

8729

Diag. Cht. Nos. 538 & 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-8729

LOCALITY

State NORTH CAROLINA

General locality NEUSE RIVER

Locality CHERRY POINT

194 s.

CHIEF OF PARTY

R. J. Sipe, Chief of Field Party.

R.A. Gilmore, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE June 10, 1953

S-1870-1 (1)

8729

DATA RECORD

T- 8729

Quadrangle (II): *Havelock, N.C.*

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 ~~Office Files~~
Report No. T- ~~(VI)~~ *Division of*
*Photogrammetry*Completed survey received in office: *5/8/50*Reported to Nautical Chart Section: *5/15/50*Reviewed: *18 Dec 50*

Applied to chart No.

Date:

Redrafting Completed:

Registered: *24 July 1952*

Published:

Compilation Scale: 1:20,000

Published Scale: *1:24,000*

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 ✓

Datum Plane (III): M.S.L. ✓

Reference Station (III): OLIVER, 1935

Lat.: $34^{\circ} 55' 10."409$ (320.8m) Long.: $76^{\circ} 54' 47."341$ (1201.7m) Adjusted ✓
~~Unadjusted~~

State Plane Coordinates (VI):

*North Carolina State Grid**x = 2,625,524.30 Feet y = 432,216.48 Feet*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
15985	5 Apr. 1946	14:47	1:20,000	No perceptible tide
15986	"	14:48	"	
16009	"	15:50	"	
16010	"	15:51	"	

Tide from (III): No perceptible ^{periodic} tide

Mean Range:

Spring Range:

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

Field Inspection by: J.L. Rhin, J.R. Smith, M.F. Kirk date: 12/9/46 to 3/15/48
and I.Y. Fitzgerald

Field Edit by: *E.T. Jenkins* date: *Feb. 1950*

Date of Mean High-Water Line Location (III): 3/15/48 to 3/30/48

Projection and Grids ruled by (III) H.K. Wash. Office date: 11/17/47

" " " checked by: T.L.J. Wash. Office date: 11/17/47

Control plotted by: R.A. Reece date: Dec. 5, 1947

Control checked by: I.I. Saperstein date: Dec. 23, 1947

Radial Plot by: M.M. Slavney date: August 1948

Detailed by: R. Dossett date: Aug., Sept., 1948

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

Map Manuscript
Elevations on ~~Field Edit Sheet~~
checked by: J.A. Giles

date: Sept. 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 49

Shoreline (More than 200 meters to opposite shore): 9 Statute miles

Shoreline (Less than 200 meters to opposite shore): 13 Statute miles

Number of Recoverable Topographic Stations established: 5

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 44.8

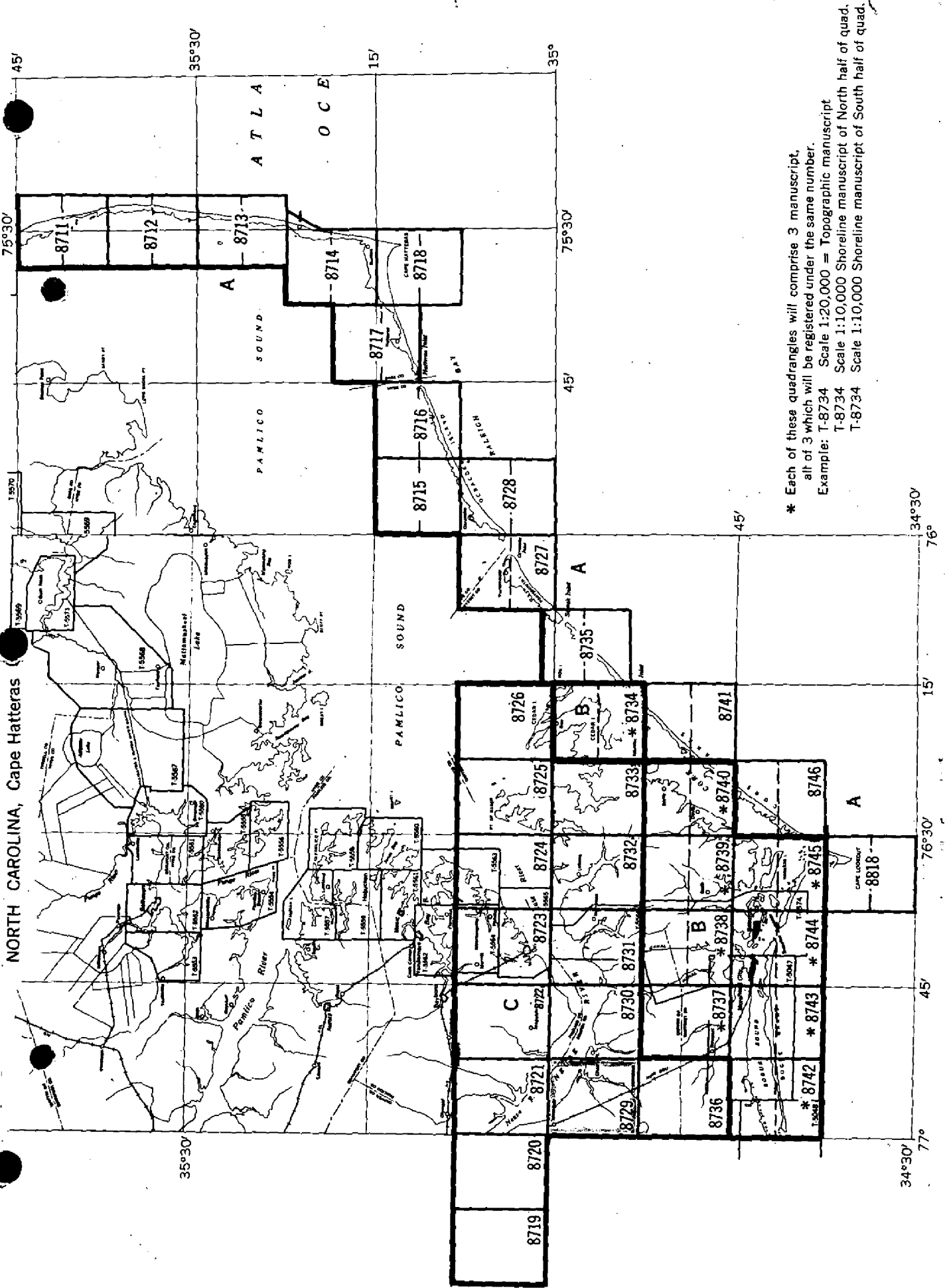
Roman numerals indicate whether the item is to be entered by
(II) Field Party, (III) Compilation Party, or, (VI) the Washington
Office.

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 T-8729

Topographic map T-8729 is one of a series of 37 maps in project Ph-5(45) and covers part of the Neuse River and the U. S. Marine Corps Air Station, Cherry Point, North Carolina. This is a graphic compilation project. The field operations preceding compilation included planetable contouring on 1:20,000 scale nine-lens photos and complete field inspection. Contours for three small areas in the Marine Corps Air Station and vicinity were obtained from 1:1200 scale blue prints. A manuscript was compiled and completely field edited.

This map is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7½ minute quadrangle. The registered copies under T-8729 will include the original descriptive report, a cloth-mounted print of the manuscript at scale 1:20,000 and a cloth-mounted color print of the published map at scale 1:24,000.

FIELD INSPECTION REPORT
T-8729
(34-52.5/76-52.5/7.5)
Project Ph-5(45)C
Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with the DIRECTOR'S Instructions, Project Ph-5(45), Field, undated; Supplement No. 1 to the above, dated 11 November 1946; and other applicable instructions as herein noted.

The various phases of field work were done by the following personnel:

<u>NAME & TITLE</u>	<u>PHASE</u>	<u>DATE</u>
Matthew A. Stewart Engineering Aid	Third Order Levels	12-9-46 to 12-31-46
John R. Smith Engineering Aid	Levels & Contours Interior Field Inspection	9-18-47 to 3-11-48
Jack L. Rihn Cartographer	Contours Interior Field Inspection	11-15-47 to 12-15-47
Millard F. Kirk Topographic Engr.	Horizontal Control Recovery & Identification	9-15-47 to 2-15-48
Isaiah Y. Fitzgerald Cartographer	Horizontal Control Recovery Shoreline Inspection	3-15-48 to 3-30-48

1. DESCRIPTION OF THE AREA

The area of which this quadrangle is comprised is rural. The chief occupation is agriculture.

The area, for the most part, is wooded, with pine predominating. The western section of the quadrangle is swampy, this being the source of several of the larger streams.

Transportation facilities are good except the western portion of the quadrangle which is inaccessible because of swamp. The quadrangle is crossed by transcontinental route U. S. 70, North Carolina State Route 101, traverses part of the quadrangle. A good system of rural roads also serve the area. Some of them become impassable under severe winter weather conditions.

A railroad, the Atlantic and East Carolina, serves the area in addition to the highway system.

The greater part of the U. S. Marine Corps Aviation Station, Cherry Point is located in the eastern part of the quadrangle.

2. COMPLETENESS OF FIELD INSPECTION

Field inspection is felt to be adequate and complete to date. Residential and business construction is in progress constantly, especially around Cherry Point, MCAS. The field editor should be very thorough in this immediate area in so far as new construction is concerned.

Woodland cover was classified in accordance with Photogrammetry Instructions No. 15, dated 16 June 1947.

3. INTERPRETATION OF THE PHOTOGRAPHS

Little difficulty in interpretation of the photographs was encountered.

4. HORIZONTAL CONTROL

All horizontal control was recovered or searched for, and a sufficient number were identified for control of the radial plot.

5. VERTICAL CONTROL

Six miles of 3rd order levels were run in this quadrangle. Existing bench marks were recovered and identified on the photographs. Forty-nine miles of fly levels were run to furnish supplemental control for contouring.

6. CONTOURS AND DRAINAGE

Contouring was done on 1:20,000 scale photographs by planetable methods. Heavy woods and swampy ground made contouring difficult in many places.

The stereoscope was used freely to facilitate contouring.

Blueprints of three areas of U.S.M.C.A.S., Cherry Point were submitted showing contours at one foot interval on a scale of one inch equals 200 feet. The accuracy of these contours were checked, and correction made by Jack L. Rihn, Cartographer.

Highest ground exists along the west side of the quadrangle. This ground, with the exception of a few sand ridges, is swamp. The water level, of course, recedes during the dry summer months. This swamp area adjoins Little Lake and Long Lake, with the water level of the swamp, the same as that of the lakes.

Brice Creek and Slocum Creek are the largest streams draining this swamp and crossing the quadrangle. Brice Creek flows northwestwardly from this quadrangle into and crossing T-8720, and empties into the Neuse River.

Drainage was located by planetable and, in some places, delineated under the stereoscope.

7. MEAN HIGH WATER LINE

There is no perceptible periodic tide in the Neuse River. (All changes in water level are caused by wind).

Measurements and observations have proved that the MHWL is as photographed.

8. LOW WATER LINE

Because of there being no periodic tide the mean low water line is synonymous with the MHWL.

9. WHARVES AND SHORELINE STRUCTURES

. Adequately covered by the photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

An exposed wreck along the east shore of Slocum Creek was located by ~~a~~ sextant fix.

11. LANDMARKS AND AIDS TO NAVIGATION

Prior to this survey, no landmarks were charted within the area of this quadrangle. Four new landmarks were recommended for charting. These landmarks were viewed from the Neuse River while doing shoreline, and they were reported on Form 567.

All fixed aids to navigation were either, (1) identified on the photographs, (2) located by sextant fix or cuts, (3) located by theodolite cuts. They were reported on Form 567.

*See
Review
Report*

12. HYDROGRAPHIC CONTROL

Existing horizontal control was supplemented where possible with recoverable topographic stations. Due to the heavy woods bordering the river, it was impossible to establish control at the desired interval.

13. LANDING FIELDS AND AERONAUTICAL AIDS

United States Marine Corps Aviation Station, Cherry Point, is the only landing field within the area. All facilities are owned and operated by the U. S. Navy.

Rotating aero beacons are located atop two water tanks on the field. Each of these were identified.

NKT Radio range is located 4.0 miles from the field, magnetic azimuth 321°. This range was identified. There are three towers supporting antennas of NKT Radio Cherry Point for air-ground voice communication. NKT

14. ROAD CLASSIFICATION

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947.

15. BRIDGES

All bridge clearances were measured in accordance with Photogrammetry Instructions No. 13, dated 23 April 1947.

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges over Navigable Waters of the U. S." dated 1 July 1941 was verified in the field, all clearances were found to be correct except for the discrepancies reported to the District Engineer by letter, a copy of which is attached hereto.

16. BUILDING AND STRUCTURES

Adequately covered on the photographs.

17. BOUNDARY MONUMENTS AND LINES

See special report on Boundaries for project Ph-5(45) by A. J. Wraight, Topographic Engineer. *Filed in Div of Photogrammetry*

18. GEOGRAPHIC NAMES

See special report on Geographic Names for project Ph-5(45) by A. J. Wraight, Topographic Engineer. *Filed in Geographic Name Section, Div of Charts.*

Submitted by:

John R. Smith
John R. Smith
Engineering Aid

Date: 31 March 1948

Approved by:

Riley J. Sipe
Riley J. Sipe
Chief of Party

Date: 31 March 1948

Page	Miles above Mouth	Nearest Town	Owner	<u>Horizontal Clearances</u>		<u>Vertical Clearances</u>	
				Bridge Back East West	U.S.C. & G.S.	Bridge Back U.S.S. & G.S.	
*	2.6	Cherry Point MCAS	U. S. Navy	- -	12.0 ft.	--	11.5 ft.
*	5.3	Havelock	M.C.H. & P.W.C.	- -	32.8 ft.	- -	9.3 ft.
436	5.4	Havelock	M.C.H. & P.W.C.	Center 35.0 ft. Center 35.0 ft.		3.2 ft.	9.3 ft.

* Bridge erected since 1 July 1941.

**U.S.C. & G.S. clearances measured from estimated MHW.
Bridge back vertical clearance from HW.

MAP T-8729

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 FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD (BACK)	FORWARD (BACK)
d r G S HAVELOCK 1931	Sp. Pub. 192 P. 24	N.A. 1927	34° 52' 58.635			1806.8 (42.1)	
			76 55 27.721			704.0 (819.7)	
LOCK, 1935	G.P.s. P. 268	"	34 54 23.707			730.5 (1118.4)	
			76 54 45.087			1144.6 (378.6)	
OLIVER, 1935	"	"	34 55 10.409			320.8 (1528.1)	
	P. 268	"	76 54 47.341			1201.7 (321.3)	
SLOCUM, 1935	"	"	34 56 09.985			307.7 (1541.2)	
	P. 267	"	76 54 49.354			1252.5 (270.2)	
HINES, 1935	"	"	34 56 23.724			731.1 (1117.8)	
	P. 267	"	76 56 03.425			86.9 (1435.8)	
SLOCUM CR. BN. LT. 1935	"	"	34 57 07.805	Destroyed		240.5 (1608.4)	
	P. 451	"	76 53 24.998			594.3 (888.1)	
HAM, 1935	"	"	34 58 37.989			1170.7 (678.2)	
	P. 451	"	76 56 25.252			640.5 (881.4)	
OFFER CHURCH BN. LT. 1935	"	"	34 59 55.088	Destroyed		1697.6 (151.3)	
	P. 451	"	76 56 36.183			917.5 (604.0)	
CROATAN FIRE TOWER, 1935	"	"	34 58 13.01			400.9 (1448.0)	
	P. 266	"	76 58 20.64			523.6 (998.5)	
NEW BERN SOUTH BASE, 1931	Sp. Pub. P. 24 192	"	34 59 44.202			1362.1 (486.8)	
		"	76 59 11.740			297.7 (1223.9)	
'C OF E MON. #7	C of E 473	"	34 56 50.290			1549.7 (299.2)	
		"	76 56 55.071			1397.4 (125.1)	
C of E MON. #6	C of E	"	34 57 24.102	Destroyed		742.7 (1106.2)	
	474	"	76 56 58.159			1475.6 (46.7)	

1 FT. = .3048006 METER

COMPUTED BY: M.H. Shearouse

DATE 2 April, 1947

CHECKED BY: M.M. Slavney

DATE 7 July, 1947

M-2388-12

[illegible]

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8729

26 AND 27. CONTROL AND RADIAL PLOT:

These are the subject of a special report (Plot No. 6) submitted to the Washington Office 4 August, 1948 by Milton M. Slavney, Photogrammetric Engineer, *filed in Div. of Photogrammetry under project number.*

28. DELINEATION:

This quadrangle has been compiled according to the latest instructions for the compilation of topographic manuscripts.

The field inspection was satisfactory except for the recovery of non-floating aids. The sextant fixes for these were rather weak and the field editor has been requested to give them a check by plane table.

All buildings discernable on the photographs have been delineated. It is probable that new construction has been undergone at the Cherry Point Marine Aviation Base and the field editor has been requested to show all new buildings, etc., at the time of the field edit.

29. SUPPLEMENTAL DATA:

Three areas of contours were pantographed from blue print plans of Cherry Point Marine Aviation Base, submitted by the field inspection party, and applied to the map manuscript.

A photostatic copy of a topographic map of the Cherry Point Marine Aviation Base, submitted by the field party was used for comparative checking.

30. MEAN HIGH-WATER LINE:

The mean high-water line has been shown as photographed. There is no perceptible tide in the area.

31. LOW WATER AND SHOALS:

The low-water line is synonymous with the mean high-water line.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Attention is directed to a wreck along the east shore of Slocum Creek at latitude $34^{\circ} 56.8'$ and longitude $76^{\circ} 54.2'$. This wreck was plotted on the map manuscript from a sextant fix submitted by the field inspection party. It has been requested that the field editor check the accuracy of this position at the time of field edit.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves or shoreline structures, apparent on the photographs, have been delineated.

34. LANDMARKS AND AIDS TO NAVIGATION:

Landmarks and aids to navigation have been listed on form 567 and made a part of this report.

The scaled positions of the non-floating aids at the mouth of Slocum Creek will be submitted after they have been checked by the field editor.

35. HYDROGRAPHIC CONTROL:

See paragraph 12 of the field inspection report.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

The Cherry Point Marine Aviation Base is the only landing field within the area.

See paragraph 13 Field Inspection Report.

37. CONTOURS:

Contours have been applied to the map manuscript as shown on the field photographs. An area of approximately 5 square miles was taken from the plans of the Cherry Point Marine Aviation Base, pantographically reduced, and applied to the map manuscript.

38. POLITICAL BOUNDARIES:

The political boundaries have been delineated according to the information submitted by A.J. Wraight, Topographic Engineer.

39. GEOGRAPHIC NAMES:

Geographic names shown on the name sheet received from the Washington Office have been applied to the map manuscript.

44. COMPARISON WITH TOPOGRAPHIC QUADRANGLES:

None available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

Survey

A comparison was made with U.S. Coast and Geodetic/Chart 538 (Neuse River and upper part of Bay River) bearing a print date of August 4, 1947.

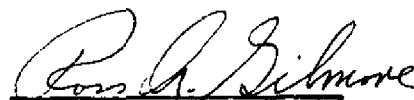
No difference in the general shoreline was observed. Attention is called to the wreck mentioned in paragraph 32 of this report which does not show on the foregoing chart.

The map compilation should supersede the charted information.

Respectfully submitted.


Rudolph Dossett
Cartographer (Photo.)

Approved and Forwarded:


Ross A. Gilmore 10/19/48
Chief of Party.

FIELD EDIT REPORT
Quadrangle T-8729
34° -52.5' - 76° -52.5'/7.5
Project Ph-5 (45)

E. R. McCarthy, Chief of Party

The field edit of this quadrangle was accomplished intermittently during the period of September 10, 1949 to February 15, 1950 by Elgan T. Jenkins, Cartographer. All work was performed in accordance with Field Edit Instructions dated August 1945 and Supplement I, dated 4 February, 1946. The first section of this report follows the form given in Paragraph 727 - Topographic Manual (June 1949).

51. METHODS

All features were checked visually. Corrections and additions were made directly on the field edit sheet and photographs, supplemented as necessary, by planetable methods. Corrections made on the photographs were cross referenced on the field edit sheet.

Layouts compiled by the U.S.M.C.A.S. engineers are being submitted to aid the compilers in the location and shaping of many features. Additions and corrections were made directly on the layouts using points of identifiable detail as starting points.

SLOCUM CREEK DAY BEACON No. 5, 1948 was located by a planetable cut and a calibrated wire distance. SLOCUM CREEK DAY BEACON No. 6, 1948, SLOCUM CREEK LIGHT No. 8, 1948, SLOCUM CREEK LIGHT No. 10, 1948 and SLOCUM CREEK LIGHT No. 2, 1949 were located by planetable cuts.

The cleared area of the golf course in 34° -56.5'/76° -56.5' was pantographically reduced from a recent U.S.M.C.A.S. photograph that was first checked for scale and tilt.

All swamp areas were investigated from a helicopter supplemented by ground visualization.

A legend describing the symbols and the colored ink used is shown on the field edit sheet and photographs.

The field edit information is shown on one field edit sheet, one discrepancy print, one geographic name print, and eight nine-lens photographs (numbers 15985, 15986, 16008, 16009, 16010, E-15985, E-15986 and E-16009).

All contour corrections were made on new photographs employing standard planetable methods.

Discrepancies, where not settled on the discrepancy print or photographs, are discussed in the body of this report.

52. ADEQUACY OF COMPILATION

The map compilation is considered good considering the extent of the field inspection.

53. MAP ACCURACY

With the exception of contours of some areas which areas were recontoured, the vertical accuracy is considered good.

Several horizontal checks made during the progress of the field edit indicated the horizontal accuracy was well within specifications.

Three vertical accuracy tests were made. The tests began and closed on fly level points, with the horizontal and vertical closures being negligible.

Accuracy test No. 1

Seventeen points on various contours were tested with the following results:

88% of points tested were in error one foot or less.

12% of points tested were in error approximately one-half of one contour interval.

Accuracy test No. 2

Forty-seven points on various contours were tested with the following results:

55% of points tested were in error one foot or less.

2% of points tested were in error one-half of a contour interval.

6% of points tested were in error approximately one contour interval.

37% of points tested were in error two to five contour intervals.

Accuracy test No. 3

72% of points tested were in error one foot or less.

17% of points tested were in error one-half of a contour interval.

11% of points tested were in error approximately one contour interval.

Considering the character of the terrain in Test No. 3, the contours are considered very good. A horizontal error of fifteen feet could easily make a vertical error of five feet in some places.

See Review Report

The terrain in the western part of the quadrangle is flat and the contour expression is believed to be adequate. The contour expression of much of the northern section was not too well shown and was recontoured where necessary.

The P.D.U. areas were re-surveyed.

54. RECOMMENDATIONS

None

55. EXAMINATION OF THE PROOF COPY

The copy of the map manuscript was submitted to Mr. T. W. Haywood of New Bern, N. C. R.F.D. No. 4, for an examination of geographic names. Mr. Haywood is a member of the county board of commissioners and has been a resident of this area for 60 years. Mr. Haywood found no errors in the corrected geographic names.

Geographic names were thoroughly investigated and previously filed information considered before any changes were recommended.

Several new names shown on the geographic names print came to light during field edit and are recommended for mapping.

56. MILITARY RESERVATIONS

See copy of letter attached.

3. HORIZONTAL CONTROL

Recovery cards are being submitted to reconcile questions on horizontal control.

6. WOODLAND COVER

Many cleared and brush areas have been classified as trees on the field edit sheet due to the fast growth of young pines.

10. OFFSHORE FEATURES

Due to erosion and other destructive causes the wreck in 34°-56.8' /76°-54.1' is covered by normal water level and should be shown with the "submerged" symbol.

11. LANDMARKS AND AIDS

Forms 567 are being submitted for landmarks and aids.

OTTER CREEK BEACON LIGHT, 1935 will be located and the necessary forms submitted with quadrangles T-8721 and T-8722. *See Review Report*

12. OTHER INTERIOR FEATURES

All roads were classified in accordance with Paragraph 5441 - Topographic Manual (June 1949)

Several roads were located or delineated during field edit which roads are shown on the field edit sheet or cross referenced to the photographs.

Submitted:
10 February 1950

Elgan T. Jenkins
Elgan T. Jenkins
Cartographer

Approved:
10 February 1950

E. R. McCarthy
E. R. McCarthy
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ORIENTED MARKS FOR CHARTS

TO BE CHARTED } **STRIKE OUT ONE**

TO BE CHARTERED
NO BUDGET

Wanted, North Carolina

10 February 1950

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

The positions given have been checked after listing by R. Dossett
Tampa Photographic Office

H. R. McCarty

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation if *nonfloating* be reported on this form. The data should be considered for the charts of the area and not by the hydrographer alone.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

TOXICOLOGY

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Wanted, North Carolina 8 May 1950

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

The positions given have been checked after listing by W. A. Rasmussen

Tampa Photo. Office

Harry F. Garber

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* objects shall be indicated on this form. The data should be considered for the charts of the area and not by the chart of the area.

STRIKE OUT ONE

NONFLOATING AIDS OR BRAND MARKS FOR CHARTS

Wanted, North Carolina

8 May 1958

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

The positions given have been checked after listing by ~~Mr. A. R. Rasmussen~~

Tampa Photo. Office

HARRY F. CARTER

Chief of Party.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation shall be reported on this form. The data should be considered for the charts of the area and not by *charts* to navigation on this form. The data should be considered for the charts of the area and not by *charts* to navigation on this form.

July 8, 1949

To: Commander Edward R. McCarthy
U. S. Coast and Geodetic Survey
P. O. Box 1
Washington, North Carolina

Subject: Runway length, MCAS Cherry Point, N. C.

Some question has arisen as to the correct length of runway 23 of the MCAS Cherry Point, N. C. Bureau chart AL-471 enclosed, shows the length of this runway as 7600 feet and the official Marine source reports it to be 7200 feet, which is the approximate length as scaled from T-8729 and T-8730. However, information in this office indicates that a 400 foot extension of this runway, formerly used for parking, may now be used for landings and take-offs by all types of aircraft. For your guidance and information, all that will be necessary to be done to determine the length of the runway is to verify that the ends are correct as shown on the enclosed copies of T-8729 and T-8730, or, show any extension that has been made since the original field inspection for the two maps. This office will scale or compute the length of the runway from the copies of the maps. It is probable that your field edit party has already verified or revised this runway, but the field edit print and the manuscript are either in your office, or, in Tampa for the application of field edit corrections, and it is not known when they will be completed and returned to this office.

Another item that should be determined is the official name for this field. The AL chart No. 471 used "MCAS Cherry Point" and maps T-8729 and T-8730 use "Cherry Point Marine Aviation Base".

Will you please have a member of your party investigate these matters and transmit the requested information to this office at the earliest convenience.

Reply forwarded in
D.C. for T-8730 RIF
Encls. *McCarty* } *Acting Director.*
Garber }

If field work completed and maps sent on to Florida - ask Compilation Office to forward the information requested above immediately.
snr

C O P Y

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION

Cherry Point, N. C.

15 August 1949

MEMORANDUM FOR: Commander E. R. McCarthy,
U. S. Coast & Geodetic Survey
Washington, North Carolina

Subject: Advance print of topographic manuscript,
Cherry Point, North Carolina area.

1. Subject print has been reviewed and the following
facilities should be deleted prior to publication:

- (a) Gas dumps
- (b) Power plant
- (c) Ammunition dump and magazine area
- (d) Radio Station (NKT)
- (e) Three elevated tanks
- (f) Control tower
- (g) Power transmission line

2. Also the proper title of this naval facility is
U. S. Marine Corps Air Station, Cherry Point. Wherever Marine
Aviation Base or Marine Air Base appears, it should be so changed.

By direction of the
Commanding General

R. J. Morrell, Jr.
Lieutenant Colonel, USMC
Assistant Chief of Staff, G-3

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Post Office Box 462, New Bern, N. Car.

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

31 March 1950

EXPRESS ADDRESS:

To: Lt. Comdr. Arthur L. Wardwell
Officer in Charge
Tampa Photogrammetric Office
Box 1689, Tampa, Florida

SUBJECT: Field Edit Corrections, T-8729

^{In} As reply to your letter of March 9, all field data for field edit corrections of subject quadrangle ^{are} is being forwarded under separate cover. ^{to}

^{have} No corrections were noted which has not been applied from the original field edit data.

All questions have been answered on the discrepancy overlay as submitted by the review section.

^{review stereoptically} The drainage delineated stereoptically by your office appears very accurate from adequate visual inspection. A few minor changes and one major correction ^{to} in contours $34^{\circ} 59' . 5/74^{\circ} - 59' . 5$ were made in the field. During a recent inspection of this party by Comdr's Garber, McCarthy and Mr. Varnadoe, it was concluded that the prohibitive cost of additional planetable work and the minor value of the land made further field work on this quadrangle an impracticability. The majority of the area in question is semi-flat with slight depression to constitute drainage and it is felt, if your still consider the contours as exceeding any allowable error, that an office re-delineation to comply with your drainage pattern would be in order.

The swamp limits in question were visually checked at four places and results noted on the overlay. Due to an unusually dry season the exact limit of the swamp is indefinite however it is felt that areas covered with pine can not be considered swamp.

Mr. Jenkins has been transferred to other operations therefor any future correspondence regarding field edit of Ph-5(45) should be addressed to me.

CC: Comdr. Garber

(S) Cecil A. Navin
Topographic Engineer

GEOGRAPHIC NAMES

Survey No. T-8729

CHERRY POINT, N.C. 7¹/₂' quad

1 Name on Survey

	A	B	C	D	E	F	G	H	K	
North Carolina ✓									USGB	1
Craven County ✓										2
Pamlico County ✓										3
Neuse River ✓									USGB	4
Townships 5, 6, 7. (Craven County) ✓										5
Croatan National Forest ✓										6
U.S. No. 70										7
State No. 101										8
Atlantic and East Carolina R.R. ✓										9
Cherry Point Marine Air Station ✓										10
U.S. Marine Corps Air Station , Cherry Point, N.C. ✓										11
Slocum Creek ✓										12
Anderson Creek ✓										13
Tucker Creek ✓										14
Goodwin Cr. ✓										15
Owens Gut										16
Pine Grove ✓										17
Daniels Branch ✓										18
Sandy Run ✓										19
Miry Branch ✓										20
Alligator Gut ✓										21
Mill Creek ✓										22
Hunters Branch ✓										23
Cedar Creek ✓										24
Wolf Pit Branch ✓										25
Sandy Branch ✓										26
East Prong ✓										27
Southwest Prong ✓										28

GEOGRAPHIC NAMES

Survey No. T-8729

2

Name on Survey

On Chart No.
On previous survey No.
On U. S. quadrangle Maps
From local information
On local Maps
P. O. Guide or Map
Rand McNally Atlas
U. S. Light List

	A	B	C	D	E	F	G	H	K	
Havelock ✓										1
Black Swamp ✓										2
Little Lake ✓										3
Long Lake ✓										4
Gum Swamp ✓										5
Groatan ✓										6
Groatan Fire Tower ✓	A Name To be shown on Manuscript (reported by Wright as name of this feature) X P. 6									7
Otter Creek ✓										8
Great Branch ✓										9
Brice Creek ✓										10
Riverdale ✓										11
Brice Creek Church ✓										12
Wolf Pit Branch ✓										13
Paupers Island Road ✓										14
Crooked Cr. ✓										15
Names underlined in red are approved. 12/2/48 L. Heck										16
With respect to one direction note, the formerly approved name of Pollockville was recently revised by USBGN to <u>POLLOCKSVILLE</u> ✓										17
Dam Cr. ✓										18
Flanner Beach ✓										19
										20
										21
										22
										23
										24
										25
										26
										27

✓ Names rechecked and approved after F.E.
12-7-50
A.J.W.

Review Report T-8729
Topographic Map Manuscript
18 December 1950

62. Comparison with Registered Topo Surveys.-For the areas in common, this survey supersedes:

T-1018	(1866)	1:20,000	T-6472	(1935)	1:10,000
T-1051	(1867)	1:20,000	T-6473	(1935)	1:10,000
T-6471	(1935)	1:10,000	T-6474	(1935)	1:10,000

except for submerged features such as wrecks and piling for nautical charting purposes.

63. Comparison with Maps of Other Agencies.- None

64. Comparison with Contemporary Hydro Surveys.- None

65. Comparison with Nautical Charts.- No. 538 8-4-47 1:40,000
This survey should be applied to the chart when it is reconstructed. Changes and additions made during review are shown in red ink on the manuscript.

66. Aids and Landmarks.-Aids are listed on Form 567 and filed as Chart Letters No. 67 (1949) and No. 118 (1950) in the Div. of Charts. See copies following Field Edit Report.

67. Adequacy of Results.-The evaluation of the vertical accuracy test by the Field Edit Party should be disregarded because they did not allow for the permissible shift in horizontal position and because their determination of map elevations was incorrect.

Three different areas were tested. An evaluation made during review, showed that in both the first and third areas, 100% of the points were within $\frac{1}{8}$ contour interval. The second area tested was of substandard accuracy for contouring. The total for the three areas is 84.3% of the points within $\frac{1}{8}$ contour interval.

The areas that were discovered to be below the standards of accuracy for contouring were completely recontoured by the field edit party - 9 $\frac{1}{4}$ square miles in all. The rest of the quadrangle was well above the requirements. The entire map now complies with national map accuracy standards.

68. Overlay.-An overlay has been prepared showing road classifications, control, etc. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:


Jack L. Rihn, Cartographer

APPROVED

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

A. C. Munster
Chief, Nautical Chart Branch
Division of Charts *GFJ*

J. E. Reading
Chief, Div. of Photogrammetry

Carl O. Heston
Chief, Div. of Coastal Surveys
SHF