

# 6001

ORIGINAL  
U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: N. C.

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. B 6001

LOCALITY

Bogue Sound, Morehead City  
to Jumping Run.

1933

CHIEF OF PARTY

Herman Odessey

U. S. GOVERNMENT PRINTING OFFICE: 1928

(1)

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEETS - A, B, C, D, E.  
Back Sound to New River Inlet, N. C.

PROJECT HT-127, 1933

DATE OF INSTRUCTIONS December 29, 1932.  
CHIEF OF PARTY Herman Odessey, H. & G. Engineer,  
Comm'd'g. Ship GILBERT.  
TOPOGRAPHER S. B. Grenell, Jr. H. & G. Engineer.

CONTROL The control for the topographic survey consisted of second and third order triangulation executed in 1908, 1914, and 1927, supplemented and revised by a second order revision survey completed in 1933 and carried in advance of the topography.

INSTRUMENTS, SHEETS, etc. The standard alidade, telemeter rods and plane table equipment were used with the exception of a new type, aluminum-mounted sheet with a special board and clamps. These sheets seemed to be exceptionally adapted to this type of work in that there was absolutely no projection distortion. The new type board and clamps proved to be convenient in the field.

PURPOSE OF SURVEY Before the topography was begun, the entire area was photographed with the five-lens, aerial camera. The center prints arrived in the field while work was being done on the first sheet and from then on the topographer carried the prints in the field as an aid in selecting control points. Since it was understood that all detail would be transferred from the prints to the sheets at a later date, no traverse was run by the topographer to fill in extensive detail, but, after a careful investigation of the prints, an effort was made to locate on the sheet - for each adjoining print - at least two detailed features which could be identified on the print. At least two points on each print will serve as a basis for scale reduction and orientation and thus make it possible to transfer all detail required from the prints directly to the sheet.

INSPECTION OF PHOTOGRAPHS As noted in the paragraph above, adjoining prints were taken in the field by the topographer each day and carefully checked with the area covered. Prominent objects could be easily identified and detailed notes were made directly upon the prints to aid the compiler in determining the following features: high and low water line, vegetation, mud and sand flats, marsh, fast land, cultivation, fences, types of roads and trails, bridges, culverts, streets railroad tracks, tanks, etc.

In addition to the daily field inspection, the topographer frequently took the prints on inspection by automobile and thus, by driving along the inland roads, much detailed notation could be made for areas not visible from the plane table set-ups or from the water.

For certain features, located for control purposes, it was necessary to prepare a sketch book for notes on measured distances to prominent objects. This was particularly true for church steeples and tanks located by triangulation and referenced to buildings, center lines of streets, etc. which show clearly on the prints. This sketch book will be forwarded with the photographs.

#### NOTATIONS ON SHEETS;

##### INKED DETAILS

When prominent details for control could be identified at or near triangulation stations, set-ups were made at these stations, but for intermediate points it was necessary to work three point fixes. The triangulation control was admirably suited for this type of plane table location and it was always possible to check a three point fix with additional resections; thus assuring a high degree of accuracy in location. From these set-ups the required details were carefully rodded in and notes made on the prints to aid in identification.

All details inked on the sheets were carefully rodded in and no field sketching was done on the sheet.

Many of the triangulation stations used for control have been omitted from the inked sheets because they can not be identified in the prints, have no connection with control data shown, and would obscure details to be added later. The triangle has been omitted and only the center point shown in red for many stations in order to avoid obscuring control details.

All lighted beacons, located by triangulation in 1933, have been plotted on the sheets and many of these have been marked on the prints. By stereoptican investigation many more of the beacons may be identified in the office.

Beside each inked detail on the sheet appears an encircled number in pencil. This is the number of the print on which were made the field notes relative to that particular detail. In addition, penciled notes have been made on the sheet to aid in identifying details which could not be easily shown by a symbol: i.e. 'lone tree', 'white sand mound', 'bushes', 'Small pond', etc.

To aid in orienting prints the center line of roads, railroads, and bridges have been shown in pencil. Also on long tangents the edges of the dredged cut have been shown by a dotted pencil line as an aid to the compiler. Occasional penciled cuts to objects, which will show on the wing prints, have been left to aid in orienting these prints.

A blueprint of the progress sketch, which shows the sheet layout and all triangulation control, is attached to this report.

For the information of the reviewer, paragraph 8 of the Instructions dated December 29, 1932 is quoted herewith: " As it is planned to photograph this region in the near future with 5-lens camera, your topographic work shall be confined, in general, to supplementing the triangulation as necessary (1) to furnish adequate control for reducing the photographs and (2) to provide all U. S. Engineer stations and all aids to navigation are located."

The form used by the reviewer in checking topographic sheets in the Washington office was received aboard the GILBERT after the topography had been completed and the party had left the field. When the sheets were inked the form was carefully checked over and the following explanation is given for the omissions noted.

Magnetic Meridians

Due to an oversight no magnetic meridians were drawn on the sheets in the field. The area covered by these sheets is very flat and sandy and there is no indication of rock or mineral deposits to suggest the possibility of local attraction.

Vertical Control

Since these sheets were intended primarily for photo control, no attempt was made to secure elevation data.

Geographic Names

Few geographic names have been inked on the sheets to avoid interfering with detail to be added by the compilers. Enquiry, made while the field work was in progress, showed that the names are correct as charted.

SPECIFIC NOTES,      SHEET - B

LIMITS            Morehead City to Jumping Run.

PROCEDURE      Work was continued from a junction with sheet 'A' on the east to the western limit of sheet 'B' at Jumping Run.

In Morehead City the center lines of the railroad and streets are shown in pencil to supplement the street intersections inked in. The center line of the bridge across Bogue Sound is also shown. The center of the draw span of this bridge is a triangulation station ( Intersection Sta. # 39 - -"Pole on center of Drawbridge" ) but has been omitted to avoid obscuring detail.

'Car', 'Vi', and 'Morehead City Water Tank' are shown by triangulation symbols with penciled references to notebook page numbers where sketches and measured distances may be found.

Near the western limit of the sheet is shown a black dot which is the east gable of a small duck club set on piling. The wing print showing this building was not sent to the field so the print identification must be made in the office. This point is common to both sheets B and C.

Other features are noted in detail on the sheet.

Approved:

*Herman Odessey*  
Herman Odessey,  
Chief of Party.

Respectfully submitted,

*S. B. Grenell*  
S. B. Grenell,  
Topographer.

This is to certify that topographic sheet B covering the survey of Bogue Sound from Morehead City to Jumping Run, has been inspected and is approved.

*Herman Odessey*

Herman Odessey, H. & G. E.,  
U. S. Coast & Geodetic Survey,  
Commanding Ship GILBERT.

## Plane Table Positions

Sheet B.

Letter	Approx. Lat.	Approx. Long.	Description of object
A	34 - 43.1	76 - 43.9	Fishing dock at end of long pier
B	34 - 43.5	76 - 45.2	Dock at Camp Glen
C	34 - 43.6	76 - 50.1	Rough stone breakwater with dirt fill
D	34 - 42.3	76 - 51.1	East gable of house on piling

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Norfolk, Va.

August 21, 1935

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Herman Odessey

Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	D. M. METERS	°	D. P. METERS			
E. Tower, Beach Hotel ✓	34-41	1633.57	76-44	660.42	N A	Triangulation	420 1234
W. Tower, Beach Hotel ✓	34-41	1634.25	76-44	673.79	N A	"	420 1234
Morehead City Water Tank ✓	34-43	619.0	76-42	805.9	N A	"	420 1234
Water Tank, Camp Glen ✓	34-43	875.25	76-45	634.49	N A	"	" "
Finial, Villa Hotel Tower ✓	34-43	1019.11	76-47	178.16	N A	"	" "
Water Tank, near Villa ✓	34-43	1469.40	76-47	302.02	N A	"	" "
Pole, center of draw ✓	34-43	301.05	76-44	775.21	N A	"	" "
M. C. Channel Beacon ✓	34-42	1813.34	76-42	259.46	N A	"	" "
Morehead City Beacon ✓	34-42	1406.16	76-42	1369.25	N A	"	" "
W. M.C. Channel Beacon ✓	34-42	1688.00	76-43	666.30	N A	"	" "
Bogue Sound Beacon No. 1 ✓	34-43	406.98	76-45	409.99	N A	"	" "
" " " No. 3	34-43	612.75	76-45	278.90	N A	"	" "
" " " No. 5	34-43	760.20	76-50	388.57	N A	"	" "
" " " No. 7	34-43	868.39	76-51	1156.15	N A	"	" "
" " " No. 1A	34-43	505.0	76-46	1042.0	N A	Topo	420 "
" " " No. 3A	34-43	687.0	76-49	489.0	N A	"	" "
" " " No. 5A	34-43	825.0	76-51	192.0	N A	"	" "

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaves and like objects are not sufficiently permanent to chart.



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U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

DEC 18 1932

Acc. No. \_\_\_\_\_

REG. NO. 6001

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

Field No. B

REGISTER NO. 6001

State North Carolina

General locality Bogue Sound *La 170*

Locality Morehead City to Jumping Run

Scale 1:20,000 Date of survey February, 1933

Vessel GILBERT

Chief of party Herman Odessey

Surveyed by S. B. Grenell

Inked by S. B. Grenell

Heights in feet above - - - to ground to tops of trees

Contour, Approximate contour, Form line interval - - feet

Instructions dated December 29,, 1932

Remarks: Photo control sheet.