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U. S. GOVERNMENT PRINTING OFFICE: 1934

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

REG. NO.

FEB 19 1935

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. AH 62132

REGISTER NO.

State North Carolina
General locality ~~Brunswick Co., N. C.~~ Vicinity of Cape Fear
Locality E. of Little R. Inlet
Scale 1/10,000 Date of survey October, 1934
Vessel Party No. 19
Chief of party Lt. Benjamin H. Rice
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 AH

INSTRUCTIONS

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

PURPOSE OF SURVEY

The purpose of the survey was to establish hydrographic control for a survey of Little River Inlet, 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 Air Photo Compilation.

DESCRIPTION OF TERRITORY

The territory covered by this sheet is very similar to that of the preceeding sheets. Tubbs Inlet and Mad Inlet break the sandy barrier. Great bare dunes of shifting sand, in some cases rising to a height of fifty feet are prominent features both from off the coast and along the Intracoastal Waterway. The waterway runs through the marsh behind the barrier islands, within about a hundred meters of the wooded, higher ground. Its distance from the coast varies from one half mile to a mile.

LIMITS OF SHEET

Sheet AH is a split sheet. It includes the sea coast and the Intracoastal Waterway from long. $78^{\circ} 24.5'$ W. westward past Tubbs Inlet and Mad Inlet to long. $78^{\circ} 32.8'$ W.

CONTROL

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

Piggott	1932	Blane	1934
Seaside	1934	I.W. Beacon 71	1934
Tubbs	"		

SURVEYING METHODS USED

Because no triangulation stations could be recovered along the outside

beach, special methods were necessary. The procedure followed was: first, to put up flags at strategic locations along the ocean beach; second, to cut in these flags from set-ups on triangulation stations, at the same time taking cuts to the beacons along the waterway; third, to set-up on these flags along the beach, taking additional cuts to the beacons and rodding in portions of the high water line; and fourth, using the beacons as control for locating U. S. Engineers' stations and getting detail along the waterway. At Gause Landing a short steel-wire traverse was run to station Piggott from U.S.E. R.M. No. 21, as a check on the topography in this part of the sheet. An adjustment of two meters was made in the position of U.S.E. R.M. No. 21, and Beacon 65. Signal SI was transferred from sheet AG and used as control.

PERMANENT STATIONS ESTABLISHED

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

U.S.E. R. M.	No.
" "	21
" "	22
" "	23
" "	24
" "	25
" "	26
" "	27

Descriptions of these stations on form 524 accompany the sheet. These stations are designated by the letter "D" on the control sheet.

B. Other Permanent Stations Established. - No permanent stations were established along the outside beach because of the shifting condition of the dunes. No permanent stations other than those of the U.S. Engineers were felt necessary, along the waterway.

AIDS TO NAVIGATION

Aids to navigation falling within the limits of sheet AH 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 AND NALES

The N.W. corner of an abandoned one story hotel was located for use as a landmark. This hotel is shown as a landmark on the present chart.

Gause Landing, a settlement of half a dozen dwelling houses, two little stores, and three docks, on the Intracoastal Waterway about two miles east of Seaside is not shown on the present charts. It should be added, as Gause Landing is ^{of} an importance at least as great as Seaside. Authority for this name is its appearance on the U.S.E Blue Prints, also Mr. Robert Gaskins, buoy tender for the U. S. Lighthouse Service at Southport. All other names appearing on the present charts are correct. No other new names should be added.

TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH THE AIR PHOTO COMPILATION

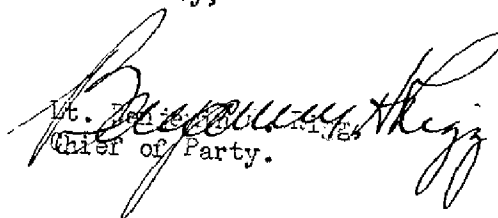
All of the water line along the ocean beach, together with patches of shoreline along the waterway, ~~Little-River-Inlet~~, was located for comparison with the air photo compilation. Rod readings were shown in every case by dots in breaks in the shoreline. No discrepancies of more than 10 meters were found in the shoreline along the ocean beach, ^{except in the case of the changeable inlets.} 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.

Respectfully submitted,



Addison S. Hall,
Surveyor

Forwarded by,



Lt. J. J. Higgins,
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 AH

Benjamin H. Riggs.

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETER- MINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
HOTEL (N.W. Cor) 1-2	33	53	418.6 (1430.0)	78	26	459.7 (1082.2)	N.A. 1927	Plane- table	1236
This position has been replotted on the topographic sheet and found to be correct.									

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:

Benjamin H. Rigg,

Chief of Party.

Sheet AH

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED		
	LATITUDE		LONGITUDE		DATUM				
	°	'	D.M. METERS	°				'	D.P. METERS
Beacon No. 61	33	53	1789.1 (59.5)	78	25	176.1 (1365.9)	N.A. 1927	Plane-table	1236, & Inside Route
Beacon No. 67	33	53	1029.9 (818.7)	78	27	388.7 (1163.2)	"	"	"
Beacon No. 69	33	53	832.7 (1015.9)	78	27	1169.8 (372.1)	"	"	"
Beacon No. 75	33	53	296.0 (1552.6)	78	29	785.5 (756.4)	"	"	"
Beacon No. 77	33	53	72.0 (1776.6)	78	30	5.0 (1536.9)	"	"	"
Beacon No. 79	33	52	1620.1 (228.5)	78	30	1008.0 (534.2)	"	"	1236, 1237, & Inside Route
Beacon No. 81	33	52	1119.0 (729.6)	78	31	1473.1 (69.1)	"	"	"
Beacon No. 85	33	52	737.0 (1111.6)	78	32	1103.2 (439.0)	"	"	"
Beacon No. 65	33	53	1251.6 (597.0)	78	26	1024.3 (517.6)	"	"	1236 & Inside Route
Beacon No. 42	33	53	761.4 (1037.2)	78	28	124.5 (1117.4)	"	"	"
Beacon No. 73	33	53	483.0 (1465.6)	78	29	166.7 (1375.2)	"	"	"
Beacon No. 44	33	52	1257.0 (591.6)	78	31	819.2 (723.0)	"	"	"
Beacon No. 83	33	52	1016.5 (832.1)	78	32	644.6 (897.6)	"	"	1236, 1237, & Inside Route

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 Isographic Control Survey T-6213a.

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. Mulsam
March 18, 1935.

6213b

6213b

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	6213B Sheet No. 47
State North Carolina	
LOCALITY	
Vicinity of Cape Fear	
Little River Inlet	
1934	
CHIEF OF PARTY	
B. H. Rigg	

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
FEB 19 1935
Acc. No. _____
REG. NO. _____

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. AI 6213b

REGISTER NO.

State South Carolina

General locality Worry Co., S.C. Vicinity of Cape Fear

Locality Little River 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. LAND MARKS AND NAMES
10. TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH AIR PHOTO
COMPILATION

DESCRIPTIVE REPORT TO ACCOMPANY
ALUMINUM MOUNTED CONTROL SHEET AI

INSTRUCTIONS

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

PURPOSE OF SURVEY

The purpose of the survey was to establish hydrographic control for a survey of Little River Inlet, 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 Air Photo Compilation.

DESCRIPTION OF TERRITORY

Little River Inlet is larger than any of the inlets between it and the Cape Fear River. The territory surrounding the inlet is similar to that described on the previous sheets. Little River winds north-westward from the inlet through the marsh for about two miles, and then takes a course a little south of west for more than two miles flowing in a tongue of marsh about five hundred meters wide between banks heavily wooded with pine and deciduous trees. ^{to the docks at Little River Village} Hog Inlet in the extreme southwest corner of the sheet is similar to Mad Inlet and Tubbs Inlet, although smaller.

LIMITS OF SHEET

The topography on sheet AI includes the ocean beach from Little River Inlet (long. $78^{\circ} 32.8' W$) westward to and including Hog Inlet (long. $78^{\circ} 36.5'$)

It also includes the Intracoastal Waterway from long. $78^{\circ} 33' W$. westward to the docks at Little River Village $78^{\circ} 37' W$.

CONTROL

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

Hog 1923
Little River 1932
N.C. & S.C. Mon. 1932
Lewis 1934
Goat "
I.W. Beacon 46 1934

SURVEYING METHODS USED

Because Little River Beacon 8, cut in by triangulation, had been removed, a special problem was encountered in locating hydrographic signals and the beacons leading to the docks at Little River Village. It was not feasible to traverse along the river itself because of the mud flats. A traverse along the high ground back from the river was impractical because the high ground came out to the marsh in a series of wooded points in such a way as to necessitate a prohibitive number of turning points. Therefore, a system of graphic triangulation was decided upon. Station JEW was placed at a spot where cuts to practically all of the stations in the chain of triangulation could be taken, and it was used for orientation as the system was carried forward. Station JEW was located on the N.C. -- S.C. line with the aid of figures furnished by J.M. Johnson, Civil Engineer of Marion, S.C. who was in charge of a survey of this section of the state line several years ago. Station JEW was checked by cuts from triangulation station GOAT and station DAN, which had in turn been located by cuts from triangulation stations GOAT and I.W. Beacon 46. It should be noted that the two state line monuments in the marsh east of triangulation station GOAT, located by plane table, check within two meters both in distance and azimuth with the figures furnished by Mr. Johnson.

A steel wire traverse was run from station GUL on the dock at Little River Village north to the state Highway and then east to triangulation station Little River, as a check on the chain of graphic triangulation. A closing error of five meters in this traverse was adjusted.

The U.S.C. & G.S. and State Survey had established stations along the highway east of Little River Village which were tied in with our traverse. The geographic positions of these stations, received by us after the survey was completed, agreed with our scaled positions with a maximum discrepancy of 3.5 meters.

The survey of the territory around Little River Inlet was carried on in the usual manner. No special methods were necessary for the rest of the work on the sheet.

PERMANENT STATIONS ESTABLISHED

A. U.S.E. Stations. - The following U.S.E. stations were located On Sheet AI:

U.S.E. R.M. No. 28; U.S.E. R.M. No. 29; U.S.E. R.M. No. 30.

A description of these stations on form No. 524 accompanies this sheet. These stations have been designated by the letter "D" on the sheet.

B. U.S.C. & G.S. & State Survey Stations. - Three stations of U.S.C. & G.S. & State Survey were located on the sheet; Traverse Stations HO-85, and HO-86; also Station V-34. These stations were designated by the letter "D" on the sheet.

C. State Line Monuments. - Three State Line Monuments were located on this sheet, designated with the letter "D". The stationing of these stations is also shown on the sheet. Descriptions on form 524 accompany the sheet.

D. Other Permanent Stations. - Hydrographic station TIT, a tripod on the dunes at the east side of Little River Inlet, used by the U. S. Lighthouse Service in locating buoys, was permanently marked with a standard hydrographic station marker and designated with the letter "D" on the sheet. A description of this station on form 524 accompanies the sheet.

AIDS TO NAVIGATION

Aids to navigation falling within the limits of sheet AI consist of day-marks 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 AND NAMES

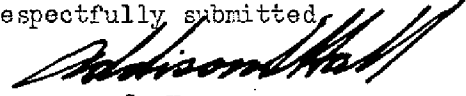
No landmarks fell within the area covered by this sheet.

All names on the present charts pertaining to the area covered by this sheet were found to be correct. No new names should be added.

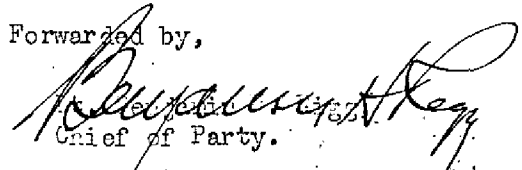
TOPOGRAPHIC FEATURES LOCATED FOR COMPARISON WITH THE AIR PHOTO COMPILATION

All of the water line along the ocean beach, together with patches of shoreline along the waterway and Little River Inlet, 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 10 meters were found in the shoreline along the ocean beach, except at the changeable Little River Inlet. No discrepancies of more than 5 m. 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.

Respectfully submitted,


Addison S. Hall,
Surveyor

Forwarded by,


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:

~~Benjamin H. Rigg,~~

Chief of Party.

Sheet AI (cont.)

[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

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:

Benjamin H. Rigg,

Chief of Party.

Sheet AI

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	'	D. M. METERS	°			
Beacon No. 87	33	52	368.8 (1179.8)	78	33	1379.1 (163.1)	N.A. 1927 Plans-table 1237 & Inside Route
Beacon No. 2	33	52	416.8 (1117.0)	78	34	966.6 (575.6)	" " "
Beacon No. 4	33	52	663.7 (1184.9)	78	34	773.1 (769.1)	" " "
Beacon No. 6	33	52	876.6 (972.0)	78	34	511.4 (1030.8)	" " "
Beacon No. 8	33	52	875.0 (973.6)	78	34	151.0 (1391.2)	" " "
Beacon No. 10	33	52	842.1 (1006.5)	78	35	1347.2 (195.0)	" " "
Beacon No. 14	33	52	766.7 (1081.9)	78	35	807.4 (734.8)	" " "
Beacon No. 16	33	52	695.9 (1152.7)	78	35	476.7 (1065.5)	" " "
Beacon No. 18	33	52	619.2 (1229.4)	78	35	142.2 (1400.)	" " "
Beacon No. 20	33	52	546.5 (1302.1)	78	36	1358.7 (183.5)	" " "
Beacon No. 22	33	52	482.7 (1365.9)	78	36	1072.3 (469.9)	" " "
Little R. Inlet Bn. 2	33	52	666.1 (1182.5)	78	33	819.7 (722.8)	" " "
" " " " 6	33	51	1768.6 (80.)	78	34	698.4 (844.1)	" " "
" & W. Pyramidal Bn E. shore of Little River Inlet	33	51	548.2 (1300.4)	78	32	982.5 (560.0)	" " "

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-6213 b.

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.

D.A. Madsen
March 18, 1935.

6213ab

Additional work (1936)

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

OCT 20 1936

Form 504 Rev. Dec. 1933	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic } Hydrographic }	Sheet No. 6213b
REVISION SURVEY	
State North Carolina-South Carolina	
LOCALITY	
LITTLE RIVER INLET	
1936	
CHIEF OF PARTY <i>Benjamin B. King</i>	

U. S. GOVERNMENT PRINTING OFFICE: 1934

6213ab
Additional work (1936)

T 6213 b additional work done
in Sept 1936 examined in connection
with air photo compilation T 5243

Nov. 11, 1936

B.G. Jones.

Applied to Oct 1237 - Oct 1937 - P.B.C.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 6213B

REGISTER NO.

State South Carolina & North Carolina

General locality Horry County, S. C.

Locality Little River Inlet

Scale 1/10,000 ^{revision survey} Date of ~~survey~~ Sept. 1936, 1936

Vessel Liaison Party

Chief of party Benjamin H. Rigg

Surveyed by Benjamin H. Rigg

Inked by Benjamin H. Rigg

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated 9/15-36, 1936

Remarks: Survey for the purpose of accurately locating aids

to navigation, additional permanently marked stations and

natural objects for the use of the Lighthouse Service

OUTLINE

1. INSTRUCTIONS
2. PURPOSE OF REVISION
3. SURVEYING METHODS USED
4. REVISION WORK
 - A. TOPOGRAPHIC DETAILS
 - B. STATIONS RECOVERED AND PERMANENTLY MARKED
 - C. NEW PERMANENTLY MARKED STATIONS
 - D. PERMANENTLY MARKED STATIONS DESTROYED
 - E. REBUILT AIDS TO NAVIGATION LOCATED
 - F. PREVIOUSLY LOCATED STATIONS CHECKED
 - G. ADDITIONAL NOTES

DESCRIPTIVE REPORT TO ACCOMPANY
REVISION SURVEY OF G.O.S. 6213B

INSTRUCTIONS

For information regarding this survey see the following correspondence
Director's letters reference 80-LEF 7/21-36 and 9/15-36.

PURPOSE OF REVISION

- a. Location of Bird Island Light
- b. Check of positions of rebuilt aids located in July by sextant angles.
- c. Location of natural objects for the use of the Lighthouse Dept.
- d. Survey of the H.W.L. at Little River Inlet
- e. Locating, marking and describing some additional stations

SURVEYING METHODS USED

Standard topographic methods were used in obtaining all new work shown on this sheet. All cuts were taken from triangulation stations with orientation on at least one triangulation station with as many check cuts to additional stations as was possible to obtain. To distinguish the revision work from the original work, new locations or locations checked for any reason, are shown in brown ink. Practically all of the locations shown for navigational aids were determined by me previously in July of this year by means of sextant cuts which were plotted on this G.C.S. This previous work was considered weak and in the case of CAPE FEAR - LITTLE RIVER LIGHT 83 one erroneous cut gave an incorrect location of the structure. This injected a question of doubt as to the accuracy of the rest of my work and it was considered advisable to check all positions by orthodox plane table methods. As the present revision proves that the positions of all aids, as already forwarded by me, were correct, and that the original position of structure 83 was correct as shown on the sheet, no copy of Form 567 will

accompany this report.

REVISION WORK

Due to a substantial change in the location of the H.W.L. at the Inlet it was considered desirable to locate its new position as far as the time available and the limits of the sheet permitted. It was thought that this record would be of considerable interest as a record of the erosion in this locality. The new work is shown in brown ink with the date the survey was made.

Due to the scarcity of control in this area and the ever present possibility of relocating navigational aids destroyed by dredges and tow boats, etc., it was thought advisable to permanently mark some additional hydrographic stations to assist in future work. The original signals were found standing at the various stations, and I was also ably assisted in the recovery by the same rodman who built them at the time the sheet was executed. In addition to this the locations were again checked by topographic methods. Description cards for the following stations accompany this report and the stations are designated on the G.C.S. by a brown "D" together with the date of recovery.

New permanently marked hydrographic stations, designated on the sheet with brown circles, the date of location and a brown "D", are as follows:

SEA
BIRD ISLAND LIGHT
USE STATION 231 + 45 (171)
USE PIPE
U.S.C. & G.S. BENCH MARK NO. 1
SHE

The permanently marked station TIT, which is the same as old BIRD ISLAND BEACON, has been destroyed and a card FORM 524 denoting this fact accompanies this report.

The following aids to navigation, rebuilt in slightly different locations since the original survey, were located by me in July by sextant cuts and are now checked by topographic methods.

LITTLE RIVER - WINYAH BAY BN. 8
" " " " LT. 6
CAPE FEAR - LITTLE RIVER LT. 91
LITTLE RIVER BN. 2
" " BN. 4

all designated with brown circles on the sheet.

Two structures that have not been rebuilt since the original survey were checked for proper position and it was proven that their original locations were correct. They were designated with brown circles. They are:

CAPE FEAR - LITTLE RIVER LT. 83
BEACON 85

One new dock was located at Little River Landing and is shown in brown ink. CAPE FEAR - LITTLE RIVER BN. 12 has been improved by the addition of a light, since the original survey. Hydrpgraphic Station CAT, located in the original survey, is now LIGHT 24. It is also noted that the position should be $33^{\circ} 52' 416.2$ M. and Long. $78^{\circ} 36' 758.1$ M.*

*It is noted that on my carbon copy of Form 567 the forward and back distances for the longitude (D.P.) were inverted as can be seen by scaling the position of CAT on the sheet.

Respectfully submitted by


Benjamin A. Rice
Chief of Party

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~No. 111~~
~~No. 111~~

No. T 6213ab
(Add'l. Work, 1936)

received Oct. 20, 1936
registered Nov. 5, 1936
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83	<i>McCormick</i>		
88			
90			

RETURN TO

82	C. K. Green
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