

4295

C. & G. SURVEY  
L. & A.  
DEC 27 1927  
Acc. No.

Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
State <u>North Carolina.</u>	
11-5613	
DESCRIPTIVE REPORT.	
Topographic Sheet No. <u>E 5</u> <u>4295</u>	
LOCALITY:	
<u>East Coast of North Carolina.</u>	
<u>Bogue Inlet to Beaufort Entrance.</u>	
1927	
CHIEF OF PARTY:	
<u>K. T. Adams.</u>	

4295

DESCRIPTIVE REPORT:  
To Accompany Topographic Sheet  
No. K 5  
Scale 1:20,000  
East Coast of North Carolina  
Bogue Inlet to Beaufort Entrance

Surveyed September and October, 1927.

K. T. Adams, H. & G. Engineer, Chief of Party  
Jerry H. Service, Jr. H. & G. Engineer, Topographer,  
Assisted by G. R. Fish, F. R. Gossett and R. A. Philleo, Deck Officers.

LIMITS:

The work on this sheet covers the ocean beach from Bogue Inlet to Beaufort Entrance.

CONTROL:

The control for this work consists of station Gar, an intersection station of fourth order located by the party of F. L. Peacock in 1927, third order triangulation station Flag, located by a shore party from the LYDONIA in 1927, and the following hydrographic stations located in 1927 by theodolite and sextant, by shore parties from the LYDONIA, with accuracy sufficient for control of topography but less than that necessary for third order triangulation: Grif, Neck, Ter, Poch and Pole.

METHOD:

From <sup>Δ</sup>Ter to <sup>○</sup>Wet the following method, involving the use of plane table, 100 meter wire and stadia rod, and suggested by Captain Adams, was followed. Beginning near high water line abreast of <sup>Δ</sup>Ter, a series of stakes, 1000 meters apart, were set near high water line as far as <sup>○</sup>Wet. The distances between these stakes were measured with the 100-meter wire. The stake near <sup>Δ</sup>Ter was rodded in from <sup>Δ</sup>Ter. The other stakes, so far west as <sup>○</sup>Wet were located by the plane table and the wired distances.

To check against errors of a whole wire length, the distances between successive stakes were rodded in. These stakes, 1000 meters apart, were used as setup points for the plane table. Marks, set for the launch signal building party that followed, were rodded in from these plane table positions. High water line was also rodded in and whenever possible rod readings were taken for the location of the low water line. Whenever the tide was high the low water line was necessarily estimated and sketched in.

From Bogue Inlet east to  $\Delta$ Wet and from  $\Delta$ Ter to Beaufort Entrance, the plane table was not used, the work being done by means of theodolite, sextant, 100-meter wire and 30-meter steel tape. For example, a stake was set on the high water line abreast of  $\Delta$ Flag and located by theodolite and by distance wired and taped from  $\Delta$ Flag. 1000 meters was then measured off approximately on the high-water line and a stake set, which formed the next setup point for the theodolite. From the intermediate 100-meter points the high water and low water offsets were measured by pacing. Marks for the signal building party, houses, etc, were located from the intermediate 100-meter points by sextant angles and by distances measured by wire and tape. The wreck near  $\Delta$ Pooh was located by sextant cuts from 100-meter points.

The launch signals built by a party that followed were of two types. The one type of signals consisted of a 2" x 2" pole eight feet long standing vertical, guyed at the top with three wire guys, and carrying a cross banner five feet high at the top. The other type of signal consisted of a tripod about eight feet high with white signal cloth around it.

Most of the material for these signals was carried by the party from the place on the beach where the boat from the ship landed each morning, although some of the frames were built of driftwood picked up on the beach.

△ Grif was marked with an 80-foot hydrographic signal; △ Poch and △ Pole, with 40-foot hydrographic signals; ○ Snob and △ Neck with 20-foot hydrographic signals. The topography and signal building was all done by parties working from the ship. The work east from ○ Hop to Beaufort Entrance was done merely for the purpose of closing in on △ Pole and locating launch signal Last. This portion of the beach was surveyed in 1927 by E. A. Deily, of the party of F. L. Peacock, and is covered by Topographic Sheet No. 4267.

TRAVERSE CLOSURES:

The traverse along the ocean beach from ○ Spit, which was located from △ Flag, to △ Grif, a distance of 6.5 statute miles, closed to 5 meters.

The section from △ Grif to △ Neck, a distance of 4.7 statute miles, closed to 15 meters.

The section from △ Neck to △ Ter, a distance of 1.5 statute miles, closed to 0 meters.

The section from △ Ter to △ Poch, a distance of 3.2 statute miles, closed to 15 meters.

The section from △ Poch to △ Pole, a distance of 4.5 statute miles, closed to 18 meters.

The section from △ Pole to △ Gar, a distance of 4.0 statute miles closed to 5 meters.

All of the above stated discrepancies were adjusted and distributed proportionally between the control stations.

GENERAL DESCRIPTION OF LOCALITY:

This sheet covers the ocean beach of the island known locally and shown on the charts as Bogue Banks. The beach is wide, flat and straight, with low sand dunes rising abruptly at storm high water line. Behind these dunes is a rank growth of shrubbery, mostly myrtle bushes. This shrubbery extends back to Bogue Sound, which lies from 200 yards to a mile back of the high water line on the ocean side and is bordered at the east and west ends of Bogue Banks with swampy ground cut up by small sloughs and creeks.

With the exception of the Coast Guard Stations at Bogue Inlet and at Beaufort Entrance and the fishing community at Salter's Pass (near<sup>A</sup> Ter and<sup>A</sup> Salt), the only dwellings or settlements consist of a few small fishing camps that are occupied during the fishing season only. The hotel at<sup>O</sup> Hote was not occupied at the time of the survey.

PROGRESS:

Work was begun on September 28th and completed on October 27th.

STATISTICS:

Statute miles of high water line	24.4
Statute miles of low water line	24.4
Launch signals located	31
Launch signals built	3
Working days	6
Men on party	1 to 4
Transportation	small boats from ship.

LIST OF RECOVERABLE PLANE TABLE POSITIONS

NAME	LAT.	D.M.	LONG.	D.P.	REMARKS.
Coast Guard patrol Sherman's shack (Shak)	34-38	1274m	77-05	734m	southeast corner of shack located about 0.3 mile S.E. from C.G. Station and about 50 M. back from high water mark.
Snob	34-39	627m	77-03	482m	Marked with hydrographic station mark. Located on first line of sand dunes back from high water line.
Fisherman's shack	34-40	469m	76-59	423m	Southeast corner of shack nearest to the beach group of shacks forming fishing camp. About 110 M. back from high water line.
Grif	34-40	525.5	76-59	468.6	Marked by hydrographic station mark. See description.
Fisherman's shack	34-40	1750m	76-54	1026m	Southeast corner of isolated shack located about 35M. back from high water line.
Ter	34-41	374.6m	76-52	59.2m	Flag pole about 50 feet high at Sater's Pass. See description.
Pavilion	34-41	1212m	76-48	182m	Center of front of pavilion. This pavilion consists of a single room containing a fireplace located up on the bluff at storm high water line, and a wide porch built out over the beach. The space under the porch is entirely closed in.
Pole	34-41	1714.0m	76-44	1483.9m	Marked by hydrographic station mark. See description.

A Neck and ΔPooh were not marked and will not be recoverable except while the lower sections of the hydrographic signals built over them remain in place.

Respectfully submitted,

*Jerry H. Service*  
Jerry H. Service,  
Jr. H. & G. Engineer,  
C. & G. Survey.

Approved:

*K. T. Adams*  
K. T. Adams,  
H. & G. Engineer,  
C. & G. Survey.

*L. O. Rabont*

*Original on H&G  
Additional information  
in signals reported from the field  
E.P.B. June 13, '28*

April 21, 1928.

To: Chief, Section of Field Work.

From: K. T. Adams, H. & G. Engr.

Subject: Discrepancy in Topography.

References: Your letter 10-McC  
My letter dated April 4, 1928.

After discussion with various officers in your office, I find the following discrepancies in several launch signals in the vicinity of Beaufort, North Carolina:

1. Signal Pip on Topographic Sheet 4295 is correct, being incorrect on Topographic Sheet 4267.

2. Signals Hote, Free and Tam are incorrect on Topographic Sheet 4295. The signals were not located on sheet 4295 and should not have been shown thereon, except as dotted buildings transferred from sheet 4267. The positions of these three signals, as shown on sheet 4295, are adjusted positions. It is now learned that these were adjusted on a false assumption. The locations on sheet 4267 are considered correct for these three signals.

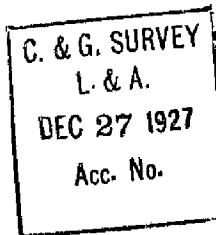
3. Signals Hote, Free and Tam are incorrect on Hydrographic Sheet 4770. These signals should be replotted in accordance with paragraph 2 and the launch work in this vicinity replotted.

4. Launch signals east of triangulation station Pole are incorrect on sheet 4767. They should be replotted and the launch work in which they were used replotted. This will involve only a very few positions.

Lieutenant K. T. Adams,  
H. & G. Engr.

*See T. 42672 for correct  
locations of Hote, Free and Tam  
E.P.B.*

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY



TOPOGRAPHIC TITLE SHEET

5

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

4295

U. S. Coast and Geodetic Survey.

Register No. 4295

State . . North Carolina.

General locality . . ~~East Coast of North Carolina.~~ Beaufort

Locality . . . Bogue Inlet to Beaufort Entrance.

Chief of party . . K. T. Adams.

Surveyed by Jerry H. Service, assisted by, G. R. Fish, F. R. Gossett and R. A. Philleo.

Date of survey . . . . . September<sup>28</sup> and October<sup>27</sup>, 1927.

Scale . . . . . 1:20,000.

Heights in feet above . . . . .

Contour interval . . . . . feet.

Inked by F. R. Gossett . Lettered by F. R. Gossett.

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet . . . . .

Remarks: