

T- 11702

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

## DESCRIPTIVE REPORT

Type of Survey ..... **SHORELINE** .....  
Job No. .... **PH-5907** .... Map No. **T-11702** .....  
Classification No. **II & III** Edition No. ....

## LOCALITY

State ..... **VIRGINIA** .....  
General Locality ..... **NORTHAMPTON COUNTY** .....  
Locality ..... **SHIP SHOAL ISLAND** .....

1959 TO 1962

## REGISTRY IN ARCHIVES

DATE ..... **1 JUL 1975** .....

## DESCRIPTIVE REPORT - DATA RECORD

T- 11702

PROJECT NO. (II):

PH-5907

FIELD OFFICE (III):

Keller, Virginia

CHIEF OF PARTY

G. F. Wirth

PHOTOGRAMMETRIC OFFICE (III):

Baltimore, Maryland  
Tampa, Florida

OFFICER-IN-CHARGE

William E. Randall  
V. Ralph Sobieralski

INSTRUCTIONS DATED (II) (III):

October 20, 1959	FIELD
April 26, 1960	FIELD, Amendment I
December 28, 1960	OFFICE
August 10, 1961	OFFICE, Amendment I
September 29, 1961	OFFICE, Amendment II

METHOD OF COMPILATION (III):

Graphic

MANUSCRIPT SCALE (III):

1:10,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

Inapplicable

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):

N. A. 1927

VERTICAL DATUM (III): MHW

~~XXXXXXXXXX~~ EXCEPT AS FOLLOWS:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

REFERENCE STATION (III):

LAT.:

LONG.:

☐ ADJUSTED☐ UNADJUSTED

PLANE COORDINATES (IV):

STATE

ZONE

Y =

X =

Virginia

South

ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (II) FIELD PARTY, (III) PHOTOGRAMMETRIC OFFICE,  
OR (IV) WASHINGTON OFFICE.

WHEN ENTERING NAMES OF PERSONNEL ON THIS RECORD GIVE THE SURNAME AND INITIALS, NOT INITIALS ONLY.

## DESCRIPTIVE REPORT - DATA RECORD

T-11702

FIELD INSPECTION BY (III): <b>G. F. Wirth, R. S. Tibbitts, P. C. Specht</b>		DATE: <b>April 1960</b>
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): <b>Air Photo Compilation</b> <b>Date of Photographs: Oct. 1959 and April 1962</b>		
PROJECTION AND GRIDS RULED BY (IV): <b>R. A. C.</b>		DATE <b>Dec. 1960</b>
PROJECTION AND GRIDS CHECKED BY (IV): <b>J. D. C.</b>		DATE <b>Jan. 1961</b>
CONTROL PLOTTED BY (III): <b>J. C. Richter</b>		DATE <b>Jan. 1961</b>
CONTROL CHECKED BY (III): <b>F. J. Tarcza</b>		DATE <b>Jan. 1961</b>
RADIAL PLOT <del>BY (III) (STATE DATE AND METHOD OF LOCATION)</del> BY (III): <b>H. R. Rudolph</b>		DATE <b>Feb. 1961</b>
STEREOSCOPIC INSTRUMENT COMPILATION (III): <b>Inapplicable</b>	PLANIMETRY	DATE
	CONTOURS	DATE
MANUSCRIPT DELINEATED BY (III): <b>J. C. Richter</b> Reviewed: <b>R. Glaser</b>		DATE <b>May 1961</b> <b>Nov. 1961</b>
SCRIBING BY (III):		DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): <b>W. H. Shearouse</b>		DATE <b>June 1963</b>
REMARKS:		

## DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): U.S.C. &amp; G. S. nine lens camera

## PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
60405 - 60407	10/13/59	9:41	1:10,000	0.8' above MLW

## Tide (III)

Reference Station: Sandy Hook, N. J.  
Subordinate Station: Ship Shoal Inlet, Va.  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	4.6	5.6'
	4.0	4.8'

Atlantic Marine Center  
~~Washington Office~~ Review by (IV):

C. H. Bishop

Date: Dec. 1973

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 2 sq. mi.

Shoreline (More than 200 meters to opposite shore) (III): 7.4 mi

Shoreline (Less than 200 meters to opposite shore) (III): 6.3 mi

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 3

Recovered: 1

Identified: 0

Number of BMs searched for (II): 0

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): \*

Number of Temporary Photo Hydro Stations established (III):

## Remarks:

\* Three previously established Recoverable Topographic Stations were searched for, one was recovered and identified and the other two declared lost.



T-11702

COMPILATION RECORD	COMPLETION DATE	REMARKS
Compiled	Nov. 1961	Superseded
Revised from April 1962 photos	July 1962	Superseded
Final review	Dec. 1973	



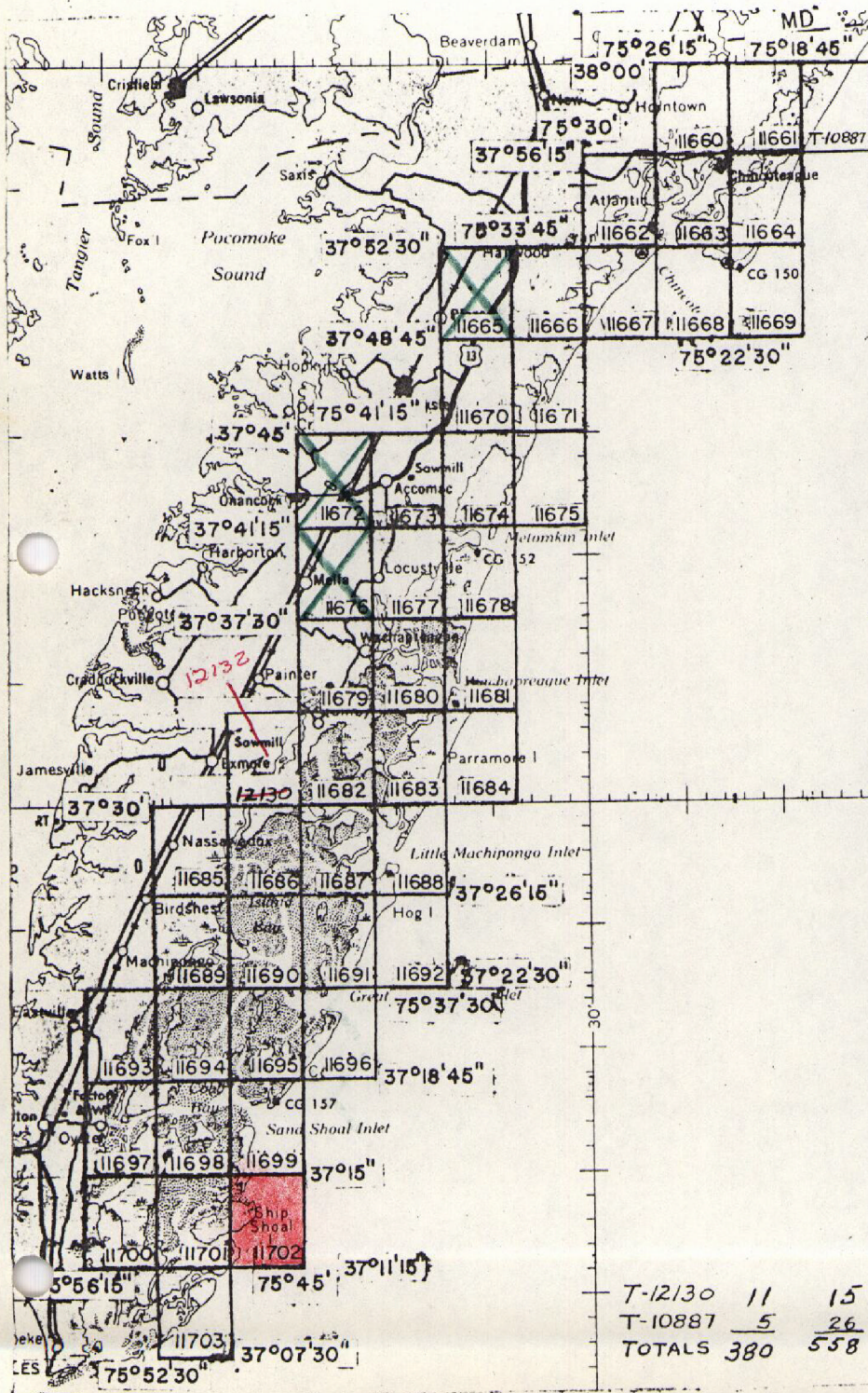
# PH-5907

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## CAPE CHARLES TO ASSATEAGUE, VA

### Planimetric Mapping Scale 1:10,000

OFFICIAL MILEAGE  
FOR COST ACCOUNTS



Sheet No.	Area Sq. Mi.	Lin. Mi. Shoreline
11660	6	10
11661	6	15
11662	13	19
11663	7	23
11664	8	16
11665	17	0
11666	16	8
11667	7	8
11668	1	1
11669	1	4
11670	16	1
11671	8	15
11672	17	0
11673	16	5
11674	8	16
11675	1	4
11676	16	0
11677	13	10
11678	8	16
11679	16	8
11680	11	32
11681	4	10
11682	8	15
11683	11	15
11684	2	3
11685	16	4
11686	4	15
11687	6	20
11688	6	15
11689	13	11
11690	4	11
11691	4	16
11692	2	3
11693	11	11
11694	6	16
11695	4	19
11696	4	9
11697	11	20
11698	6	16
11699	4	13
11700	8	16
11701	8	14
11702	4	11
11703	6	23
T-12130 11 15		
T-10887 5 26		
TOTALS 380 558		

3-22-62



SUMMARY TO ACCOMPANY  
DESCRIPTIVE REPORT T-11702

This 1:10,000 scale shoreline manuscript is one of 43 maps that comprise Project PH-5907, Cape Charles to Assateague, Virginia. The project diagram on page 5 indicates the location of this map in the project.

Field inspection before compilation was done in April and May 1960.

Compilation was done graphically, using 9-lens photographs taken in October 1959. Control was based on a radial plot using the 9-lens photography. Compilation was revised in July 1962, using ratio prints of single lens photography taken in April 1962, after the March 1962 hurricane. Revision was from office interpretation of the photos without the benefit of field inspection. There were few changes, except shoreline along the Atlantic Ocean, which was radically changed by the hurricane.

No field edit of this map was accomplished.

Final review was done at the Atlantic Marine Center in December 1973.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 3 minutes 45 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.

## Field Inspection Report

PH-5907

### Eastern Shore of Virginia

#### 2. Areal Field Inspection

This report covers the southern seven maps in Northampton County, sheets 11697 thru 11703.

Most of the area is salt marsh which covers at high water. There are many deep channels through the marshes, but most of these channels are choked at the ocean or where they enter large bays. The ocean beach is lined with various sized sand dunes.

The photography was satisfactory.

A shack under construction on Black Rock Channel, at Goodwin Island, should be investigated by the field edit party.

The hydro party should investigate a charted wreck on Wreck Island. See section 8 of this report for details.

#### 3. Horizontal Control

Stations not recovered, which were control requirements:

Magothy Bay, Channel Light No. 6

Smith  
Smith 2  
Smith Hydrographic  
Smith's Island North 2  
Mink  
Mink 2  
Ship Shoal 3  
Wreck 3  
Sand Shoal Inlet, the Spit Beacon  
Sand Shoal Inlet, Running Channel Black Beacon  
Cobb 3

None of these stations could be found. Many stations bordering the ocean were lost due to erosion. The shacks were destroyed by fire or hurricanes.

All the stations on the sheets that had not been previously reported as lost were reported on Form 526 at this time.

Reported As Lost On Form 526:

Magothy Bay Channel Light No 6, 1954  
Smith Hydrographic, 1929  
New Inlet, East Gable, East Shack, 1934  
House on Flats, Center, 1934  
Wreck No 3, 1933  
Spit Light, Sand Shoal Channel Red Beacon, 1933  
Sand Shoal Channel, Black Beacon (Fl W)  
Running Channel, 1933  
Shack On Piles, Northeast Gable, 1934

All C&GS control in the area was searched for.

4. Vertical Control

The recovery of tidal Bench Marks was required for the Project.

Bench Marks recovered:

BM 1 (U.S.E.) (Oyster)  
BM Morgan 2 (Oyster)  
BM R-86 (Oyster)  
BM 2, 1934 (Cobb Island Coast Guard)

Bench Marks reported lost:

BM 1, 1943 (Cobb Island C.G.)  
BM 3, 1934 (Cobb Island C.G.)

## 5. Contours and Drainage

No contours were required.

Drainage is in the form of small streams and ditches. Drainage was delineated and swampy areas outlined. All drainage was examined under the stereoscope and little difficulty should be encountered in picking it out.

## 6. Woodland Cover

Tree areas and orchards were identified and labeled on the photos. Most of the woodland cover consists of slash pine and various hard woods, often intermixed.

## 7. Shoreline and Alongshore Features

Most of the area is salt marsh which is covered at high water. Fast ground is indicated by the presence of trees, sand dunes, or clumps of small bushes which show as a light gray grainy texture on the photos (see notes on photos). The MHWL has been delineated on the

photos.

The apparent MHWL is usually found at the edge of the marsh grass. The marsh grass shows as a darker gray even texture on the photos, as compared with the mud banks, which show lighter gray with a wrinkled texture. The apparent MHWL has been delineated where it is not self evident. The apparent MHWL along the west side of Mockhorn Island on sheet 11700 was extremely hard to delineate due to poor contrast on the photos. It was noted on the 9 lens photos by walking the shoreline.

The outer chain of islands is covered with sand dunes, which wash and drift back over the marsh. In some areas the sand has washed back and exposed the old marsh on the ocean side. The dunes are covered with sparse tough grass, and small bushes.

The outer islands are changing rapidly. A comparison with 1942 maps shows that Wreck Island has had about  $\frac{1}{2}$  mile of its southern end eroded away while the northern end has built up. Build up has also taken place on Smith Island; and Bungalow Inlet has shifted northeastward.

Signs marking shore ends of submarine cables have been identified and labeled.

All other features have been noted on the photos.

## 8. Offshore Features

The low water line has been delineated on the photos where possible. Much of the area is very flat, and the low water line does not show very well.

Many oyster shell piles are scattered throughout the shallow bays, and alongside the channels. They present a definite hazard to small boats attempting to cross them. The piles show as small white areas on the photos, and have been labeled.

No trace of the wreck charted at lat.  $37^{\circ}17.0'$  long.  $75^{\circ}47.5'$  could be found. This is right near the beach so it could have been washed away or buried. The hydro party should investigate this item.

## 9. Landmarks and Aids

Landmarks and aids for nautical and aeronautical charts were investigated and reported on Form 567. The black and white prints of the color photography were field edited and labeled. Fixed aids which did not show up on the photos were located by ground survey methods from photo points and triangulation stations.

## 10. Boundaries, Monuments, and Lines

There are no boundaries, monuments or lines to be mapped in the area.



# 11. Other Control

All previously marked Topographic stations that could be of value to hydrography were searched for and reported on form 524.

The following were recovered:

SUN 1942

CUT 1942

The following were reported lost or destroyed:

BAT 1942

BIT 1942

BUN 1942

Cobb Island Coast Guard Sta Tidal BM 1 (1942)

FOX 1942

INK 1942

KIT 1942

LAP (1942)

LOT 1942

NAP 1942

POT 1942

PUN 1942

REC 1942

The following monumented topographic stations were established:

BM R 86 (1960)

COBB BM 2, 1934 (1960)

To meet the minimum spacing requirements of a recoverable station every 2 miles, stations should have been established at about lat.  $37^{\circ}15.8'$ , long.  $75^{\circ}47.9'$  (Wreck Island) and Lat.  $37^{\circ}15.8'$ , Long.  $75^{\circ}51.6'$  (New Marsh).

Due to lack of time a Topographic station was not established in these areas. It is not felt necessary to revisit the area to establish these

stations, since many stations (such as Cobb Island Coast Guard Station, Cape Charles Lighthouse) are clearly visable from up to 10 miles.

Photo points 001, 003 thru 009 were used to locate topographic stations and fixed aids.

#### 12. Other Interior Features

Roads used only for access to fields have been labeled "FS", for Farm Service.

There were no bridges or cable clearances required in the area.

All other features were noted on the photos.

#### 13. Geographic Names

Local inquiry disclosed no discrepancies of geographic names in the area.

#### 14. Special Reports and Supplemental Data

Coast Pilot Report - The following changes should be made in "U.S.C.P. 3-Atlantic Coast- Sandy Hook to Cape Henry-Sixth(1953) Edition":

Page 214 - line 43 should read;

A newly dredged channel, with a controlling depth of 3 feet in April 1959, leads from Chesapeake Bay across the southeasterly tip of Cape Charles in to deep water in Magothy Bay. The entrance to this inlet from the Chesapeake Bay is now choked with sand. Surf breaks over the entrance in rough weather along a north-south line through Light "34". Magothy is a village on the west side.....

Page 215 - lines 4-5-6 should be deleted

A power cable over .....clearance of 19 feet.

*A Coast Pilot Report was also submitted under separate cover 7 June 1960. — G.F.W.*

Respectfully Submitted  
7 June 1960

*George F. Wirth*

George F. Wirth, Chief of Party

PHOTOGRAMMETRIC PLOT REPORT  
Project Ph-5907  
Surveys Nos. T-11697 thru T-11703

21. AREA COVERED

This radial plot covers the total area of surveys Nos. T-11700 through T-11703 and the central and southern portions of surveys Nos. T-11697 through T-11699. These are planimetric surveys along the Atlantic Coast from Cape Charles northward to Sand Shoal Inlet, and extending westward to just west of Magothy Bay.

22. METHOD-RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Virginia State Grid, South Zone in red were furnished by the Washington Office.

The positions of all horizontal control stations and substitute points were plotted on the manuscripts with the Coordinatograph.

A sketch showing the layout of the surveys, distribution of control, and photograph centers is attached to this report.

Photographs:

Thirty (30) nine-lens photographs taken in October 1959 at a scale of 1:10,000 were used in the plot, numbered as follows:

60402 through 60410

60545 through 60560

60586 through 60590

Templets:

Vinylite templets were made for each <sup>photograph</sup> ~~templet~~ using the master templet to correct for chamber displacement.

Closure and Adjustment to Control:

The manuscripts for the plot were joined together by matching common grid lines.

The plot was laid directly on the map manuscripts.

The templets for 60555 and 60556 were laid first since they contained the most control. The rest of the flight, 60554 through 60560, was then laid followed by the flight 60586 through 60590. The other two flights were then laid and with very few minor adjustments to the templets a satisfactory plot was constructed. While laying the templets for 60405, 60406, and 60407 it was noted that one control station, SHIP SHOAL ISLAND WHITE PYRAMID NO. 6 1959, which had not been identified by the field party could be office identified. This point was pricked and the station held in the

plot. CHERITON WEBSTER CANNING CO. STACK 1939 and CHERITON WEBSTER CANNING CO. TANK 1939 were also identified in this office and held in the plot. Only one identified control station, SAND SHOAL INLET MIKES SAND BEACON 1933, was not held in the plot.

Transfer of Points:

The positions of all passpoints, photograph centers and radially plotted positions of control were pricked on the top templets and drilled through the templets and map manuscripts.

23. ADEQUACY OF CONTROL

The density and distribution of control was adequate. The field identification of control was good.

One identified control station could not be held in the plot.

SAND SHOAL INLET MIKES SAND BEACON 1933 - The radially plotted position falls approximately 7.8 mm SE of its grid position. This beacon has been identified on nine-lens photograph No. 60546 as SAND SHOAL INLET BLACK BEACON 1934. However, on single lens photograph 59-W-9804 the same image has been identified as an Aid to Navigation, SAND SHOAL INLET MIKES SAND LIGHT. There is no coordinate or geographic position available to this office for SAND SHOAL INLET BLACK BEACON 1934, and also there is no description for SAND SHOAL INLET MIKES SAND BEACON 1933. However, on page 20 of cahier 376 the description for SAND SHOAL INLET BLACK BEACON 1933 recovered 1934 states, "This beacon carried away in storm of August 1933 and since rebuilt. It was relocated by this party in 1934". Since no other beacon appears on the photographs, it is believed that MIKES SAND BEACON 1933 no longer exists and that the radially plotted position is the position of SAND SHOAL INLET BLACK BEACON 1934.

MAGOTHY CHANNEL DAYBEACON NO. 3 1934, had been plotted on the margin of survey T-11700. This station should be considered lost as the only Aid in this vicinity is Ship Shoal Channel to Fisherman's Inlet Light 20 as identified by the field party and also as shown on chart 1222.

The radially plotted positions of two (2) shacks that were identified as landmarks fell so close to the positions of 1959 control that the radially plotted position of the landmarks have not been shown. They are as follows:

SHACK (East Gable) Ht. 21 (23) - Approximately 0.1 mm east of

OLD HOUSE CREEK HOUSE NO. 1 1959.

SHACK (NW Gable) - too close to measure to RED DRUM DRAIN  
SHACK NO. 3 1959

24. SUPPLEMENTAL DATA

None used.

25. PHOTOGRAPHY

Adequate.

Respectfully submitted  
27 February 1961

*H. R. Rudolph*  
H. R. Rudolph  
Carto. (Photo.)

SCALE FACTOR.....1.000

1 FT. = 3048006 METER

COMPUTED BY	DATE	CHECKED BY	DATE
F.A.S.	1/11/61	J. C. Richter	1/13/61

COMM. DC-57843

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COMPILATION REPORT  
Ph-5907  
T-11701 and T-11702

For field inspection and photogrammetric plot reports covering the areas of these surveys, see Descriptive Report T-11703.

31. DELINEATION

These manuscripts were delineated by the graphic method.

32. CONTROL

The identification, density and placement of horizontal control was adequate.

33. SUPPLEMENTAL DATA

Final names sheet prepared on a copy of A.M.S. quadrangle Ship Shoal Inlet, Virginia.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAIL

The shoreline inspection was adequate.

Low water data was furnished in part by field inspection. The balance was delineated by office interpretation.

36. OFFSHORE DETAILS

Refer to item 8 of field inspection report.

37. LANDMARKS AND AIDS

Two landmarks located on T-11701. Forms 567 for these landmarks were submitted March 27, 1961.



38. CONTROL FOR FUTURE SURVEYS

T-11701: None.

T-11702: Forms 524 are herewith submitted for three previously established Recoverable Topographic Stations. One was recovered and identified, the other two are declared lost.

The recoverable topo station is listed in Item 49.

39. JUNCTIONS

Junctions have been made and are in agreement between these two surveys. In addition, junctions have been made and are in agreement with the following adjoining surveys:

To the north, T-11698 and T-11699.

To the south, T-11703.

To the west, T-11700

To the east, all water area.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. thru 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

A.M.S. Ship Shoal Inlet, Virginia quadrangle, scale 1:25,000, dated 1949.

47.. COMPARISON WITH NAUTICAL CHARTS

Chart 1222, scale 1:80,000, 18th edition July 17, 1961, corrected to July 29, 1961.

Items to be applied to Nautical Charts immediately: None.

Items to be carried forward: None.

Respectfully submitted  
May 8, 1961 (Rev. 11/17/61)

*John C. Richter*

J. C. Richter  
Carto. (Photo.)

Approved and forwarded

*William E. Randall*

William E. Randall  
CDR, C&GS  
Baltimore District Officer

June 22, 1972

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-5907 (Virginia)

T-11702

Atlantic Ocean

Myrtle Beach


Myrtle Island

New Inlet

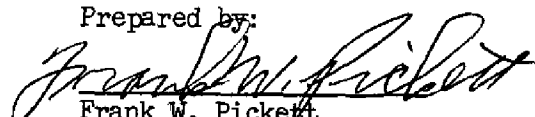
Ship Shoal Inlet

Ship Shoal Island

Approved:

  
A. Joseph Wraight  
Chief Geographer

Prepared by:

  
Frank W. Pickett  
Cartographic Technician

PHOTOGRAMMETRIC OFFICE REVIEW

T-11701 & T-11702

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

4a. Classification label ☒

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒  
9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒  
40. P. J. Glaser Joseph Steinberg  
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler

\_\_\_\_\_  
Supervisor

43. Remarks:

## REVIEW REPORT T-11702

## SHORELINE

December 19, 1973

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, showing differences noted in Par. 62, is bound with the original of this report.

The map sources for Par. 62 and 63 were compared with each other.

There is no difference between the two maps; the AMS Quadrangle is a copy of T-8180.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with T-8180, 1:20,000 scale, dated 1943. Significant differences were shown on the comparison print in blue.

T-11702 supersedes previous topographic surveys for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with AMS SHEET 5858 III NE, SHIP SHOAL INLET, VA., 1:25,000 scale, dated 1943. Since the quadrangle is a copy of T-8180, differences were the same and were shown on the comparison print with the same blue line.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

No contemporary hydrographic surveys were available for comparison.

65. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Chart 1222, 1:80,000 scale, 36th Edition, dated June 30, 1973. No significant differences were noted.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This map complies with project instruction and meets the requirements for National Standards of Map Accuracy.

Reviewed by:

*Charles H Bishop*

Charles H. Bishop  
Cartographer

Approved and Forwarded:

*J. G. Carlen*

Jeffrey G. Carlen, CDR, NOAA  
Chief, Coastal Mapping Division, AMC

Approved:

*Alfred C. Holmes*

Alfred C. Holmes, RADM, NOAA  
Director, Atlantic Marine Center

Approved:

*W. H. Herndon*

Chief, Photogrammetric Branch

*James Cobble*

Chief, Coastal Mapping Division

## COMPARISON PRINT

Blue = T-11702 &  
AMS Quad.

-WJ956

x = 2,785,000 FT.

75° 48' 45"  
37° 15' 00"

48' 30"

48' 00"

old marsh soil

60405

14' 30"

NEW

INLET

T-11702  
1:10,000



y=340,000 FT.

DRUM DRAIN  
ACK. NO 3 1959

14'

62W3957

26

COMPARISON PRINT

Blue = T-11702 &  
AMS Quad.

13' 30"

y=335,000 FT.

SHIP

SHOAL

ISL

Dunes

62W3953

JOINS T-11701

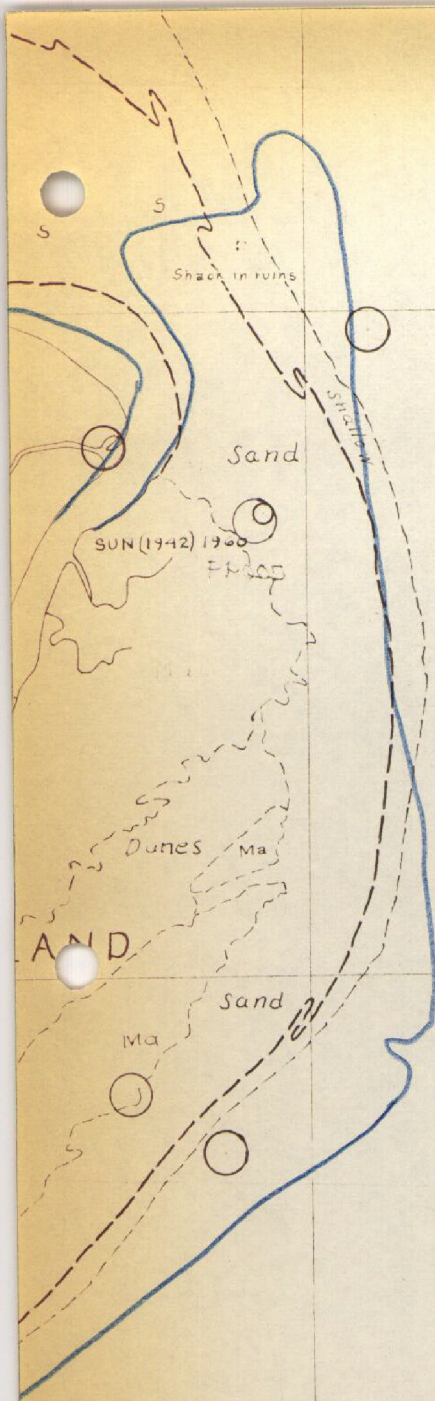
SHIP SHOAL ISLAND  
WHITE PYRAMID  
NO 6 1959

75° 13'

T-11702  
1:10,000

48' 00"





Shore line subject  
to constant change

**COMPARISON PRINT**

Blue = T-11702 &  
AMS Quad.

prox MHWL is TAMPA OFFICE  
interpretation from April 1962 photographs

**T-11702**  
1:10,000



48'

y = 330,000 FT.

12'30"

Dunes

sand

15 to 30 ft

dunes

Shoreline subject  
to constant change

MYRTLE

ISLAND

20 to 25 ft  
dunes

S &amp; M

Shallow

12'

62W3966

Sand

Sand

y = 325,000 FT.

Ma

MYRTLE BEACH

11'30"

COMPARISON PRINT

Blue - T-11702 &  
AMS Quad.T-11702  
1:10,000

37°11'15"

75°48'45"

48'30"

x = 2,785,000 FT.

48'