	44	26		1.4
		TOTALS FOR SHEET	- - - - -	-	~~4678~~ 4629	~~87~~ 149		768.3
		Total Square Statute Miles	- - - - -	- - - - -	- - - - -	- - - - -	26.8	

W.E.K[illegible]

LIST OF CONTROL STATIONS

Boat Sheet BN-1253 (Field)

	SOURCE OF CONTROL			YEAR	SIGNAL NAME
I	TRIANGULATION				
	Brunswick Point Cut Front Range			1954	BRUN
	Brunswick Point Cut Rear Range			1954	WICK
	CLAM			1954	CLAM
	DUBIN (U.S.E.)			1954	DUBIN
	Plantation Creek Front Range Beacon			1933	FRONT
	Plantation Creek Rear Range Beacon			1933	REAR
	Saint Simons Yacht Club Flagpole			1933	SAINT
	St.Simons Island Golf Club Flagpole			1933	OLE
	St. Simons Lighthouse			1872	SIMON
	SPOT			1898	SPOT
II	TOPOGRAPHIC				
	ABE	BN-A-54		1954	ABE
	BEA	"	(Rec.)	"	BEA
	CAT	"		"	CAT
	DIG	"		"	DIG
	EVA	"		"	EVA
	FAR	"		"	FAR
	GAB	"		"	GAB
	HAT	"		"	HAT
	JEKE	"	(Rec.) form 524	"	JEKE
	KILL	"	(Rec.) form 524	"	KILL
	LUN	"		"	LUN
	NAT	"		"	NAT
	NED	"		"	NED
	ODD	"		"	ODD
	PEG	"		"	PEG
	RAG	BN-B-54		"	RAG
	SAG	"		"	SAG
	TAN	"		"	TAN
	TRI	BN-A-54		"	TRI
	VAN	BN-B-54		"	VAN

III PHOTO-HYDRO

SIGNAL NAME	FIELD SHEET NO.	PHOTO NUMBER	DESCRIPTION
ANN	T-9955 S	3505 A	Stake
BAR *	"	4323	SW corner bare spot
BOY	-9956 S	3500 A	Center of brush
CAN *	-9955 S	4323	E. point grassy area
CUP	"	3505 A	Cedar tree
DAY	"	--	Slanted day beacon (Rec.)

LIST OF CONTROL STATIONS (continued)

Boat Sheet BN-1253 (Field)

PHOTO-HYDRO (continued

		SIGNAL NAME	FIELD SHEET NO.	PHOTO NUMBER		DESCRIPTION
		DOG *	T-9955 S	4323		N. tip of shell bank
		DOL	"	4321		N. dolphin of six (Rec.)
		EAST	"	--		E. tower of lift span (Rec.)
		EGG *	"	4323		W. tip sand bank
		FIN	"	4321		S. dolphin of six (Rec.)
		IDA	"	4321		Intersection of two drains
		JOY *	"	4321		Intersection of two drains
		KEY *	"	4321		E. corner of L turn in drain
		LAD	"	4321		SE corner of dock
		LAG	"	4292		Coast Guard Flagpole
		LAS	-9956 S	--		Chimney (Rec.)
		LIT	-9955 S	--		St. Simons Sound Light (Rec.)
		MAN	"	4321		SE corner of old bridge
		MAT	-9956 S	3500 A		Center of brush
		MUD	"	3501		Chimney (Rec.)
		NOW	-9955 S	4321		Intersection of drain and slough
		OAK	"	4321		Tip of brush
		PAID	"	--		E. tower draw span (Rec.)
		PAL	"	3503		S. side of old bridge (Rec.)
		PIE	-9956 S	3501		Pilothouse on building (Rec.)
		PRIN	-9955 S	--		TOWER, 1953 (Rec.)
		PUT	"	3501		Water gable
		QUE	"	3503		Dolphin at S. end of pier (Rec.)
		RAN *	"	--		Approach Range Front Light 248
		RAT	-9956 S	--		E. gable (Rec.)
		RED	-9955 S	--		Frederick River Range Fr.beacon(Rec)
		RIV	"	--		Frederick R.approach Rnge Fr.Lt.(Rec
		ROB	"	3503		Intersection of drains
		SAM	"	3505 A		Water gable
		TOLL	"	--		W. tower of draw span (Rec.)
		TOM	"	3505 A		Chimney (Rec.)
		TOP	-9956 S	3500 A		Center of brush
		UGO	-9955 S	3505 A		NE gable (Rec.)
		WEST	"	--		W. tower lift span (Rec.)
		YAP	"	3505 A		Dolphin at SW corner of pier (Rec.)
		ZIP	"	3505 A		Peak of house roof (Rec.)
		* - Denotes positions checked by sextant				

IV HYDROGRAPHIC

SIGNAL NAME	VOLUME NUMBER	YEAR	REMARKS
GAL	--	1954	Located by Photogrammetrist
HOD	--	1954	Sextant cuts appended to this rept

CONTROL STATIONS

located by Photogrammetry

using Sextant Angles

STATION	From -	To -	ANGLE
			° ′
GAL	Omni Range	St.Simons Light Hse	108 - 48
	St.Simons Lt.Hse	SPOT, 1933	48 - 31
	SPOT	Plantation Cr.Range, Ft.	16 - 18
	Plant.Cr.Range,Ft.	" " " Rr.	49 - 45
	" " " Rr.	Tree	84 - 44
	Tree	Omni Range	51 - 54
HOD	Omni Range	St.Simons Water Tank	113 - 21
	St.Simons Wat.Tk	SPOT, 1933	83 - 51
	SPOT, 1933	Plantation Cr. R.R.	34 - 16
	Plantation Cr.R.R.	Tree	78 - 11
	Tree	Omni Range	50 - 21
MAT	Photo Point is center of brush		Photo 3500 A
		Direction? → Bearing	
	TANK, 1953	00° - 00′	
	Hydro Signal MAT	271° - 12′ - 20″ (R)	
	Distance 51.40 m	(168.7 ft.)	
TOP	Photo point is center of clump of Spanish Bayonet		Photo 3500 A
		Direction? → Bearing,	
	TANK, 1953	00° - 00′	
	Hydro Signal TOP	271 - 06′ - 30″ (R)	
	Distance 16.5 m	(54.1 ft.)	

FLOATING AIDS TO NAVIGATION
H-8215

BUOY	LAT.	LONG.	DEPTH	POS. NO.		DATE
SAINT SIMON SOUND						
Entr. Buoy 11A	31-06.~~72~~ 71	81-21.~~40~~ 39 ✓	20'	149c	(blue) ✓	2-11-54
Entr. Buoy 12	31-06.~~97~~ 94	81-21.~~67~~ 66 ✓	30' NP	147c	" ✓	"
Entr. Buoy 13	31-06.~~93~~ 92	81-21.~~79~~ 78 ✓	30'	148c	" ✓	"
Entr. Lighted Bell	31-07.~~29~~ 30	81-22.~~43~~ 42 ✓	34' NP	33b	" ✓	2-10-54
Buoy 15						
Bell Buoy 17	31-07.~~56~~ 55	81-23.~~38~~ 37 ✓	38' NP	23b	" ✓	"
Buoy 19	31-07.~~68~~ 66	81-24.~~21~~ 19 ✓	33' NP	118b	" ✓	"
Lighted Buoy 20	31-07.60	81-~~24.88~~ ✓	~~26'~~ NP	~~22b~~	" ✓	2-~~11~~-54
Lighted Buoy 22	31-06.63	81-25.81 ✓	31' NP	10a	" ✓	2-9-54
Plantation Creek Spit Buoy	31-07.~~95~~ 94	81-25.28 ✓	14' ✓	237b	" ✓	2-10-54

PROCESSING OFFICE
LIST OF SIGNALS

H-8215

TRIANGULATION STATIONS

KAY	KAY, 1953
BRUN	BRUNSWICK POINT CUT RANGE, FRONT LIGHT, 1954
CLAM	CLAM, 1954
DUBIN	DUBIN (U.S.E.), 1954
FRONT	PLANTATION CREEK FRONT RANGE BEACON, 1933
OLE	SAINT SIMON ISLAND GOLF CLUB, FLAGPOLE, 1933
REAR	PLANTATION CREEK REAR RANGE BEACON, 1933
SAINT	SAINT SIMON YACHT CLUB, FLAGPOLE, 1933
SIMON	SAINT SIMON ISLAND LIGHTHOUSE, 1932
SPOT	SPOT, 1898-1933
WICK	BRUNSWICK POINT CUT RANGE REAR LIGHT, 1954

MARKED TOPOGRAPHIC STATIONS

JEKE	JEKE, 1954	Bn-A-54
KILL	KILL, 1954	Bn-A-54

DESCRIBED TOPOGRAPHIC STATIONS

SOURCE T-9955S

East Paid Prin Toll West Tank

TOPOGRAPHIC STATIONS

SOURCE T-9955(S)

Ann Bar Can Cup Day Dog Dol Egg Fin Ida Joy
Key Lad Lag Lit Man Now Oak Pal Put Que Ran
Red Riv Rob Sam Tom Ugo Yap Zip

SOURCE T-9956(S)

Boy Las Mud Pie Rat

SOURCE Bn-A-54

Abe Baa Cat Dig Eva Far Gab Hat Jog Lun Nat
Ned Odd Peg Rag Tri

SOURCE Bn-B-54

Sag Tan Van

HYDROGRAPHIC STATIONS

SOURCE T-9955(S)

Gal Hod

SOURCE T-9956(S)

Mat Top

Note: Hydro stations were pricked from compilations. All cuts are recorded in the descriptive report.

TIDAL NOTE

Hourly heights for the area covered by this survey were obtained from a portable tide gage maintained at the Community Pier, on St. Simons Island, Georgia.

Lat. 31°-08.01; Long. 81°-21.83

During the four days that this gage was not in operation, hourly heights were furnished by the Washington Office, and were based on observed tides at ~~Fort Pulaski, Georgia.~~ Fernandina, Fla..

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

[redacted] LANDMARKS FOR CHARTS

TO BE CHARTED [redacted] } STRIKE OUT ONE

St. Simons Sound, Georgia, 22 March, 1954.

I recommend that the following objects which have [redacted] been inspected from seaward to determine their value as landmarks, be charted on [redacted] the charts indicated.

The positions given have been checked after listing by R. H. Houlder

Harold J. Seaborg, Cdr, USC&GS, *Chief of Party.*

STATE Georgia

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CUPOLA	Small cupola centered on top of white beach house	VH 8215 BEA ~~HC 7/1/57~~	31 03	510.8	81 24	784.0	N. A. 1927	Plane Table	1954	X	X		447 448 ✓ 1242 Recon.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NONFLOATING AIDS OR~~ LANDMARKS FOR CHARTS

~~TO BE CHARTED~~
TO BE DELETED } STRIKE OUT ONE.

St. Simons Sound, Georgia, 22 March, 1954

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be ~~charted on~~ *(deleted from)* the charts indicated.

The positions given have been checked after listing by R. H. Moulder

Harold J. Seaborg, Cdr, USC&GS *Chief of Party.*

STATE Georgia

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
			° ′	D.M. METERS	° ′	D.P. METERS							
SURVEY TOWER	Steel observing tower over KAY - 1933		31 03	457.0	81 24	791.8	N.A. 1927			X	X		447 448 1242 Recon

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS FOR CHARTS~~

TO BE CHARTED / ~~DISCONTINUED~~ } STRIKE OUT ONE

St. Simons Sound, Georgia, 22 March, 1954.

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by R. H. Houlder

Harold J. Seaborg, Cdr, USC&GS, *Chief of Party.*

STATE	Georgia		POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	D.M. METERS	° ′	D.P. METERS							
LIGHT 2	Jekyll Creek Light		31 05	1206.9	81 26	770.7	N. A. 1927	Triangulation	1954	X	X		447 840 ~~1242~~
RANGE FRONT ~~LIGHT 4~~	Jekyll Creek Jetty Range Front Light		31 05	634.9	81 26	751.3	"	"	1954	X			447 840
RANGE FRONT ~~LIGHT~~	Brunswick Point Cut Range Front Light		31 06	66.3	81 26	884.2	"	"	1954	X			447 840
RANGE REAR ~~LIGHT~~	Brunswick Point Cut Range Rear Light		31 05	1581.8	81 26	99.2	"	"	1954	X			447 840
L.36 (14)													

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

COAST PILOT REPORT

ATLANTIC COAST - SECTION D - FIFTH (1948) EDITION, AND
SUPPLEMENT SERIAL NUMBER 715 - 5, DATED 1 JANUARY 1953.

Project CS-365
Inshore Area along
Coast of Georgia

USC&GSS B O W E N
Harold J. Seaborg,
Commanding.

In connection with Instructions, Project CS-365, paragraph 24, dated 2 October 1953, the following items are noted.

ST. SIMONS SOUND and BRUNSWICK
Chart 447

Page 248. - Lines 8 - 9; and Supplement No. 715-5, page 40; read:

In March 1954 a hydrographic survey revealed a dangerous shoal encroaching from the north into the entrance ship channel between red nun buoys 6 and 8. A five and one-half (5½) foot sounding is at Latitude 31°-05.94', Longitude 81°-19.84'. A seventeen (17) foot sounding is at Latitude 31°-05.91', Longitude 81°-19.85', placing it almost in mid-channel. Except for this shoal the controlling channel depth is as presently charted, 23 feet.

Lines 10 - 12; strike out:

St. Simons Range Front Light _ _ _ _ _ _ _ range, as it is not on the range line.

Lines 20 - 23; read:

A hotel tower 0.85 mile east-northeastward of St. Simons Light, the tall stacks of the Hercules Powder Company in Brunswick, and the water tank near the south end of St. Simons Island are prominent.

Line 45; read:

St. Simons is a summer resort with a substantial concrete pier at the south end of St. Simons Island. The pier is 107 feet along the outside face and is 25 feet wide. Protecting cluster piles are at the outer corners. The controlling depth is 18 feet at mean low water.

Page 249. - Line 5; read:

The bridge has a horizontal clearance of 33½ feet and a vertical clearance of 8 feet at high water.

Line 15 (Supplement page 40); read:

A highway vertical lift bridge crosses the river 1.5 miles above the mouth. It has a horizontal clearance of 100 feet, a vertical clearance, closed, of 9½ feet, and an open clearance of 85 feet.

Page 250. - Line 24; read:

Intracoastal Waterway. Jekyll Island is being converted into a State Park. Several large buildings (former palatial homes) are on the west side of the island near the landing.

Page 251. - Line 10; read:

An 80 bed modern hospital is found in Brunswick. The U.S. Public Health Service does not maintain a station here. A contract doctor has offices in the Dunwoodie Building.

Line 18; read:

BRIDGES - A highway bridge is under construction across the Brunswick River just east of the junction where Turtle River and Oglethorpe Bay enter Brunswick River. The bridge will connect the mainland with Colonels Island. In March 1954 the concrete supports were in place and the approach aprons completed. When completed, the lift bridge will have a 250 foot horizontal clearance, vertical clearance closed of 24 feet, and vertical clearance open of 139 feet.

Line 25; read:

_ _ _ _ _ at the shipyard. Most of the piers and wharves are in poor condition and some are in ruins. The dock and slip belonging to the Brunswick Port Authority offers the best berthing facilities for medium size craft. However, the entrance has filled with silt. The controlling depth at the entrance is 8 feet at mean low water in February 1954. The wharves of etc. _ _ _ _ _ _

Line 32; read:

stores, coal, gasoline, diesel fuel, ice, and fresh water are procurable.

Line 38; read:

MARINE REPAIRS - There is only one sizeable firm offering marine repairs. The capacity of the railway is 400 tons. Vessels of 136 foot length, draft forward of 6 feet, draft aft of 9½ feet, can be accommodated.

Line 43; read:

In March 1954, there was practically no coastwise shipping and _ _ _ _ _

JOHNSON CREEK TO BRUNSWICK RIVER
Chart 840

Page 265. - Line 25; read:

The lift bridge over Back River is described in another section.

BRUNSWICK RIVER TO NASSAU SOUND
Chart 841

Page 266. - Line 24; add:

A highway bridge is under construction, vertical lift type, (March 1954) across Jekyll Creek to the island. When completed, this lift bridge will have a horizontal clearance of 100 feet, a vertical clearance closed of 9½ feet, and vertical clearance open of 85 feet.

"Harold J. Seaborg,
Comdr., USC&GS

ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8215 (Field No. Bn-1253)

GENERAL

Much difficulty was experienced during the smooth plot of this survey due to the use of slender angles in the off-shore areas. Also, a large number of questionable angles were encountered thru-out and an unusually high number had to be rejected. It is reccommended that this survey be carefully verified in the vicinity of channels and in other critical areas.

SOUNDINGS

Agreement of soundings at crossings is only fair. This disagreement is more noticeable in the off-shore areas where the bottom is irregular, the sextant angles slender, and where much of the hydrography was done under fairly heavy sea conditions in a bottom that probably changes considerably with each storm.

Lat. 31-06.~~78~~ 89 Long. 81-21.52 The 18' sounding falling in the channel is particularly questionable as it is plotted on a 2 position line.

Removed from smooth sheet... fixes 26,27,28 are faulty and are rejected. (launch 4)(br) REE 3-14-56

Lat. 31-08.00 Long. 81-25.05 The positioning of the 12' sounding in this area is questionable and additional developement should have been accomplished.

13' from 195 d (brown) nearby

Detached positions 1 thru 39c (purple). The plotting of these positions of bottom samples are questionable as they were recorded without check angles and were never plotted on the boat sheet. The soundings on a few do not agree with surrounding hydrography.

DISCREPANCIES

Lat. 31-07.90 Long. 81-25.70 Soundings between positions ~~21~~ 24 and 30a (blue) were not smooth plotted as the course was extremely erratic and soundings do not agree with surrounding hydrography.

(con't)

RHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. Apr. 1950

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys~~: 16 April 1956

Division of Charts: R. H. Carstens

Plane of reference approved in
21 volumes of sounding records for

HYDROGRAPHIC SHEET 8215

Locality St. Simons Sound, Ga.

Chief of Party: H. J. Seaborg in 1954
Plane of reference is mean low water, reading
3.5 ft. on tide staff at St. Simon Lighthouse
17.2 ft. below B. M. 1 (1888)

Height of mean high water above plane of reference is 6.6 feet

Condition of records satisfactory except as noted below:
NOTE: Tide reducers for the positions below have been revised in red and verified:

Vol.	Positions
3	1d - 39d, 1e - 96e
8	1g - 32g
10	12a - 25a
9	10a - 11a - WER
	Sdgs. corrected - WER

Chief, ~~Division of~~ Tides ~~and Currents~~ Branch

U. S. GOVERNMENT PRINTING OFFICE 877033

GEOGRAPHIC NAMES

Survey No. H-8215

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Georgia									B.G.N	1
St Simons Sound									"	2
St. Simons Island									"	3
Jekyll Island									"	4
Goulds Inlet									"	5
Sea Island									"	6
Blackbank River										7
King Creek										8
Frederica River										9
Lanier Island										10
Mackay River										11
Back River										12
Plantation Creek										13
										14
				Names approved						15
				3-29-56. L. Heck						16
				(see chart 447 for						17
				placement of names)						18
										19
										20
										21
										22
										23
										24
										25
										26
										27

M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8215

Records accompanying survey:

Boat sheets 1; sounding vols. 21; wire drag vols. —;

bomb vols. —; graphic recorder rolls 19 Envelopes

special reports, etc. 1-Descriptive report, 1-Smooth sheet, and

1-Folder, Fathometer correction data.

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

Number of positions on sheet		4678
Number of positions checked		550
Number of positions revised		—
Number of soundings revised (refers to depth only)		502
Number of soundings erroneously spaced		8
Number of signals erroneously plotted or transferred		1
Topographic details	Time	8.1 hrs.
Junctions	Time	56.1 hrs.
Verification of soundings from graphic record	Time	58.6 hrs.

Verification by William E. Roig, III Total time 391 hrs. Date 1/20/59

Reviewed by [signature] Time 90 Date 5/15/59

DRE

M-2232-1

Lat. 31-08.65 Long. 81-25.30 Position 7b (blue) was not plotted as the fix was questionable and the time erratic.

Lat. 31-07.85 Long. 81-23.58 Soundings between positions 230 and 236b (blue) were not plotted as soundings do not agree with surrounding hydrography.

L Lat. 31-09.49 Long. 81-25.29 Soundings between 1 and 17e (blue) were not plotted as they do not agree with surrounding hydrography.

Lat. 31-07.00 Long. 81-21.75 Position 175e (green) was not plotted because of a weak fix.

Lat. 31-07.30 Long. 81-21.95 Position 74g (green) was not plotted because of a weak fix.

Lat. 31-03.01 Long. 81-21.76 Soundings between positions 22 and 27a (brown) were not plotted as they did not agree with surrounding hydrography.

Lat. 31-07.15 Long. 81-21.60 Positions 121 thru 123c (brown) were not plotted as the fixes were questionable.

Lat. 31-08.00 Long. 81-23.90 Positions 96 and 97d (brown) were not plotted because of weak fixes.

Lat. 31-07.90 Long. 81-23.68 Soundings between positions 153 and 155d (brown) were not plotted. Disagreement with surrounding hydrography. — Adequate along slope.

Lat. 31-07.20 Long. 81-21.76 Soundings between positions 25 and 26e (brown) were not plotted. Disagreement with surrounding Hydrography.

OK see preceding page

Respectfully submitted,

Hugh L. Proffitt

Hugh L. Proffitt
Cartographer

Norfolk, Va.
16 Feb. 1956

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8215 FIELD NO. BN-1253

Georgia, St. Simons Sound

Surveyed - Feb.-March 1954 Scale: 1:10,000

Project No. CS-365

Soundings: 808 depth recorder
hand lead
pole

Control: Sextant
angles on
shore signals

Chief of Party - H. J. Seaborg
Surveyed by - H. J. Seaborg, J. R. Plaggmier, J. F. Vance, Jr.
Protracted by - R. D. Lynn (Norfolk)
Soundings plotted by - R. D. Lynn
Verified and inked by - W. E. Roig
Reviewed by - L. V. Evans III 5/15/59
Inspected by - R. H. Carstens

1. Shoreline and Control

The shoreline north of lat. 31°07.5' originates with reviewed photogrammetric surveys T-9955 and T-9956 of 1956 except in the vicinity of lat. 31°08.1', long. 81°23.2' where a short section of shoreline from the advance manuscript of T-9955 has been shown on the smooth sheet in red. That particular section as compiled from 1951 photographs is thought to reflect conditions contemporary to the hydrography better than the 1956 field edit revisions shown on the final topographic sheet.

The shoreline of Jekyll Island originated largely with planetable surveys Bn-A-54 and Bn-B-54 by the hydrographic field party. Shoreline from the planetable sheets is shown in red. A small section in the vicinity of lat. 31°03' from the incomplete manuscript of T-9959 (field inspection in 1954) is shown in black.

On the west side of Brunswick River south of lat. 31°07.5', a short section of shoreline was shown from T-5224 (1933-34).

The sources of hydrographic control are fully tabulated in lists appended to the Descriptive Report.

2. Sounding Line Crossings

Final depths are in adequate agreement at sounding line crossings. There are a number of 1-ft. discrepancies in areas of smooth bottom and in areas of more bottom relief some crossings reflect a lack of rigid positioning. Because of the somewhat unstable nature of the bottom the overall pattern of crossings is considered sufficient to confirm the adequacy of the survey for charting.

3. Depth Curves and Bottom Configuration

The depth curves are adequately defined by the hydrography. The bottom is rather irregular, with many bars and shoals.

4. Junctions with Contemporary Surveys

Adequate junctions were made with H-8216 (1954-55) to the east, H-5579 (1934-37) to the southwest and H-5590 (1934) to the northwest. On the south, where the survey extends to the present project limits, depths are in harmony with charted hydrography.

5. Comparison with Prior Surveys

H-537 (1856) 1:10,000	H-1830 (1888) 1:20,000
H-548 (1856) 1:10,000	H-2178 (1894) 1:20,000
H-590 (1856-7) 1:10,000	H-2390 (1899) 1:10,000
H-810 (1860) 1:20,000	H-4462 (1924) 1:20,000
H-1133 (1869-72) 1:20,000	H-5579 (1934-37) 1:10,000
H-1146 (1872) 1:20,000	H-5590 (1934) 1:10,000
H-1775 (1887) 1:10,000	

The surveys listed comprise the prior coverage of the area of the present survey. A comparison between the present and prior surveys reveals considerable change in depths. Within St. Simon Sound, except in the main channels, there has been general, and in places pronounced, shoaling, as shown by the following examples:

Prior Depth	Source	Lat.	Long.	Present Depth
7-9 ft.	H-5579	31°07.5'	81°25.7'	5 ft.
5-7 ft.	"	31°06.95'	81°25.9'	-1 ft.
17 ft.	"	31°08.0'	81°25.05'	12 ft.
35 ft.	"	31°07.8'	81°25.0'	25 ft.
8 ft.	"	31°08.55'	81°25.38'	3 ft.

In the area outside the inlet the changes have been more in the nature of bottom shifting, with varied shoaling and deepening as revealed by the following comparisons:

Prior Depth	Source	Lat.	Long.	Present Depth
6 ft(charted)	H-4462	31°05.0'	81°22.24'	9 ft.
33 ft.	H-2390	31°07.4'	81°23.4'	-½ ft.
3½ ft.	"	31°07.6'	81°24.1'	29 ft.
4 ft.	H-1830	31°06.3'	81°22.1'	8 ft.
18 ft.	"	31°07.12'	81°21.45'	1 ft.
5-6 ft.	H-1133	31°05.4'	81°21.5'	10-12 ft.
13 ft.	"	31°06.0'	81°22.4'	6 ft.

The present survey is adequate to supersede the prior surveys within the common areas.

6. Comparison with Chart 447 (print of 12/15/58)
Chart 448 (print of 10/27/58

A. Hydrography

Most of the charted hydrography originated with the prior surveys and needs no further discussion. Supplemental hydrography has been charted through preliminary application of the present survey from a print of the boat sheet (Bp 51831) and the penciled smooth sheet. Only minor differences of 1 - 2 ft. are noted between soundings so charted and the final smooth sheet depths. However, because of the importance of its location attention is called to the 18-ft. sounding, charted in lat. 31°07.94' long. 81°23.83' from the boat sheet of this survey, which has been revised to 20 ft. on the final smooth sheet and shifted slightly in position.

Attention is also called to the following:

(1) The 12-ft. sounding charted in lat. 31°07.60', long. 81°24.90' and the 26-ft. sounding in lat. 31°07.64' long. 81°24.62' are from a Corps of Engineers' survey of January 1957 (Bp 54932) and therefore supersede depths of this survey.

(2) The apparent pile symbol charted in lat. 31°08.22', long. 81°26.02' from an air photo office revision (Bp 48100) should be disregarded. Apparently the feature had been intended as an islet, since the hydrographer found only oyster beds, as shown on the survey, in the area (see Descriptive Report, Par. L, item 22.).

Except for information subsequent to the date of the field work this survey is adequate to supersede the charted hydrography within the common area.

(B) Controlling Depths

Controlling depths in the Bar Channel are charted from Corps of Engineers' surveys subsequent to this survey.

(C) Aids to Navigation

Plantation Creek Spit Buoy was found to be in lat. 31°07.94' long. 81°25.28', about 250 m. east of its charted position; the location as found on this survey appears somewhat preferable to the charted position. All other aids are charted in substantial agreement with their survey positions and adequately mark the features intended.

7. Condition of Survey

The field work on this survey does not meet the usual standards in the following respects:

(1) The positioning of the hydrography was not as rigid as would be expected in an inshore survey of this type.

(a) The choice of signals in many cases resulted in slim angles and weak fixes, although it would seem that stronger fixes should have been feasible.

(b) An unusually large number of questionable angles was found. Many fixes had to be rejected or plotted on 1 angle, time and course.

(2) Agreement of crossings and adjacent lines was not as consistent as normally expected.

(a) Numerous crossing discrepancies of 1 - 4 ft. had to be resolved by the smooth plotter and/or verified.

(b) Analysis of crossings revealed that the corrections applied in the field for fathometer speed were in some cases not valid.

(c) Empirical corrections in some instances had to be derived and applied to resolve discrepancies.

(d) Some crossings were improved by rescanning the fathograms. Instances were found where peaks at uneven intervals were scanned on the even interval and displaced soundings as much as 4 millimeters.

(e) In some cases the density of hydrography was such that whole lines or parts of lines which could not otherwise be reconciled could be rejected without causing a deficiency in coverage.

(B) The smooth plotting was satisfactory. Because of the difficulty caused by the factors discussed in the preceding paragraph considerable additional time was required beyond the normal time for a sheet of this type.

(C) The shoal indication (12 and 13-ft. soundings) in lat. 31°08.0' long. 81°25.05' should have been developed. The smooth plotting reveals a small holiday on the north side of this shoal. The control of the line involved was weak and the boat sheet plotting did not show the holiday; however, the shaal indication in itself should have called for more investigation.

8. Compliance with Project Instructions

Except for the items discussed in Section 7 this survey adequately complies with the project instructions.

9. Additional Field Work Recommended

This survey is considered basic for charting this unstable area and no additional field work is recommended. Because of the type of bottom, the shoal indication mentioned in Section 7 (C) is not considered of sufficient importance to justify recommending additional development.

EXAMINED AND APPROVED:

Wallace A. Bruder
for Max G. Ricketts, Chief
Nautical Chart Branch

Ernest B. Lewey
Ernest B. Lewey, Chief
Chart Division

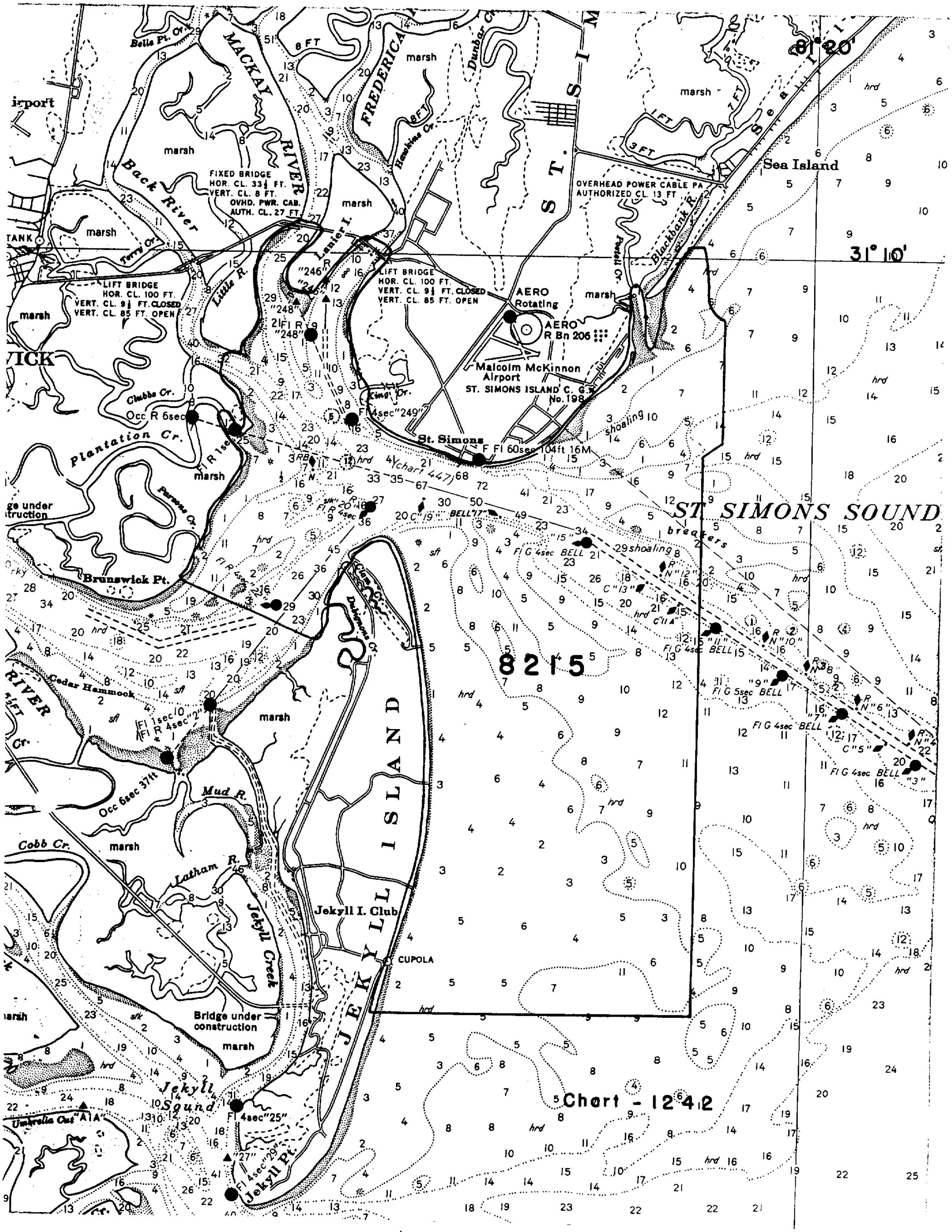
Lorin F. Woodcock
Lorin F. Woodcock, Chief
Hydrography Branch

Samuel B. Grenell
by John Bowie
Samuel B. Grenell, Chief
Coastal Surveys Division

NOTES TO VERIFIER

Shoreline on H-8215 was obtained from advance manuscripts T-9956 (south half) and T-9955 (south half). Extensive shoreline field edit corrections shown in red have since been applied to the topographic manuscripts.

Shoreline in red for Jekyll Is. has no T-sheet, plane table survey destroyed prior to verification. Otherwise OK
WER


MACKAY RIVER
FREDERICA RIVER
ST. SIMONS
Sea Island
Back River
Little R.
Lanier I.
marsh
FIXED BRIDGE
HOR. CL. 33½ FT.
VERT. CL. 8 FT.
OVHD. PWR. CAB.
AUTH. CL. 27 FT.
LIFT BRIDGE
HOR. CL. 100 FT.
VERT. CL. 9½ FT. CLOSED
VERT. CL. 85 FT. OPEN
OVERHEAD POWER CABLE PA
AUTHORIZED CL. 13 FT
AERO
Rotating
AERO
R Bn 206
Malcolm McKinnon
Airport
ST. SIMONS ISLAND C. G.
No. 198
St. Simons
F Fl 60sec 104ft 16M
Plantation Cr.
Clubbs Cr.
Occ R 6sec
Brunswick Pt.
ST. SIMONS SOUND
breakers
shoaling
Cedar Hammock
Mud R.
Latham R.
Jekyll Creek
Cobb Cr.
JEKYLL ISLAND
Jekyll I. Club
CUPOLA
Bridge under
construction
Jekyll Sound
Jekyll Pt.
Fl 4sec "25"
Occ 6sec 37ft
8215
Chart - 1242
31° 10'
81° 20'

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8215

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7/20/56	1242	Faun	Before ~~After~~ Verification and Review added two ones off shore JF
			Examined. No correction made, except as noted on Part. appd aid proof.
8-31-56	447	R.K. McLaughlin	Before ~~After~~ Verification and Review
11/16/56	840	J.F. Walker	Before ~~After~~ Verification and Review JFW
			Part applied thru Ch 447 Dwg # 11
7/3/57	Reconstr. 448	GKE	Before ~~After~~ Verification and Review GKE
14 July 1959	447 448	Nichols	~~Before~~ After Verification and Review Completely applied
17 July 59	124 r (Thru 447 & 448 above)	Nichols	~~Before~~ After Verification and Review Completely applied
20 July 59	1111	Nichols	~~Before~~ After Verification and Review Thru 124 r
11-29-61	447	A. A. Jones	~~Before~~ After Verification and Review Completely appld. thru Bp 58431
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.