

8719

Diag. Cht. No. 1110

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Ph-5(46) Office No. T-8719

LOCALITY

State NORTH CAROLINA

General locality NEUSE RIVER

Locality POLLOCKSVILLE

1948

CHIEF OF PARTY

R.J.Sipe, Chief of Field Party.

R.A.Gilmore, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE June 10, 1953

8719

DATA RECORD

T- 8719

Quadrangle (II):

Project No. (II): Ph-5(45)

Field Office: New Bern, N.C.

Chief of Party: Riley J. Sipe

Compilation Office: Tampa, Fla.

Chief of Party: Ross A. Gilmore

Instructions dated (II III): Undated

Copy filed in Descriptive
Report No. T- (VI)
Division of Photogrammetry

Completed survey received in office: 12-17-48

Reported to Nautical Chart Section: 12-28-48

Reviewed: 20 Nov 1951

Applied to chart No.

Date:

Redrafting Completed:

Registered: 7 Jan 1953

Published:

Compilation Scale: 1: 20,000

Published Scale: 1: 24000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): C of E. MON. 59, 1943

Lat.: 35° 00' 32.951" (1015.4m) Long.: 77° 13' 10.123" (256.7m) Adjusted
~~Horizontal~~

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
15908	Apr. 1, 1946	1220	1:20,000	No periodic tide
15909	"	1221	"	in Trent River.
15910	"	1223	"	
15947	Apr. 5, 1946	1300	"	Tide is negligible for
15948	"	1301	"	mapping purposes. ENR
15949	"	1302	"	
15951	"	1304	"	
15974	"	1412	"	
15975	"	1417	"	
15976	"	1422	"	
15981	"	1448	"	
15982, 15983	"	1454, 1500	"	
Tide from (III): Not applicable				

Mean Range: _____ Spring Range: _____

Camera: (Kind or source) U.S. C. & G.S. 9-lens 8 $\frac{1}{4}$ " Focal Length.

Field Inspection by: M. F. Kirk Oct. 13, 1947 to
E.T. Jenkins date: Apr. 1, 1948
B.T. Hynson
J.R. Smith

Field Edit by: C.A. Navin date: Mar 1950
James E. Hundley Mar. 1951

Date of Mean High-Water Line Location (III): ~~No periodic tide~~ M.H.W. L. can
be taken as date of photography (1946) ^{ENR}

Projection and Grids ruled by (III) H.R. (Wash. O.) date: Oct. 20, 1947

" " " checked by: T.L.J. " date: Oct. 20, 1947

Control plotted by: R.A. Reece date: Dec. 12, 1947

Control checked by: I.I. Saperstein date: Dec. 18, 1947

Radial Plot by: M.M. Slavney date: Aug. 24, 1948

Detailed by: I.I. Saperstein date: Oct. 1948

Reviewed in compilation office by: J.A. Giles date: Nov. 1948

Map Manuscript
Elevations on ~~Base~~ ~~Base~~ ~~Base~~ ~~Base~~
checked by: J.A. Giles date: Nov. 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): **61.4**

Shoreline (more than 200 meters to opposite shore): **1.1 miles**

Shoreline (less than 200 meters to opposite shore): **18.8 miles**

Number of Recoverable Topographic Stations established: **1**

Number of Temporary Hydrographic Stations located by radial plot: **None**

Leveling (to control contours) - miles: **46.2**

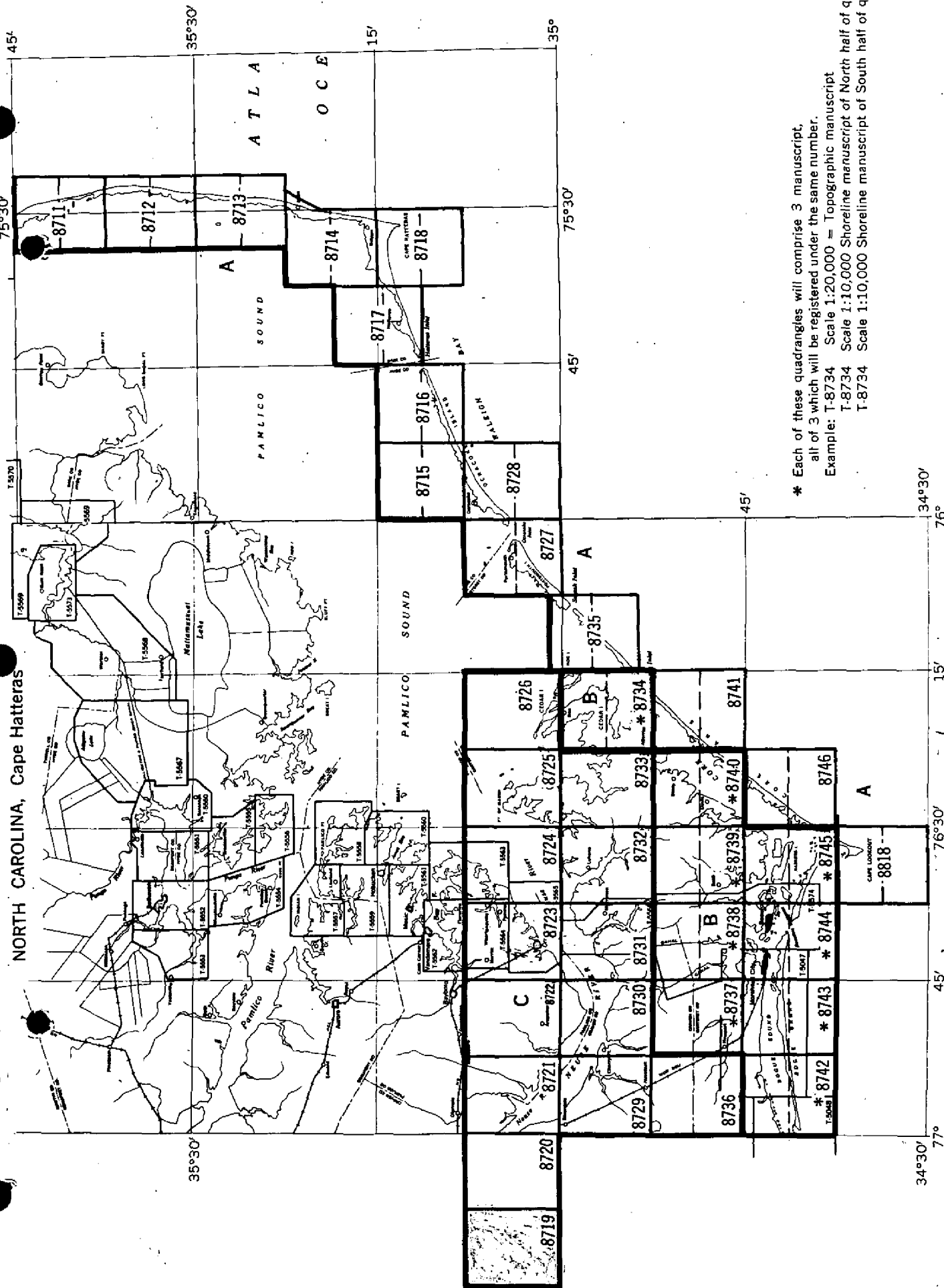
Roman numerals indicate whether the item is to be entered by
(II) Field Party, (III) Compilation Party, or, (VI) the Washington
Office.

When entering names of personnel on this record give the surname
and initials, not initials only.

Remarks:

TOPOGRAPHIC AND SHORELINE MAPPING PROJECT PH-5 (45) A-B-C

NORTH CAROLINA, Cape Hatteras



* Each of these quadrangles will comprise 3 manuscript, alt of 3 which will be registered under the same number.

Example: T-8734 Scale 1:20,000 = Topographic manuscript

T-8734 Scale 1:10,000 Shoreline manuscript of North half of quad.

T-8734 Scale 1:10,000 Shoreline manuscript of South half of quad.

Summary to Accompany Topographic
Map T-8719

Topographic map T-8719 is one of 37 similar maps of project Ph-5(45) and is the most westerly map of the project. It covers a portion of Trent River and land area adjacent and includes the town of Pollocksville.

Project Ph-5(45) is a graphic compilation project. Field operations preceding compilation included complete field inspection, the recovery and identification of horizontal control and the delineation of contours on the photographs by planetable methods.

The map was compiled at a scale of 1:20,000 and covers $7\frac{1}{2}'$ in latitude by $7\frac{1}{2}'$ in longitude. The entire map was field edited. This phase of the work is discussed in a Field Edit Report and a Field Edit Supplement Report because the work was completed at different times by more than one party.

This map will be published by the Geological Survey as a standard topographic quadrangle. Items registered under T-8719 will include a cloth-mounted lithographic print of the map manuscript at a scale of 1:20,000, a cloth-mounted color print at a scale of 1:24,000 and the descriptive report.

FIELD INSPECTION REPORT
Quadrangle T-8719
(35°00'.0/77°07'.5/7.5)
Project Ph-5(45)
Riley J. Sipe, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph-5(45), Field undated; and Supplement 1 to the above, dated 11 December 1946, and other instructions as noted herein. The field work was accomplished by the following personnel:

<u>Name & Title</u>	<u>Field Work</u>	<u>Dates</u>
M. F. Kirk	Recovery & Contours	10/13/47
Topographic Engineer	Interior Inspection	1/16/48
E. T. Jenkins	Contours	11/17/47
Engineering Aid	Interior Inspection	
B. Thomas Hynson	Contours	3/16/48
Photogrammetrist	Interior Inspection	
John R. Smith	Contours	4/1/48
Engineering Aid	Interior Inspection	

1. DESCRIPTION OF THE AREA

This quadrangle is located within Craven and Jones Counties, North Carolina. The entire area is rural.

There are two small villages in the quadrangle, Rhems and Pollocksville. Pollocksville*, the larger of the two, is located in the southwestern corner of the quadrangle, and is the location of a large mill. U. S. Route #17 passes through the village.

** incorporated. ENR*

Rhems is located near the central section of the quadrangle.

The quadrangle is well served by paved highways. U. S. Route #17 traverses the quadrangle in the southerly direction. This route is a heavily traveled main road between northern states and winter resort areas of the south.

The secondary road system is very good. However, very few of these roads are paved, most being natural surface county roads.

In addition to the highway system, the New Bern branch of the Atlantic Coast Line Railroad extending from Wilmington, North Carolina to New Bern, North Carolina crosses this quadrangle. This branch line

serves the railroad freight wants of the entire section. There is no passenger service afforded.

The Trent River flows through the quadrangle from the west to the east. This stream, several years ago before the advent of good roads, furnished steamboat transportation for the entire area. It drains 75% of the area of the quadrangle.

2. COMPLETENESS OF FIELD INSPECTION

Interior field inspection of the quadrangle was done at the time of contouring. Due to the fact that three individuals contoured the quadrangle, field inspection was checked and revised where necessary upon completion of the contouring. Field inspection is believed to be complete and adequate.

3. INTERPRETATION OF THE PHOTOGRAPHS

Little difficulty in interpretation of the photographs was encountered. However, print quality made interior field inspection difficult at times. *See item 3 of Field Edit Report*

4. HORIZONTAL CONTROL

All horizontal control stations within the limits of this quadrangle and control stations adjacent to the quadrangle, necessary for control of the radial plot, were searched for or recovered. For radial plot control, horizontal control stations were identified as requested by the Washington Office. The existing control within the limits of this quadrangle was established by the Corp of Engineers, U.S. Army. These stations were all traverse stations and originally established in pairs to furnish an azimuth point for future use. Upon recovery of several of these stations, it was necessary to observe sun azimuths because of destruction of the second traverse station. These sun azimuths were observed in accordance with Photogrammetry Instructions No. 19, dated 2 January 1948.

5. VERTICAL CONTROL

All existing bench marks were recovered and identified on the photographs.

To furnish supplemental control for contouring, 46.2 miles of fly levels were run. There are no large closing errors in any of these fly level lines.

6. CONTOURS AND DRAINAGE

Contouring was done on 1:20,000 scale, 9-lens photographs by planetable methods. Heavily wooded and swampy areas made contouring difficult in many parts of the quadrangle. The stereoscope was used where possible to give better topographic expression to the contours and to aid in delineation of the drainage. *See item 6 Field Edit Report*

The Trent River, as stated previously drains approximately 75% of the quadrangle. The remaining 25% is drained by the Neuse River. The drainage divide is a flat area in elevation from 30 to 50 feet, extending across the quadrangle east and west approximately 2/3 of the way from the southern limits of the quadrangle to the northern limits. This area is relatively flat and during rainy season it is swampy. However, during dry season, the swamp recedes from the higher ground.

The highest elevation in this quadrangle is located in the NW corner. Elevations range from mean sea level to 51 feet.

7. MEAN HIGH WATER LINE

There is no perceptible periodic tide in the Trent River. All changes in water level are caused by wind. Mean high water line should be compiled as that of date of photography.

The mean high water line was located in sections obscured by overhanging trees by planetable methods.

8. LOW WATER LINE

No attempt was made to determine or delineate the mean low water line, as there is no perceptible periodic tide. The mean low water line is synonymous with the mean high water line, *for mapping purposes. ENR*

9. WHARVES AND SHORELINE STRUCTURES

Wharves and shoreline structures existing at the time of photography are adequately covered by the photographs. The field editor should investigate the entire area, for construction since time of shoreline inspection. *See item 9 of Field Edit Report*

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE

Adequately covered by the photographs. *See item 32, Compilation Report*

11. LANDMARKS AND AIDS TO NAVIGATION

There are no landmarks or aids to navigation within the limits of this quadrangle. *See item 34, Compilation Report and*

item 11, Field Edit Report

12. HYDROGRAPHIC CONTROL

No supplemental control was established because of heavily wooded shoreline creating great difficulty in identifying points.

13. LANDING FIELDS AND AERONAUTICAL AIDS

Oak Grove Airbase, an auxiliary landing field of Marine Corps Air Station, Cherry Point, N. C., is located approximately 2 1/2 miles north of Pollocksville. According to local information the buildings are now being sold and in all probability the property will soon be under private ownership. The disposition of this air field is left for the field editor to determine.

A steel tower with a revolving light on its top, located at Oak Grove Airbase, has been identified on the photographs. The light is no longer in operation.

See item 13, Field Edit Report

14. ROADS

All roads were classified in accordance with Photogrammetry Instructions No. 10 dated 14 April 1947, and the amendment thereto dated 24 October 1947.

See item 14, Field Edit Report

15. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineer's List of Bridges Over Navigable Waters in the U. S. ", dated 1 July 1941 was verified in the field. All clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the discrepancies reported to the Local District Engineer ~~as shown in the attached letter.~~

16. BUILDINGS AND STRUCTURES

All buildings and structures which are not to be mapped were deleted during field inspection. Buildings constructed since photography were located by (1) planetable, (2) measurements from identifiable features.

See item 16, Field Edit Report

17. BOUNDARY MONUMENTS AND LINES

See special report on Boundaries for Project Ph-5(45) by Mr. A. J. Wraight, Topographic Engineer which was forwarded to the Washington Office on 20 October 1947, *Filed with project data, Div. of Photogrammetry.*

See item 37

18. GEOGRAPHIC NAMES

See special report on geographic names for Project Ph-5(45) by

Mr. A. J. Wright, Topographic Engineer which was forwarded to
the Washington Office on 13 October 1947. *Filed in Geographic Names Section,
Div. of Charts.*

Submitted:
30 June 1948

J. R. Smith
J. R. Smith
Engineering Aid

Approved:
30 June 1948
Riley A. Siz
Riley A. Siz
Chief of Party

T-8719

Page	Miles above Mouth	Nearest Town	Owner	Horiz. Clearances		Vertical Clearances	
				Left Right	Left Right	Bridge Rod	U.S.C.&G.S.
472	18	Pollocksville N. C.	A.C.L.R.R. Co.	40.5' -	42.9'	1.4' HW	2.6' MHV
472	18.1	Pollocksville N. C.	N.C. State Highway & P.W.C.	40' 34.3'	38.1' 40.4'	3.1' HW	6.7' MHV

RADIAL PLOT REPORT

This report is entitled "Report on Main Radial Plot No. 7, Project Ph-5(45)C" and covers maps T-8719 to T-8724 inclusive. It is filed under project data for Project Ph-5(45) in the Division of Photogrammetry.

MAP T. 8719

PROJECT NO. Ph-5(45)

SCALE OF MAP 1: 20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
C of E. MON. #59 1943	C of E. 437	N.A. 1927	35° 00' 32.951"				1015.4 (833.5)		
			77 13 10.123				256.7 (1264.6)		
C of E. MON #69 1941	C of E. 439	"	35 03 31.279				963.9 (885.1)		
			77 12 14.747				373.7 (1146.7)		
C of E. MON. #70 1941	" 440	"	35 03 44.891				1383.4 (465.6)		
			77 11 58.129				1473.0 (47.4)		
C of E. B.M. #79 1943	" 441	"	35 05 38.026				1171.8 (677.2)		
			77 07 55.010				1393.3 (126.4)		
*C of E. MON #7 1943	" 447	"	35 09 35.203				1084.8 (764.2)		
			77 12 51.341				1299.4 (219.1)		
*C of E. MON #10 1943	" 449	"	35 11 39.860				1228.4 (620.6)		
			77 11 56.902				1439.5 (78.4)		
*C of E. MON. Trenton 1943	" 451	"	35 04 00.582				17.9 (1831.0)		
			77 21 01.320				33.5 (1486.8)		
*C of E. MON #40 1942	" 455	"	35 06 40.016				1233.2 (615.8)		
			77 20 23.301				590.1 (929.3)		
*C of E. MON #49 1943	" 462	"	34 57 00.499				15.4 (1833.5)		
			77 14 34.706				880.6 (641.8)		
*C of E. MON #61 1943	" 445	"	35 09 07.102				218.9 (1630.1)		
			77 00 44.233				1119.6 (399.1)		
*Substitute Station TRENTON	"	"	482,388.75 2,493,142.56				728.1 (2319.9) 957.9 (2090.2)		
			*Station used in main radial plot but falls outside of quadrangle limits.						

1 FT. = 3048006 METER
COMPUTED BY: W.H. Shearouse

DATE 1 April, 1947

CHECKED BY: M.M. Slavney

DATE June 17, 1947

M. 2388-12

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8719

26 & 27. CONTROL AND RADIAL PLOT:

A special Radial Plot Report was submitted to the Washington Office by M.M. Slavney, Photogrammetric Engr. on November 12, 1948, *filed under project data in Div. of Photogrammetry.*

28. DELINEATION:

The photographs were badly tilted and of poor scale, making it necessary to cut in a large number of detail points. Many of the contours were delineated by the projector method.

Field inspection was adequate except for some contouring left incomplete. *See item 28, Field Edit Report.*

29. SUPPLEMENTAL DATA:

No supplemental data was submitted with this quadrangle.

30. MEAN HIGH-WATER LINE:

The mean high-water line on the Trent River is along the edge of vegetation. There is no periodic tide in the Trent River. *See item 7*

31. LOW WATER AND SHOAL LINES:

Not applicable. (See Field Inspection Report, item 8).

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

There appear to be two railroad bridge abutments of an abandoned tram road at Latitude $35^{\circ} 01'$, Longitude $77^{\circ} 13.6'$ *See item 32, Field Edit Report*

33. WHARVES AND SHORELINE STRUCTURES:

There is only one pier within the limits of this quadrangle.

See item 33, Field Edit Report

34. LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks within the limits of this quadrangle.

Item No. 11 of the Field Inspection Report is partially in error since there is one fixed aid to navigation, Trent River Daybeacon 18 in the east central part of the quadrangle. *See item 11, Field Edit Report.*

35. HYDROGRAPHIC CONTROL:

Not applicable.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields in this quadrangle. The air base mentioned in item 13 of the Field Inspection Report falls immediately west of the limits of the quadrangle which is also the western limits of project.

The aeronautical aid mentioned in item 13 of the Field Inspection Report was cut in radially, and form 524 submitted, * even though it fell outside the western limits of the quadrangle and project.

* Filed under T-8719, Div. of Photogrammetry. See item 13, Field Edit Report

37. BOUNDARY MONUMENTS AND LINES:

Boundary lines were delineated on the manuscript according to maps and legal descriptions submitted by the field party.

The exact direction of the Craven-Jones county line from Deep Gully northwestwardly could not be determined from the information submitted since the only identifiable point given fell too far outside of the project limits.

The line was taken from the U.S. Geological Survey "New Bern" quadrangle but is not believed to be shown correctly since the stream "Deep Gully" does not have the same geographic position on the map manuscript as it does on the Geological Survey quadrangle.

See item 17, Field Edit Report

38. GEOGRAPHIC NAMES:

All geographic names were shown on the map manuscript according to the geographic name sheet furnished by the Washington Office.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A comparison was made with U.S. Geological Survey Quadrangle "New Bern" scale 1: 62,500 edition of 1903.

The only features in agreement are the Trent River, the railroad, and the main roads. Many of the swamp areas have been drained by ditches.

Many of the old roads are now gone and others have been added. Parts of the main roads have been improved by elimination of sharp curves. ^m

Mill Creek, near Pollocksville is shown on the U. S. G.S. map as nearly a straight stream. Actually it is a very crooked, meandering stream.

Nearly all contours are not in agreement. *See item 63*

The U.S. G.S. map is obsolete and should be superseded by the present compilation.

45. COMPARISON WITH NAUTICAL CHARTS:

There are no nautical charts in the area of the quadrangle.

[↑]
yes - Reconstruction of C4538 (1955)

Respectfully submitted,

Irving I. Saperstein

Irving I. Saperstein,
Engineering Aid

Approved and Forwarded:

Ross A. Gilmore

Ross A. Gilmore,
Chief of Party. *km*

FIELD EDIT REPORT
Quadrangle T-8719
35°-00.0 / 77°-07.5'/7.5'
Project Ph-5 (45)

Harry F. Garber, Chief of Party

The field edit of the quadrangle was accomplished intermittently during the period from 26 January to 20 March, 1950 by Cecil A. Navin, Topographic Engineer. All work was performed in accordance with Field Edit Instructions, dated August, 1945; Supplement 1, dated 4 February 1946; and Topographic Manual - Part II, dated June 1949.

Also see Supplemental Field Edit Report, which follows.

51. METHODS

All features were checked. Minor corrections were made by inspection, and major corrections were accomplished by planetable methods either on the photographs or the field edit sheet. All corrections made on photographs have been cross-referenced to the field edit sheet.

TRENT RIVER DAYBEACON No. 18 was relocated by planetable cuts.

A majority of the swamp areas were visually inspected, and planetable checks made regarding the limits of a representative number of the areas.

A legend describing the colored inks used is shown on both field edit sheet and field photographs.

The field edit information* is shown on one (1) field edit sheet, one (1) discrepancy print (compilation office), one (1) geographic name print, and six (6) nine-lens photographs - Numbers 15948, 15949, 15950, 15974, 15975, and 15976.

**Filed in Div. of Photogrammetry.*

Discrepancies not settled on the field edit sheet are discussed in the body of this report.

52. ADEQUACY OF COMPILATION

The compilation of detail is considered adequate, however due to the scale factor of the photographs the horizontal placement of some features is in error. A representative area being 35°-00.5'/77°-14.0'.

See item 52, Supplemental F.E. Report

53. Map Accuracy

Also item 53, Supplemental F.E. Report

Over the majority of the quadrangle the horizontal accuracy appears adequate. However the exaggeration of contours adjacent to and including swamp areas has caused error in contour placement exceeding allowable limits. All noticeably deficient areas have been corrected and it is believed that the map manuscript copy will now comply with the National Map Accuracy requirements.

Two (2) vertical accuracy tests were made. The lines began and closed on fly level points with negligible vertical and horizontal closures. The elevations as determined during the tests are shown on the field edit sheet:

(1) Accuracy test No.1 at $35^{\circ}04.5' / 77^{\circ}09.5'$ gave the following results:

Of 16 points on various actual contours shown on map copy:
31% were in error approx. one (1) contour interval.
19% were in error approx. one-half($\frac{1}{2}$) contour interval.
25% were in error less than one-half($\frac{1}{2}$) contour interval.
25% showed no error.

(2) Accuracy test No.2 at $35^{\circ}00.5' / 77^{\circ}14.0'$ gave the following results:

Of 25 points on various actual contours shown on map copy:
4% were in error approx. three(3) contour intervals.
4% were in error approx. two (2) contour intervals.
24% were in error approx. (omitted during field work)
16% were in error approx. one (1) contour interval.
20% were in error approx. one-half($\frac{1}{2}$) contour interval.
20% were in error less than one-half($\frac{1}{2}$) contour interval.
12% showed no error.

Contour corrections were made in the above areas during field edit.

54. Recommendations

It is recommended that during field inspection an actual delineation be made of all buildings to be shown. The majority of buildings added during field edit were intact at the time of field inspection but not clearly visible on the photographs.

55. Examination of the proof copy

The proof copy may be submitted to either Mr. J.R.Burt, Box 730, Trenton, N.C. or to Mr. A.R.Bell, Dunn Building, New Bern, N.C. for examination and comment.

9/18/50
CAM

NOTE: The following items are numbered according to Field Inspection Report for the quadrangle, which was written prior to receipt of Topographic Manual, Part II, dated June 1949.

3. INTERPRETATION OF PHOTOGRAPHS

The poor tone quality and poor scale factor of the photographs, in many places, made orientation and interpretation of physical and cultural features extremely difficult. The dark tint of the photographs made it difficult to delineate the limits of vegetation and swamp areas. It was often necessary to define these limits by planetable methods.

See item 56, Supplemental, F.E. Report

6. CONTOURS AND DRAINAGE

Many contours as shown on the field photographs were too general, and were drawn in an exaggerated manner. Much additional drainage visible on photographs, could have been delineated and would have aided in better contour expression. Most of this drainage was shown during Field Edit on the field edit sheet or photographs.

9. WHARVES AND SHORELINE STRUCTURES

A few shoreline structures built since date of photography have been shown on field edit sheet or added on the photographs.

11. LANDMARKS AND AIDS TO NAVIGATION

TRENT RIVER DAYBEACON No. 18 was relocated on the field edit sheet, as the position on the map manuscript was too far to the eastward.

13. LANDING FIELDS AND AERONAUTICAL AIDS

Oak Grove Airbase, 2½ miles NW of Pollacksville, has been dismantled. The boundary of the base has been shown on photograph 15976.

Although the base is still owned by the government, it has been leased for farming and grazing purposes. The runways are to remain intact.

The revolving beacon and steel tower, mentioned in the field inspector's report, have been removed, and forms 524 and 567 are submitted.

A lookout tower in the southeast portion of the quadrangle should be charted as an aeronautical landmark, and forms 524 and 567 are submitted.

14. ROADS

All roads were inspected during field edit and many reclassified in accordance with paragraph 5441 - Part II of the Topographic Manual, dated June 1949.

16. BUILDINGS AND STRUCTURES

Numerous buildings were added during field edit. Poor photographic tone made identification doubtful for the compiler.

17. BOUNDARY MONUMENTS AND LINES

The Jones County-Graven County Line has not been surveyed in its entirety, and no monuments have been set.

Local interrogation, investigation of tax records, and consultation with county surveyors determined the position of the county line as shown during field edit on photograph 15948.

18. GEOGRAPHIC NAMES

Numerous deletions, and additions were made on the Geographic Names Sheet. Many of the names shown were apparently in use in the early 1900's, see old USGS quadrangle. However, recent investigation found no knowledge of these names. All names shown were thoroughly investigated in accordance with Field Edit Instructions, dated 1945.

The community name "WHITFORD" at 35°-02.6'/77°-08.2' was deleted. There has been no community in this area since 1910.

The name "DEBRUHL" at 35°-04.3'/77°-11.0' was deleted and replaced by "RHEMS". During construction of the railroad, the flagstop at Debruhl was renamed Rhems, as which the community has been known since the early 1900's. There is no community now known as Debruhl.

NOTE: The following items refer to Compilation Report.

28. DELINEATION

All contours have been completed.

32. DETAILS OFFSHORE FROM HIGHWATER LINE

Features of old bridge at 35°-01.0'/77°-13.6' have been clarified on field edit sheet.

33. WHARVES AND SHORELINE STRUCTURES

One pier and one boathouse were added during field edit.

34. LANDMARKS AND AIDS TO NAVIGATION

See item 11 this report.

36. LANDING FIELDS AND AERONAUTICAL AIDS

See item 13 this report.

37. BOUNDARY MONUMENTS AND LINES

See item 17 this report.

Submitted:

22 March 1950

Cecil A. Navin

Cecil A. Navin

Topographic Engineer

Approved:

Harry F. Garber

Harry F. Garber

Chief of Party

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SUPPLEMENTAL

FIELD EDIT REPORT
Project Ph-5(45)
Quadrangle T-8719

51. METHODS

The field edit revision of this quadrangle was limited to the checking of the accuracy and expressions of contours in five areas scattered throughout the central and south portions.

Corrections and additions were made by standard surveying methods in conjunction with visual inspection.

Corrections and additions have been noted on the field edit sheet and three overlay sheets. All deletions have been noted on the field edit sheet. All work shown on the overlay sheets is properly referenced on the discrepancy print and field edit sheet.

The reviewer's questions are answered on the field edit sheet, overlay sheets, vertical accuracy test report, and in this report.

A legend appears on the field edit sheet which is self-explanatory.

The actual field work was accomplished in eight days in March, 1951.

52. ADEQUACY OF COMPILATION

The map compilation is adequate and will be complete after field edit data has been applied.

53. MAP ACCURACY

In general, the horizontal accuracy of the map detail is relatively good. However, in the five areas that the contours were examined and corrected, it is felt that the contours were too generalized. The side ravines or valleys were not developed sufficiently, so that the contours lacked topographic expression. In one area, a particularly tortuous stream was delineated as comparatively straight.

From the results obtained in the resurveyed areas, it may be assumed that there are other ravines, especially in the wooded areas, where the contours are too generalized. In most cases, the main ravines are slashed with numerous small side gullies which gives the terrain a rugged appearance. The smooth sweeping curves of many of the contours depicting the ravines do not indicate this ruggedness.

See item 67

4. Discrepancies ranging from one to three feet were found in spot elevations between those on field print number 15974 and those established by the field editor near lat. $35^{\circ}-01'-35''$, long. $77^{\circ}-08'-30''$ and lat. $35^{\circ}-01'$ long. $77^{\circ}-07'-45''$.

A total of 2.3 square miles of contouring was checked and corrected in the five areas noted on the field edit sheet.

One vertical accuracy test was made and the results are as follows:

Seventeen points on contours were tested and 30% were in error by 1 foot or less; 12% in error by one foot to 1/2 contour interval; 29% in error by 1/2 to 1 full contour interval; and 29% in error over 1 contour interval.

The actual test started at lat. $35^{\circ}-01'-40''$ long. $77^{\circ}-07'-45''$ running south along an old trail to lat. $35^{\circ}-01'$ thence west along the $35^{\circ}-01'$ parallel to the intersection of the stream as indicated on the F.E.S.

54. RECOMMENDATIONS

It is recommended that in future topographic surveying of terrain similar to that in Projects Ph-5(45) and Ph-20(47), all streams, drains, and swamp of considerable size be cross-sectioned at intervals of not less than two thousand feet, in order to provide sufficient vertical control for delineating these features.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. A. R. Bell, Craven County Surveyor, Dunn Building, New Bern, North Carolina, is best qualified to examine a proof copy of this work.

56. INTERPRETATION OF THE PHOTOGRAPHIC DETAIL

Ref. to item 3 - Field Inspection Report.

It was impossible, even with the use of the stereoscope, to delineate any of the streams or drains that were covered by this revision survey, due to overhanging vegetation.

28 March 1951

Submitted by:

James E. Hundley
James E. Hundley,
Cartographer

4 April 1951
Approved by:

Harry F. Garber
Harry F. Garber,
Chief of Party

the photographs

VERTICAL ACCURACY TEST

Quadrangle T-8719

Project Ph-5(45)

This is a report of the results of the vertical accuracy of contours tested in the extreme southeastern corner of this quadrangle.

A total of 3.0 lineal miles was traversed by planetable to test 17 points on contours. This planetable traverse originated and terminated at a fly level point previously established at the intersection of a road and trail to the north. The horizontal closure was 90 ft., but, this error of closure is believed to be due to more than just one factor, such as: (1) paper distortion, (2) short distances between traverse points, (3) possibility of slight errors in orienting the planetable board. The error of vertical closure was 0.4 foot. No adjustments were made in view of the fact that the traverse was quite extensive and numerous points were involved.

The results of the test are as follows:

30% were in error by 1 ft. or less;
12% " " " " 1 ft. to 1/2 contour interval;
29% " " " " 1/2 to 1 contour interval; and
29% " " " " Over 1 contour interval.

28 March 1951

Submitted by:

James E. Hundley
James E. Hundley,
Cartographer

4 April 1951

Approved by:

Harry F. Garber
Harry F. Garber,
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Box 271, Edenton, N.C.

January 19, 1951

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

To: The Director
U.S. Coast and Geodetic Survey
Washington, D.C.

Subject: Revision Contouring on T-8719, Ph-5

In accordance with verbal instructions, additional revision contouring was done on T-8719 along the draws making out from Trent River. This work was accomplished between 1 May and 15 June, 1951 by Mr. Elgan T. Jenkins and two rodmen.

Part of the work was done on the field edit sheet, pending the arrival of the photographs, and the remainder done directly on the photographs. Previous spot elevations were utilized where the original pictures were available, and new spot elevations obtained elsewhere.

It is believed that this revision work, together with that accomplished by Mr. Hundley in the spring will bring the sheet up to the required accuracy.

Harry F. Garber
Comdr., USC&GS
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ORCUMENTARIES FOR CHARTS

TO BE CHARTED } **STRIKE OUT ONE**

New Bern, N.C.

July 27,

1987

I recommend that the following objects which have ~~(XXXXXX)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted XXXX)~~ the charts indicated.

The positions given have been checked after listing by

Irving I. Saperstein

U.S. Photogrammetric Office

Riley J. Sipe

Chief of Party.

[illegible]

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ORIENTATIONS FOR CHARTS

**TO BE CHARTED
~~FOR DISCUSSION~~**

STRIKE OUT ONE

New York, N. Y.

15 March 1950

I recommend that the following objects which have ~~not been~~ been inspected from seaward to determine their value as landmarks be charted on ~~future charts~~ the charts indicated.

The positions given have been checked after listing by **Irving I. Saperstein**

Tampa Photogrammetric Office

Harry F. Garber, *Chief of Party.*

[illegible]

STRIKE OUT ONE

**NON-LOADING AIDS OR LAND MARKS FOR CHARTS
AIDS OR LANDMARKS FOR AERONAUTICAL CHARTS**

New Bern, North Carolina 15 March, 1950

I recommend that the following objects which have ~~been~~ been inspected ~~from~~ to determine their value as landmarks be ~~reinstated~~ ~~deleted~~ *(Deleted from)* the charts indicated.

The positions given have been checked after listing by

Harry F. Carber

Chief of Party.

[illegible]

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS TO NAVIGATION FOR CHARTS

~~TO BE DELETED~~ STRIKE OUT ONE
TO BE DELETED

Tampa, Florida
2 April 1950

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be ~~shorted~~ (deleted from) the charts indicated.

The positions given have been checked after listing by Dwight I. Swarth

A. L. Wardwell,
Chief of Party.

[illegible]

GEOGRAPHIC NAMES
Survey No. T-8719

Survey No. T-8719

POLLOCKSVILLE, N.C. 7 $\frac{1}{2}$ '

1 Name on Survey

~~used~~ Chart
No.

No.	On previous survey	On U.S.
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quadrangle
Maps
From
in

From local information

On local Maps

P. O. Guide or Map

or Map
Rand McNally Atlas
U. S.

U. S. Light List

North Carolina							USGB	1
Craven County	Townships 8, 9							2
Jones County	Township 2 or Pollocksville Township (subject to Field Edit check)							3
Trent River								4
Croatan National Forest								5
Atlantic Coast Line								6
U.S. No. 17								7
								8
Trent Road								9
Hayward Creek								10
Tabernacle Baptist Church								11
Rocky Run Methodist Church								12
Rhems								13
Rocky Run School								14
Rocky Run								15
Rhems Landing								16
Tar Landing								17
Debruhs Landing								18
Debruhs								19
Rhems Methodist Church								20
Deep Gully								21
Debruhl Road								22
Jones Corner								23
Ten Mile Fork	(locality on road)							24
Simmons Corner								25
Wesley Chapel								26
Trent River Church								27
Vireoil Hill Church								N 234

GEOGRAPHIC NAMES

Survey No.

T-8719

GEOGRAPHIC NAMES											
Survey No. T-8719											
2 Name on Survey											
		A	B	C	D	E	F	G	H	K	
✓	Batchelder Creek . X		See	March 1949	"Bachelor"	Decision of USGBN				USGB	1
	Scotts River Swamp										2
	Scotts Landing										3
✓	Scott Landing .										4
✓	Scott Creek .										5
	Millard Landing										6
	Scotts Landing										7
✓	Hargett Road .									X	8
✓	Banks Road .									X	9
	Pollockville Bridge Road										
✓	Oak Grove .									X	10
✓	Oak Grove Methodist Church .									NB	11
✓	Pollocksville .						recent			USGBN	12
	Pollockville Bridge										13
✓	Alex H. White School .									NB	14
✓	Jones County Training School .									X	15
✓	Pollocksville Christian Baptist Church .									NB	16
✓	Mill Creek .									X	17
✓	Mill Creek Bridge .									NB	18
	Scotts Road										19
✓	West Branch .									X	20
✓	Clayhill Branch .									X	21
✓	Skinner's Branch .									X	22
✓	Beaver Branch .									X	23
✓	Raccoon Creek .									X	24
✓	West Prong .									X	25
✓	Bells Landing .									X	26
	Scotts Landing										27

M 234

REVIEW REPORT
Topographic Map T-8719
20 November 1951

62. Comparison with Registered Topographic Surveys:

None.

63. Comparison with Maps of Other Agencies:

New Bern, N. C. (USGS) 1:62,500 1903

Contours are much more generalized than as shown on T-8719 but there is general agreement in vertical datum. See item 44.

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

None. See item 45.

66. Adequacy of Results and Future Surveys:

This map meets the National Standards of Map Accuracy and complies with project instructions.

67. Map Accuracy:

All doubtful areas have been recontoured in order to bring this map up to standard. The contours were re-examined in conjunction with item 53, Supplemental Field Edit Report and a third completion party was sent to recontour the remaining substandard areas. No report was submitted in conjunction with this work, but a letter was submitted by the Chief of Party, a copy of which is attached to this report. The accuracy tests referred to under item 53 of the Field Edit Report and the Supplemental Field Edit Report were tabulated without applying the allowable shift in horizontal position which made the contouring appear much worse. Errors were due to over-generalization of topography and streams in heavily-wooded areas.

Submitted by
Everett H. Ramey
Everett H. Ramey

Approved:

S. V. Griffith
Chief, Review Section *B*
Div. of Photogrammetry

W. Edmonson
Chief, Nautical Chart Branch
Division of Charts *GA*

O. S. Reading
Chief, Div. of Photogrammetry

Earl O. Heston
Chief, Div., Coastal Surveys
rk7