

6212a

6212a

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PAYTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic } #####	6212a Sheet No. AF
State North Carolina	
LOCALITY	
Vicinity of Cape Fear	
Lockwoods Folly Inlet to Long Point	
1934	
CHIEF OF PARTY	
B.H. Rigg	

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
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REG. NO.

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

TOPOGRAPHIC TITLE SHEET

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. AF 62128

REGISTER NO.

State North Carolina

General locality ~~Pennick Sound, N. C.~~ Vicinity of Cape Fear

Locality ~~Intra-Coastal Waterway west of Lockwoods Folly Inlet~~ to Long Point

Scale 1/10,000 Date of survey October, 1934

Vessel Party No. 19

Chief of party Benjamin H. Rigg

Surveyed by Ensign Edward B. Brown, Jr. & A. S. Hall

Inked by Addison S. Hall

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated October 10, 1933

Remarks: \_\_\_\_\_

## OUTLINE

1. INSTRUCTIONS
2. PURPOSE OF SURVEY
  - A. HYDROGRAPHIC CONTROL
  - B. ESTABLISHMENT AND RECOVERY OF PERMANENT STATIONS
  - C. LOCATION OF AIDS TO NAVIGATION
  - D. LOCATION OF TOPOGRAPHIC DETAIL FOR COMPARISON WITH AIR PHOTO COMPILATION
3. LIMITS OF SHEET
4. DESCRIPTION OF TERRITORY
5. CONTROL
6. SURVEYING METHODS USED
7. PERMANENT STATIONS ESTABLISHED
  - A. PERMANENT HYDROGRAPHIC AND TOPOGRAPHIC STATIONS
  - B. U.S.E.D. STATIONS
8. AIDS TO NAVIGATION
9. LANDMARKS AND NAMES
10. TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH AIR PHOTO COMPILATION

DESCRIPTIVE REPORT TO ACCOMPANY  
ALUMINUM MOUNTED CONTROL SHEET AF

INSTRUCTIONS

The survey was carried out under instructions dated October 10, 1933, also Director's letters 22Mg 1990 (19), 26 - AHH 293, and circular letter No. 30.

PURPOSE OF SURVEY

The purpose of the survey was to establish hydrographic control, to locate Aids to Navigation, to establish permanent hydrographic and topographic stations, to recover U. S. Army Engineers' stations, and to locate topographic detail for comparison with the Air-Photo Compilation.

LIMITS OF SHEET

The topography on sheet AF includes the ocean beach and the intracoastal waterway from Lockwood Folly Inlet (Long.  $78^{\circ} 13.5' W.$ ) westward past Mary's Inlet to Long Point just east of the Shallotte River (Long.  $78^{\circ} 22' W.$ ) Since only a narrow strip of territory was to be surveyed, the sheet was laid out in two sections in order that it might cover more territory.

DESCRIPTION OF TERRITORY

The territory covered by sheet AF is very similar to that of sheet AE. Lockwoods Folly Inlet and Marys Inlet break the sandy, dune covered barrier into long narrow islands partially covered with grass. Just west of Lockwoods Folly Inlet is an area more than a mile in extent consisting of a bare pile of shifting sand.

The intracoastal waterway runs through the marsh separating the barrier islands from the high ground. It lies from  $\frac{1}{4}$  to  $\frac{1}{2}$  mile from the ocean, and is in most cases less than a hundred meters from the high wooded ground.

# CONTROL

The following stations were used as control on sheet AF:

Lock R. M. No. 2	1923
Fish	1923
Boone	1932
Holden	1934
I.W. Bn. 30	1934
" " 34	"
" " 35	"
U.S.E. R.L. 14	"
I.W. Bn. 32	"

## SURVEYING METHODS USED

On the lower half of the sheet control was adequate and no special methods were necessary. The survey was carried to completion by means of set-ups on triangulation stations and on or near points located from triangulation stations. It was found practicable to set-up on the lighted beacons themselves. The high water line at Lockwood Folly Inlet was located on the sheet, as well as a patch of shoreline near triangulation station FISH, and a portion of the waterway at Holden Beach Ferry.

On the upper half of the sheet, control was not so adequate. Station BOON was of no use because it was located far back in the woods. A steel wire traverse was therefore run from station I.W. BN. 35 westward along the canal to I.W. BN. 34. An adjustment of two meters was made in this traverse.

Three set-ups were made on the front beach for the purpose of taking cuts to beacons and permanent stations, and to locate high water line. These set-ups were made on flags which had previously been located by cuts from triangulation stations and from a set-up on the traverse opposite Beacon 41. It is to be noted that Bacon Inlet is closed, permanently.

## PERMANENT STATIONS ESTABLISHED

A. U.S.E. Stations. - The following permanent U. S. Engineers' stations were located on Sheet AF:

U.S.E. Ref. Mark No.	4
" " " "	5
" " " "	6
" " " "	7
" " " "	8
" " " "	9
" " " "	10
" " " "	11
" " " "	12
" " " "	13

Descriptions of these stations on form 524 accompany the sheet.

U.S. R.M. 14 had been cut in by triangulation in 1934. The <sup>topographic</sup> stations were designated by the letter D on the sheet.

B. Other Permanent H. & T. Stations. - It was not considered necessary to establish any permanent stations in addition to the U. S. Engineers stations.\* No stations were put in along the front beach because of the unpermanency of the dunes. (See report on sheet AD.)

#### AIDS TO NAVIGATION

The aids to navigation falling within the limits of sheet AF consist of daymarks and lighted beacons along the intracoastal waterway. A list of these beacons together with their geographic positions accompanies the sheet. The geographic positions of all beacons located by triangulation were checked with the planetable and found to be correct.

#### LANDMARKS & NALES

The south gable of a two story hotel a mile west of Lockwood Folly Inlet was located on the sheet. This hotel is shown as a landmark on the present charts. The position of this landmark on form 567 accompanies the sheet. All names on the present charts are correct.

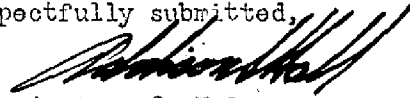
#### TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH AIR PHOTO COMPILATION

High Water line along the ocean beach Was obtained at all inlets and at intervals between the inlets. Rod readings are shown on the sheet in all cases by dots in breaks in the shoreline. With the exception of the changeable beach around the inlets, no discrepancies of more than 10

\*With the exception of a Square Post on Dune, south of Holden Beach Ferry, which was located on the sheet and described on form 524.

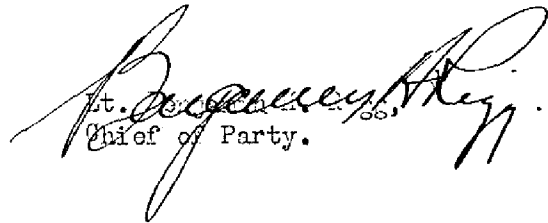
meters were found with the compilation. Shoreline was also obtained at all bends in the intracoastal waterway. Here no discrepancies of more than five meters were found. In all cases the compilation was changed to agree with the rod readings on the topographic sheet. Between rod readings the shoreline on the topographic sheet was changed to agree with the compilation. This was done in only a few cases where the shoreline was very ragged and it was not considered feasible to obtain each little break in the shoreline in the field.

Respectfully submitted,



Addison S. Hall,  
Surveyor

Forwarded by,



Lt. Benjamin H. King,  
Chief of Party.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Southport, N. C.

November, 1934

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:

Sheet

**AF**

Benjamin H. Riggs.

*Chief of Party.*

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, 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 an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Southport, N. C.November, 1934

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:

Sheet AF		Benjamin H. Rigg,					Chief of Party.		
DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
Beacon No. 26	33	55	471.5 (1377.1)	78	14	255.4 (1285.9)	N.A. 1927	Plane- table	1236 & Inside Route
Beacon No. 28	33	55	331.5 (1517.1)	78	14	1121.3 (420.0)	"	"	"
Beacon No. 31	33	54	1748.6 (100.0)	78	16	1239.9 (301.1)	"	"	"
Beacon No. 33	33	55	1751.6 (97.0)	78	17	668.2 (873.1)	"	"	"
Beacon No. 37	33	54	1695.1 (153.5)	78	18	1441.0 (100.6)	"	"	"
Beacon No. 39	33	54	1634.6 (214.0)	78	19	626.7 (914.9)	"	"	"
Beacon No. 43	33	54	1362.1 (486.5)	78	20	999.7 (511.9)	"	"	"
Beacon No. 45	33	54	1122.2 (726.4)	78	21	554.5 (987.1)	"	"	"
Beacon No. 29	33	55	121.0 (1727.6)	78	15	1129.3 (412.0)	"	"	"
Beacon No. 41	33	54	1512.5 (336.1)	78	20	317.1 (1224.5)	"	"	"

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, 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 an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

Review of Graphic Control Survey T-5212(a).

This sheet was examined in connection with the review of air photo compilation No T-5242 and no errors or discrepancies noted. See T-5242 for complete Topographic detail.

L.A. McNamee

March 18, 1935.

6212b

6212b

Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic } <del>Hydrographic</del>	6212B Sheet No. AG
State North Carolina	
LOCALITY	
Vicinity of Cape Fear	
Shallotte Inlet	
193 4	
CHIEF OF PARTY	
B.H.Rigg	

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
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FEB 19 1935

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

REG. NO.

TOPOGRAPHIC TITLE SHEET

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. AG 6212b

REGISTER NO.

State North Carolina  
General locality Brunswick Co., N. C. Vicinity of Cape Fear  
Locality Shallotte Inlet  
Scale 1/10,000 Date of survey October, 1934  
Vessel Party No. 19  
Chief of party Lt. Benjamin H. Rigg  
Surveyed by Addison S. Hall  
Inked by Addison S. Hall  
Heights in feet above \_\_\_\_\_ to ground to tops of trees  
Contour, Approximate contour, Form line interval \_\_\_\_\_ feet  
Instructions dated October 10, 1933  
Remarks:

## OUTLINE

1. INSTRUCTIONS
2. PURPOSE OF SURVEY
  - A. LOCATION OF CONTROL FOR HYDROGRAPHIC SURVEY
  - B. ESTABLISHMENT OF PERMANENT STATIONS
  - C. LOCATION OF AIDS TO NAVIGATION
  - D. LOCATION OF TOPOGRAPHIC DETAIL FOR COMPARISON WITH  
AIR PHOTO COMPILATION
3. DESCRIPTION OF TERRITORY
4. LIMITS OF SHEET
5. CONTROL
6. SURVEYING METHODS USED
7. PERMANENT STATIONS ESTABLISHED
  - A. U.S.E.D. STATIONS
  - B. OTHER PERMANENT H. & T. STATIONS.
8. AIDS TO NAVIGATION
9. LANDMARKS AND NAMES
10. TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH AIR PHOTO  
COMPILATION

DESCRIPTIVE REPORT TO ACCOMPANY  
ALUMINUM MOUNTED CONTROL SHEET AG

INSTRUCTIONS

The survey was carried out under instructions dated October 10, 1933, also Director's letters 22 Mg 1990 (19), 26 - AME 293, and circular letter No. 30.

PURPOSE OF SURVEY

The purpose of the survey was to establish hydrographic control for a survey of Shallotte Inlet, to locate Aids to Navigation, to establish permanent hydrographic and topographic stations, to recover U. S. Army Engineer's stations, and to locate topographic detail for comparison with Air Photo Compilation.

DESCRIPTION OF TERRITORY

Shallotte Inlet and the Shallotte River fall in the central part of this Sheet. Shallotte Inlet and River are very similar to Lockwoods Folly Inlet and River. The Inland Waterway turns away from the coast at this inlet as it does at Lockwoods Folly Inlet. No separate description of this territory is necessary, as it is so nearly identical to that found on the two preceeding sheets.

LIMITS OF SHEET

The topography on sheet AG includes the ocean beach and the Intra-Coastal Waterway from Long Point just east of Shallotte Inlet (long.  $78^{\circ} 21.8'$ ) westward to long.  $78^{\circ} 24.7'$  W.). It also includes the Shallotte River from Shallotte Inlet northward to lat.  $33^{\circ} 56.5'$  N.

CONTROL

The following triangulation stations were used as control on sheet AG:

Jap	1923	I.W. Beacon	51	1934
Chadwick	1934	"	53	"
Shallotte	"	"	38	"
Brick	"	U.S.E. R.M.	14	"
I.W. Beacon	34	"	15	"

### SURVEYING METHODS USED

Control on this sheet was plentiful. No traverses were run. All stations were located by graphic triangulation. Cuts were taken to hydrographic signals, beacons, and Engineers' stations, first from set-ups on triangulation stations, then from set-ups on or near stations already located. All hydrographic signals were located by the intersection of three strong cuts with the exception of signal D 06 on the Shallotte River where the angle between the cuts was narrow. This location was considered stronger than the signals "spotted" on the boat sheet immediately above it. Therefore no additional set-ups were made to strengthen its location.

### PERMANENT STATIONS ESTABLISHED

A. U.S.E.D. Stations. - The following U.S. Engineers' Stations were located on sheet AG:

U.S.E. Reference Mark	17
" "	18
" "	19

These stations were designated on the control sheet with the letter "D". Descriptions of the stations on form 524 accompany the sheet.

B. Other Permanent H. & T. Stations.- No permanent stations other than the U.S. Engineers stations were established. Control along the Waterway was already sufficient. No stations were established along the front beach because of the shifting condition of the dunes. (See report on sheet AD).

### AIDS TO NAVIGATION

Aids to navigation falling within the limits of sheet AG consist of daymarks and lighted beacons along the Intracoastal Waterway. All beacons not previously located by triangulation were located topographically. A list of these aids to navigation, together with their geographic positions on form 567 accompanies the sheet.



The positions of all beacons previously cut in by triangulation were checked with the planetable and found to be correct.

LANDMARKS

No objects of sufficient importance for charting fell within the limits of this sheet.

All names on the present charts pertaining to this area were found to be correct.

TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH THE AIR PHOTO COMPILATION

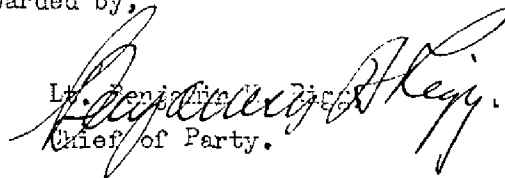
All of the water line along the ocean beach, together with patches of shoreline along the waterway, Shallotte Inlet, and River, was located for comparison with the air photo compilation. Rod readings were shown in every case by dots in breaks in the shoreline. No discrepancies of more than 5 meters were found in the shoreline in the interior. In all cases where discrepancies occurred, the compilation was corrected to agree with the rod readings on the topographic sheet. In some cases where shoreline was very ragged, or where many small side creeks entered the canal, it was not considered feasible to take rod readings at each little break in the shoreline. In these cases the shoreline on the topographic sheet was changed slightly, between rod readings, to agree with the compilation. No discrepancies of more than 10 meters were found in the shoreline along the ocean beach with the exception of the changeable area of Shallotte Inlet itself.

Respectfully submitted,



Addison S. Hall,  
Surveyor

Forwarded by,



Lt. Benjamin C. Pigg  
Chief of Party.



DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Southport, N. C.

November 1934

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:

**Sheet AG**

Benjamin H. Rigg

*Chief of Party.*

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, 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.

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The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

## Review of Graphic Control Survey 62126.

This sheet was examined in connection with the review of air photo compilation T-5243 and no errors or discrepancies were noted. See T-5243 for complete topographic detail.

L.A. Hulsman  
March 18, 1935.