

8734 & Nds

Diag. Cht. No. 1223

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Ph-5(45)B Office No. T-8734

LOCALITY

State NORTH CAROLINA

General locality CORE SOUND

Locality ATLANTIC TO HOG ISLAND

1949

CHIEF OF PARTY

R. J. Sipe

R. A. Gilmore

LIBRARY & ARCHIVES

DATE March 15, 1951

B-1870-1 (1)

DATA RECORD

T- 8734

Quadrangle (II):

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

Field Office: Morehead City, N.C. Chief of Party: Lieut. Comdr. Riley J. Sipe

Compilation Office: Tampa, Fla. Chief of Party: Lieut. Comdr. Ross A. Gilmore

Instructions dated (II III): Undated

Copy filed in Descriptive *Office Files*
Report No. T- (VI) *Div of Phty*Completed survey received in office: *7/27/48*Reported to Nautical Chart Section: *8/3/48*Reviewed: *2/7/50**Partially*Applied to chart No. *1233*Date: *2/25/49*

Redrafting Completed:

Registered: *5/2/50*

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

MHW (shoreline)

Reference Station (III): Long Point 2, 1908

Lat.: $34^{\circ} 56' 25.779(794.4m)$ Long.: $76^{\circ} 16' 44.566(1130.9)$

Adjusted

~~Unadjusted~~

State Plane Coordinates (VI):

North Carolina State Grid

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>
15995	4/5/46	1516	1:20,000	-0.3
15996	"	1517	"	"
15999	"	1523	"	"
16000	"	1524	"	"

Tide from (III): Hampton Roads
Sub. Station Ocracoke Inlet

Mean Range: 1.9

Spring Range: 2.3

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

Field Inspection by: E.L. Williams, Engr. Aid
S.J. Hathorn, Photogrammetrist
R.A. Horn "

date: 30 April
22 Aug, '47

Field Edit by: J.D. Weiler

date: Oct 1948
Oct 1949

Add. ~ ~ ~ J.K. Wilson

Date of Mean High-Water Line Location (III): 12-25 March, 1947
12-14 August, 1947

Projection and Grids ruled by (III) T.L.J. (W.O.) date: 30 Oct. 1947

" " " checked by: A.D.W. (W.O.) date: 30 Oct. 1947

Control plotted by: R. Dossett date: 25 Nov. 1947

Control checked by: R.A. Reece date: 25 Nov. 1947

Radial Plot by: M.M. Slavney date: 27 Feb. 1948

Detailed by: R.A. Reece date: June 1948

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

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

date: July 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 27

Shoreline (More than 200 meters to opposite shore): 39

Shoreline (Less than 200 meters to opposite shore): 7

Number of Recoverable Topographic Stations established: 14

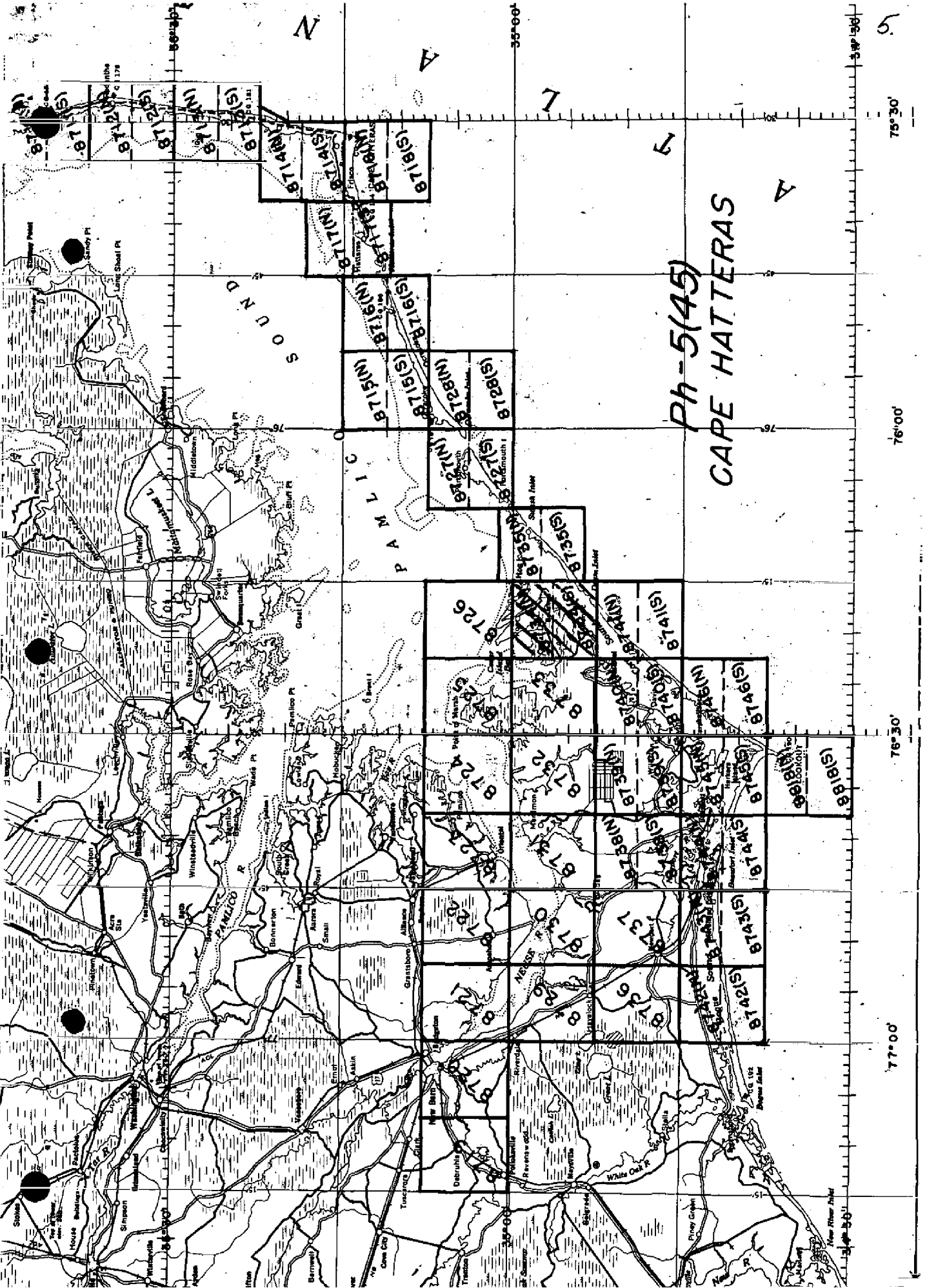
Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 14.5

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:



Summary Report to Accompany T-8734

T-8734 is one of a series of eight quadrangles in Project H-5 which are composed of three separate map manuscripts; i.e., one standard 7½ minute topographic quadrangle, scale 1:20,000 and one N/2 and S/2 shoreline map manuscript, scale 1:10,000 which are 3-3/4' in latitude and 7½' in longitude.

The two descriptive reports, one covering the topographic map and the other the shoreline map, have been combined.

The several mapping operations were:

- (a) Nine-lens photography and laboratory processing, 1:20,000 scale, and 1:10,000 scale.
- (b) The field work including the identification of shoreline, identification and establishment of horizontal and vertical control, planetable contouring, clarification of photographic detail and geographic names investigation.
- (c) Compilation by graphic methods
- (d) Preliminary office inspection
- (e) Field edit
- (f) Final review of the manuscripts to ensure completeness and conformance with specifications, and to include corrections in accordance with the field edit survey.
- (g) Processing
A 1:20,000 scale glass plate negative of the topographic map will be prepared for transmittal to the Geological Survey.

T-8734 will be published and distributed by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle in accordance with an agreement of March 25, 1947.

Data pertaining to T-8734 will be filed and may be obtained as follows:

- (a) Filed in the Division of Photogrammetry
 - 1. Three map manuscripts, T-8734 scale 1:20,000, T-8734 N and S., scale 1:10,000; field edit and final review corrections applied.
 - 2. Field edit sheet
- (b) Filed in the Coast and Geodetic Survey Archives
 - 1. Combined Descriptive Report
 - 2. A cloth-backed lithographic print of T-8734 at 1:20,000 scale
 - 3. A 1:10,000 scale cloth-backed lithographic print of shoreline map T-8734 N/2 and S/2.
 - 4. When T-8734 is published, a cloth-backed copy of the published map, at a scale of 1:24,000 will be registered.

FIELD INSPECTION REPORT
T-8734 (34°52.5 / 76° 15)/7.5
PROJECT Ph-5(45)
SUB-PROJECT B

Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with The Directors Instructions, Project Ph-5(45), Field, undated, and Supplement 1 to the above, dated 11 November, 1946, except for deviations noted herein.

The field work on this quadrangle was preformed by the following personnel on the dates indicated:

<u>Name and Title</u>	<u>Field Work</u>	<u>Dates</u>
Matthew A. Stewart Engr. Aid	Vertical Control	1 - 9 - 47 2 - 27 - 47
S. J. Hathorn Photogrammetrist	Horizontal Control Shoreline Inspection	2 - 17 - 47 4 - 30 - 47
J. R. Smith Engr. Aid	Horizontal Control	2 - 17 - 47 4 - 30 - 47
R. A. Horn Photogrammetrist	Shoreline Inspection	8 - 14 - 47
E. L. Williams Engr. Aid	Contours Interior Inspection	6 - 9 - 47 8 - 22 - 47

1. Description of the Area

The land area of the quadrangle consists of the following:

The North tip of Core Banks and the South tip of Portsmouth Banks, an area of about 1.3 square miles; Hog Island, an area of about 0.7 square miles; Cedar Island which has 13.5 square miles of marsh and 5.0 square miles of fast land; and, an 8.0 square mile portion of main land in the southwest corner of the quadrangle. Three villages are in the quadrangle. Atlantic, on the main land, has a population of about 800. Roe and Lola, on Cedar Island, are small fishing settlements. The eastern end of U.S. Route 70 is in Atlantic. A road, which is under construction continues from Atlantic to Cedar Island, and will make the island much more accessible. A mail and passenger boat leaves Atlantic, N. C. for Ocracoke daily. The Atlantic Air Field, at Atlantic, N. C. is a Marine Corp Air Station and is now in a caretaker status.

2. Completeness of Field Inspection

Field inspection of Atlantic and the Atlantic Air Base was done on nine lens 1:10,000 photographs in order to show more clearly the many changes at the Air Base. Field inspection of the remainder of the quadrangle was done on 1:20,000 photographs, except for the Core and Portsmouth Banks where all field work was done on 1:10,000 photographs.

3. Interpretation of the Photographs

Some difficulty was encountered in the interpretation of photographic detail in the south-western corner of photograph #16000. By checking against photograph #16197 it was possible to contour efficiently. Several other difficult areas were similarly contoured.

New single lens photographs furnished by the U.S. Marine Corps were used in preference to the original 1:10,000 scale photographs for shoreline inspection at Portsmouth Banks, because of the drastic change of the Atlantic shoreline.

4. Horizontal Control

All horizontal control stations were searched for. Ten of these were recovered and six of those recovered were identified on the photographs for the control of the radial plot.

One additional horizontal control station was established by triangulation methods (3 Point fix with a check angle) and marked by a Topographic Station.

5. Vertical Control

A third order level line was established along U.S. Route 70 and the Cedar Island Road. Two unidentified U.S.E. Bench Marks in Atlantic were tied into this line. This line provided sufficient control to contour the mainland, Cedar Island and Hog Island by planetable without additional supplemental control. At Drum Inlet, 2 U.S.E. Bench Marks MORRIS and BUYS, were recovered and the elevations adjusted from Atlantic Datum to M.S.L. The U.S. Engineers office at Wilmington informed this office that the two unidentified bench marks in Atlantic and the bench marks, MORRIS, and BUYS, were established by simultaneous tide gauge readings. Therefore, the difference in elevation on the bench marks in Atlantic as given by the U.S. Engineers, and that obtained from the third order level line by this office was used as the adjusting datum for U.S.E. Bench Marks "BUYS" and "MORRIS".

Supplementary levels were run by Wye Level north from U.S.E. Bench Mark MORRIS along Portsmouth Banks and south along Core Banks.

"Buys" deleted - in very poor condition. Morris shown as topographic station
13TH

6. Contours and Drainage

To expedite the field work contouring on Core Banks and Portsmouth Banks was done on 9 lens, 1:10,000 scale photographs. Planetable methods were used in contouring. Position of elevations along the Atlantic Ocean were made by setting the planetable at an identifiable point, orienting on a distant object and carefully plotting the points. This was done because the shoreline had changed since the time of photography and in

changing affected the contours.

There is no definite drainage pattern in this area. Contouring of the remaining land area was done on 9 lens 1:20,000 photographs, by planetable methods. On Cedar Island the general orientation of the drainage is in a north-westerly direction from the swamps on the fast land to North and West Bay. On the mainland the land drains north from the Atlantic Air Field into Thorofare Bay and south into Core Sound. The beds of the streams are easily discernible on the 1:10,000 scale photographs and are delineated on them.

7. Mean High Water

The mean high water line was located by measurements from identifiable points of detail where possible. At Portsmouth Banks the shoreline had changed to such an extent, that new single lens photographs were taken by the U. S. Marine Air Corps, Cherry Point, N. C. and the mean high water line was delineated on them.

The average tide range for the Atlantic Ocean at Drum Inlet is 3.7 Ft.

No average range of the tide was determined for any other portion of the quadrangle.

8. Low Water Line

The low water line of the Atlantic Ocean was not determined.

The approximate low water line of part of the other shores in the quadrangle was indicated by the standard symbol.

9. Wharves and Shoreline Structures

All wharves and shoreline structures are discernible on the photographs and have been inspected, and explained on the photographs.

10. Details Offshore from Mean High Water Line

All details offshore are discernible on the photographs and have been labeled.

11. Landmarks and Aid to Navigation

All necessary information on landmarks and aids to navigation has been furnished on forms #567.

12. Hydrographic Control

Topographic Stations were located throughout the quadrangle in accordance with the instructions for this project.

One hydrographic signal was selected and pricked on a photograph in accordance with the project instructions. *See A 35 - Shoreline report*

13. Landing Fields and Aeronautical Aids

The Atlantic Field, an auxiliary field of the U.S. Marine Air Corps, is in the south west corner of the quadrangle. It is in caretaker status. Military planes do not land there because there is no crash equipment. All but a few essential buildings have been sold and are to be torn down.

14. Roads

The roads and trails were classified according to photogrammetry instructions No.10 dated 14 April,1947.

A portion of the Cedar Island road was under construction at the time of interior inspection.

15. Bridges

One bridges over navigable water exists in the quadrangle. The verticle clearance was measured with steel atpe at mean high water.

All distances check with a list of Bridges over the navigable waters of the United States, dated 1 July,1941.

16. Buildings and Structures

Adequately shown on 1:20,000 photographs,However, the town of Atlantic and the Atlantic Air Field was inspected on a 1:10,000 9 lens photograph. The buildings to remain permanently at the Atlantic Air Field are specifically shown on the photographs. All other buildings on the field have been torn down or will be torn down in the near future.

17. Boundary Monuments and Lines

Four boundary monuments have been identified and pricked on the photographs. These monuments are for the Atlantic Field which is government property. A blueprint showing the property and all the monuments will be submitted with the Special Boundary Report, from this and the monuments pricked, the boundary can be plotted. *Filed in Div of Photo general files*

The boundary of the town of Atlantic has been shown in its approximate position in pencil on the photographs. Mr. A. J. Wraight in his report on Geographic Names , recommends that the town no longer be considered incorporated.

18. Geographic Names *2144*

Geographic names were investigated in the field and will be the subject of a special report by Mr. A. J. Wraight, Topographic Engineer. *Filed in Geographic Names Section, Chart Division*

Approved: Date. 9-2-47

Riley J. Sipe
Riley J. Sipe

Submitted: Date 9-2-47

E. L. Williams
E. L. Williams
Engr. Aid.

R. A. Horn
R. A. Horn
Photogrammetrist

MAP T-8734

PROJECT NO. Ph-5(45)B

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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	
Green Pt. 1932	G.P.s. P.404	N.A. 1927	34° 58' 12.813"					394.8 (1454.1)			
			76 19 54.099					1372.4 (149.7)			
Long Pt. 2, 1908	P.404	"	34 56 25.779					794.4 (1054.5)			
			76 16 44.566					1130.9 (391.7)			
Hall, 1932	P.404	"	34 54 23.218					715.5 (1133.4)			
			76 18 50.947					1293.4 (229.9)			
Atlantic, 1935	Sp.Pub. P.15	"	34 53 17.422					536.9 (1312.0)			
			76 19 47.983					1218.4 (305.1)			
Wade, 1932	G.P.s. P.404	"	34 53 07.638					235.4 (1613.5)		Lost	
			76 16 33.801					858.3 (665.4)			
Barker, 1932	G.P.s. P.405	"	34 53 09.210					283.8 (1565.1)			
			76 19 50.421					1280.4 (243.3)			
Atlantic Meth. Ch. Spire, 1933	P.409	"	34 52 56.710					1747.5 (101.4)			
			76 20 27.028					686.4 (837.3)			
C of E. Mon.#20	C of E. P.487	"	34 55 41.458					1277.6 (571.3)			
			76 21 47.131					1196.2 (326.6)			
" #19	" P. 488	"	34 55 36.732					1131.9 (717.0)		Leaving	
			76 21 52.195					1324.8 (198.1)			
" #11	" P. 489	"	34 54 01.296					39.9 (1809.0)			
			76 21 56.514					1434.8 (88.5)			
" #10	" P.490	"	34 53 52.807					1627.2 (221.7)			
			76 21 42.027					1067.0 (456.3)			
H-X Drum (USE)	" P.491	"	34 53 10.203					314.4 (1534.5)		Topo Station	
			76 16 24.644					625.8 (897.8)			

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

DATE 2 April, 1947

CHECKED BY: M.M. Slavney

DATE 9 July, 1947

M-2368-12

THOROFARE DAYBEACON 1
" " 2
" EAST LIGHT
" " EAST DAYBEACON

See compilation report to accompany Shoreline Manuscript T-8734, item No. 34.

Located by field editor. See attached form 567

35. HYDROGRAPHIC CONTROL:

See item No. 35 in Compilation Report to accompany Shoreline Manuscript T-8734.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There is one field, Atlantic Field, in the S.W. corner of this manuscript.

See Field Inspector's Report, item No. 13.

37. ROADS, BRIDGES AND BUILDINGS:

Delineated according to photogrammetry instructions and Field Inspector's Notes.

See Field Inspector's Report, item No. 14, 15 and 16.

38. BOUNDARY MONUMENTS:

See Field Inspector's Report, item No. 17, and Compilation Report to accompany Shoreline Manuscript T-8734, item No. 40.

39. GEOGRAPHIC NAMES:

The geographic names received from the Washington Office have been applied to the map manuscript. *List of approved names attached.*

44 AND 45. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES AND NAUTICAL CHARTS:

See item 44 and 45 in Compilation Report to accompany Shoreline Manuscript T-8734.

Respectfully submitted,

Richard A. Reece

Richard A. Reece
Engr. Draftsman

Approved and Forwarded:

Ross A. Gilmore

Lt. Comdr. Ross A. Gilmore, Chief of Party

THOROFARE DAYBEACON 1
" " 2
" EAST LIGHT
" " EAST DAYBEACON

See compilation report to accompany Shoreline Manuscript
T-8734, item No. 34.

Located by field editor. See attached form 567

35. HYDROGRAPHIC CONTROL:

See item No. 35 in Compilation Report to accompany Shoreline
Manuscript T-8734.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There is one field, Atlantic Field, in the S.W. corner of this
manuscript.

See Field Inspector's Report, item No. 13.

37. ROADS, BRIDGES AND BUILDINGS:

Delineated according to photogrammetry instructions and Field
Inspector's Notes.

See Field Inspector's Report, item No. 14, 15 and 16.

38. BOUNDARY MONUMENTS:

See Field Inspector's Report, item No. 17, and Compilation
Report to accompany Shoreline Manuscript T-8734, item No. 40.

39. GEOGRAPHIC NAMES:

The geographic names received from the Washington Office have
been applied to the map manuscript. *List of approved names
attached.*

44 AND 45. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES AND
NAUTICAL CHARTS:

See item 44 and 45 in Compilation Report to accompany Shore-
line Manuscript T-8734.

Respectfully submitted,

Richard A. Reece

Richard A. Reece
Engr. Draftsman

Approved and Forwarded:

Ross A. Gilmore

Lt. Comdr. Ross A. Gilmore, Chief of Party

FIELD EDIT REPORT
Quadrangle T-8734
34°53.5' - 76°15'7.5
Project Ph-5(45)
Riley J. Sipe, Chief of Party

Field edit of this quadrangle was completed during October 1948 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all roads were traversed by truck. Spot checks of the vegetation were made in isolated instances on foot.

All data added to the field edit sheet were either cut in by planetable methods or plotted from topographic features.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was adequate and correct except for a few minor details, and a few additions and changes since the date of the original field inspection.

The delineation of swamp areas and vegetative cover was well done, and the compiler's interpretation was found correct in almost every instance.

Aids to navigation were checked by planetable cuts on a double weight print of the map manuscript. Intersections are not perfect because of distortion, but are within the allowable accuracy. Corrections of the positions of THOROFARE EAST DAYBEACON and THOROFARE DAYBEACON NO. 1 are submitted on Form 567 along with the planetable sheet.

Form 526 for WADE, 1932 is submitted as requested on the discrepancy overlay.

The distance from MORRIS, 1947 to the shoreline varies considerably because of the shifting sands and changes in the shoreline. The original distance was undoubtedly correct at the time of recovery. The present distance is approximately 200 meters.

The disposition of Atlantic Field has not yet been determined. As of the date of field edit it had been purchased by the Navy and was inactive.

See Supp. Field Edit Report

The names NAMELESS BAY and JOHN PAYS DITCH were added to the manuscript after verification by local fishermen.

48. VERTICAL ACCURACY TEST

No vertical accuracy test was specified for this quadrangle.

The map manuscript was reviewed by Mr. Calvin Mason, local fisherman and lifelong resident of Davis, N. C. Highly familiar with the area, he could find no errors.

Submitted:
11 October 1948

John D. Weiler
John D. Weiler
Photogrammetrist

Approved:
11 October 1948

Riley J. Sipe
Riley J. Sipe
Chief of Party

Additional Field Edit
Quadrangle T-8734
34-57.5 / 76-15 / 07.5
Project Ph-5 (45)

E. R. McCarthy, Chief of Party

This quadrangle was field edited by John D. Weiler in October of 1948. Since that date, some revisions were made in the Tampa Photogrammetric Office. In accordance with the letter from the Director, of 13 September 1949, 78-rs, the investigation was made during October 1949 by Joseph K. Wilson, Cartographer.

51. METHODS

Only those questions noted on the discrepancy sheet were investigated. All additions, deletions, corrections etc. have been noted on the discrepancy print, referred to a photograph, or discussed in this report.

The field investigator has added his information in blue ink on the discrepancy print.

52. ADEQUACY OF COMPILATION

Several road changes were noted during the investigation and have been shown on the discrepancy print. The road linking the village of Atlantic with Cedar Island has now been paved with a bituminous surface. Because of its base it has been classed as a Rd. 5.

The azimuth mark for station ATLANTIC, 1935 was located by photogrammetric methods. Form M-2226-12 is submitted with these data.

As was stated in Mr. Weiler's report, the airfield at Atlantic is inactive and owned by the Navy. The water tank on the field is standing but has been sold and will be removed in a few days.

The reviewer requested location of two boundary markers at Atlantic Field. With the aid of the Caretaker of the field, a very thorough search was made for boundary marks along the northern limits of the field, but none could be found. The Caretaker did, however, confirm the approximate limits as now shown on the sheet. The probabilities are that they have been destroyed.

There are two small areas of seasonal inundation within the limits of Atlantic Field. They support a small growth of bushes two to three feet in height. - *Shown as intermittent ponds*

53. MAP ACCURACY

A planetable traverse was run on the double weight matte print copy of the map manuscript across the contours altered by the compilation office. The elevations proved in large measure that the revised contours were very nearly correct. In no instance was the revised contour line in error more than one foot. The double weight matte print copy of the manuscript with appropriate comments is forwarded with these data.

54. GEOGRAPHIC NAMES

The name DAYS DITCH versus PAYS DITCH has been questioned on the discrepancy print. The Field Editor recommended PAYS DITCH while the original investigator recommended DAYS DITCH. The name was very thoroughly investigated in the villages of Atlantic and Roe and with the bridge tender at The Thorofare. This ditch was named after John Day. The name DAYS DITCH is recommended. *W*

The name NAMELESS BAY was verified.

Submitted:
17 October 1949

Joseph K. Wilson
Joseph K. Wilson *(W)*
Cartographer

Approved:
19 October 1949

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

Sm

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

THIS/FILE/IS/NOT/TO/BE/DELETED

STRIKE OUT ONE

Morehead City, N. C.

28 Aug. 1947

NONFLUENT/MLU/OK LANDMARKS FOR CHARTS

I recommend that the following objects which ~~/M44/~~ (have *not*) been inspected from seaward to determine their value as landmarks be ~~/M44/~~ (deleted from) the charts indicated.

~~1/4/44/44~~ (deleted from) the charts indicated.

The positions given have been checked after listing by *William R. Bond*

VI. A. Pasure

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 redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTERED

STRIKE OUT ONE

NON-FLATTING AIDS OR LANDMARKS FOR CHARTS

Morehead City, N. C.

28 Aug. 1947

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

The positions given have been checked after listing by

Robert Wagner, Photo. Aid

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 redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~ON/NAUTOMARKS~~ FOR CHARTSTO BE CHARTED
~~74/84/84/84/84/~~

STRIKE OUT ONE

Morehead City, N. C. 28 August 1947

I recommend that the following objects which have ~~(444/444)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(444/444)~~ the charts indicated.

The positions given have been checked after listing by ~~Robert R. Wagner~~

Robert R. Wagner

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
				LATITUDE		LONGITUDE										DATUM
				°	'	D. M. METERS	°	'	D. P. METERS							
	N. Carolina			34	59	697	76	17	1161	NA 1927	Rad Plot T8734	1947			419	
		HOG ISLAND BAY LIGHT 4		34	58	409	76	15	1484	"	"	"			X 1233 1231	
		HOG ISLAND BAY LIGHT 2		34	56	629	76	15	927	"	"	"			"	
		CORE SOUND LIGHT 18		34	55	275	76	16	576	"	"	"			419	
		CORE SOUND LIGHT 19		34	53	1650	76	18	480	"	"	"			1233	
		CORE SOUND LIGHT 20		34	52	1118	76	19	890	"	"	"			"	
		CORE SOUND LIGHT 22		34	52	1702	76	20	263	"	"	"			"	
		ATLANTIC BASIN LIGHT								"	"	"			"	
*		THOROPARE DAY BEACON 2								"	"	"			"	
*		THOROPARE DAY BEACON 1								"	"	"			"	
*		THOROPARE EAST LIGHT								"	"	"			"	
*		THOROPARE EAST DAY BEACON								"	"	"			"	
		Drum Inlet Light		34	52	1848	76	16	1312	"	"	"			"	
		* Note: Will be submitted with topographic quadrangle														

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

The positions given have been checked after listing by Robert H. Wagner, Tampa Protogenomic Office

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, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED

STRIKE OUT ONE

NONFLOATING AIDS CERTIFICATES OF DEATH

Washington, D. C.

12 October

1

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

The positions given have been checked after listing by **Joseph K. Wilson**

[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 redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

RESTRICTED

G2-SMP 061

3 August 1950

MEMORANDUM FOR: DIRECTOR, U.S. COAST AND GEODETIC SURVEY, DEPARTMENT
OF COMMERCE

ATTN: Administrative Planning Section

SUBJECT: Classification Clearance

1. Reference is made to your memorandum, dated 14 February 1950, forwarding five (5) USC&GS quadrangles for security clearance. Four of the quadrangles were returned to your agency by memorandum, Office, Assistant Chief of Staff, G-2, Intelligence, dated 29 March 1950.

2. Returned herewith is map No. T-8734, Core Sound, North Carolina. There is no objection to publishing the map in unclassified form, provided minor deletions are made as indicated in red thereon.

3. The long delay in effecting clearance of the inclosed map is regretted. It is expected that the revised Department of Defense policy on map classification will permit more prompt handling of such matters in the future.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
Map No. T-8734

JOHN W. MIDDLETON
Colonel, GSC
Chief, Security & Training Division

RESTRICTED

71K
7005K
78cm
71 71 1200
72 78
73

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: Box 145, Manteo, N. C.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

87
21 October 1949.

To- Chief, Division of Photogrammetry,
U. S. Coast and Geodetic Survey,
Washington, 25, D. C.

Subject- Additional Field Edit T-8734, Project Ph-5.

Reference- Your letter 13 September 1949.

The areas in which the contours were altered by the compilation office were examined by Mr Wilson and myself on 6 October and a thorough investigation made of all the discrepancies shown on the discrepancy print by a special party under the direction of Mr Wilson on 13-4 October.

All matters were routine and quickly settled except for the work necessary to prove or disprove the revised contours. They (the revised contours) show the contour expression to a much better degree than the original contours. The changes in the north section were not altered by the special investigation. The changes in the southern section were altered only to the extent of shortening the 'arms' of the 10' contour as proved by elevations.

The Tampa office is to be congratulated upon its alertness in picking up the errors in the original work. However, it should not be encouraged to substitute office for field countouring. The alterations in the changes in the southern section indicate that, while the office examination is valuable, it is not a substitute for good field work.

No reasons can be given for the original errors. A very casual field examination was sufficient to show that the Tampa contour expression was correct. The charitable viewpoint would claim inexperience which may have been the case. A more realistic viewpoint would claim that with careful field work, adequate supervision, and field office review, such things could not happen.

E. R. McCarthy

E. R. McCarthy
Chief of Party

File in Descriptive Report

c/c Tampa

GEOGRAPHIC NAMES

Survey No. **T-8734**

ATLANTIC, N.C. 7 $\frac{1}{2}$ ' quad
(also shoreline)

1 Name on Survey

	A	B	C	D	E	F	G	H	K	
<u>North Carolina</u>									USGB	1
<u>Carteret County</u>										2
<u>Atlantic Ocean</u>										3
<u>Core Sound</u>										4
<u>U.S. No. 70</u>										5
										6
<u>Core Banks</u>				(for extent of application)					R*	7
<u>Drum Inlet</u>										8
<u>Point of Grass</u>										9
<u>Point of Grass Creek</u>										10
<u>Point of Beach</u>										11
<u>Horse Island</u>										12
<u>Horse Island Reef</u>										13
<u>Landing Point</u>			(tip of reef)							14
<u>Dump Island</u>										15
<u>Ira Morris Camp</u>										16
<u>Long Point</u>										17
										18
<u>Little Port Channel</u>			(OK if used)							19
Steep Point			Not on 8734							20
<u>Atlantic</u>										21
<u>Atlantic Carteret Baptist Church</u>										22
<u>Atlantic Methodist Church</u>										23
<u>Little Port</u>										24
<u>Little Port Brook</u>										25
<u>White Point</u>										26
<u>Atlantic Field</u>										27

GEOGRAPHIC NAMES

Survey No.

T-8734

2 Name on Survey

	A	B	C	D	E	F	G	H	K	
<u>Glover Creek</u>			(not Glover)							1
<u>Hall Point</u>										2
<u>Berry Bay</u>								R*		3
<u>Green Point</u>										4
<u>Thorofare Bay</u>										5
<u>Thorofare</u>										6
<u>Thorofare Bridge</u>										7
<u>Merkle Hammock Creek</u>			(per Wright's report, Merkle is a family name)							8
<u>Cedar Island</u>										9
<u>Cedar Island Road</u>										10
<u>Rumley Hammock</u>										11
<u>Fish Hawk Point</u>										12
<u>Rumley Bay</u>			John Pays Ditch BTM 10/19/49							13
<u>Days Ditch</u>			John Pays Ditch BTM 6/19/49							14
<u>Long Point</u>										15
<u>Drum Shoal</u>										16
<u>Lewis Creek</u>										17
<u>South Point</u>										18
<u>Southwest Prong</u>										19
<u>Green Point</u>										20
<u>Big Gut</u>			(not Gut)							21
<u>Lola</u>										22
<u>Cedar Island Point</u>								R*		23
<u>Inpton Cemetery</u>										24
<u>Freewill Baptist Church</u>										25
<u>Roe Public School</u>										26
<u>Primitive Baptist Church</u>										27

GEOGRAPHIC NAMES

Survey No.

T-8734

3

Name on Survey

	A	B	C	D	E	F	G	H	K	
<u>Great Pond</u>										1
<u>Roe</u>										2
<u>South Island</u>		(not point)								3
<u>Beach Island</u>										4
<u>Hog Island</u>										5
<u>Back Bay</u>										6
<u>Hog Island Narrows</u>										7
<u>Cedar Island Bay</u>			US & B decision 1949						R*	8
<u>Hog Island Point</u>			" " "							9
<u>Great Ditch</u>		(not Big)								10
<u>Goose Bay</u>										11
<u>Goose Bay Point</u>										12
<u>Oyster Creek</u>										13
<u>Drum Pond</u>										14
<u>Drum Pond Point</u>										15
<u>The Passage</u>										16
<u>Hunting Island</u>										17
										18
<u>West Bay</u>			US & B decision 1949						R*	19
<u>Merkle Bay</u>		(see No. 2, line 8)								20
<u>Deep Bend</u>										21
<u>Deep Bend Point</u>										22
<u>Sand Point</u>										23
<u>Sand Point Bay</u>		<u>Nameless Bay</u>								24
<u>Green Point Cove</u>										25
<u>Green Point</u>										26
<u>Bear Hammock</u>										27

GEOGRAPHIC NAMES

Survey No. **T-8734**

4	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
	<u>Sand Hill Point</u>									1
	<u>Gilgo Cem.</u>									2
	<u>Cedar I. Meth. Ch.</u>									3
	<u>Portsmouth Twp.</u>									4
	<u>Hunting Quarter Twp.</u>									5
	<u>Cedar I. Twp.</u>									6
	<p>R* in column K signifies that the name has been submitted to the U.S. Board on Geographic Names, which has not yet rendered a decision. In the meantime, the form mostly likely to have Board approval is listed here, even if it may not be the same name still appearing on the current issues of nautical charts.</p>									7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

8734

Diag. Cht. No. 1233

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHORELINE

Field No. _____ Office No. T-8734

LOCALITY

State NORTH CAROLINA

General locality CORE SOUND

Locality CEDAR ISLAND

194 9

CHIEF OF PARTY

R. J. Sipe

R. A. Gilmore

LIBRARY & ARCHIVES

DATE _____

B-1870-1 (11)

8734

10-3-69-

J. Becker

cht 419

after review & verification
Exam; No Corr

6-9-70

M.E. Fry

cht 1231

fully appd via cht 1233 # 28

DATA RECORD

T- 8734

Quadrangle (II): Shoreline Manuscript

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

Field Office: Morehead City, N.C. Chief of Party: Riley J. Sipe
Lieut. Comdr.Compilation Office: Tampa, Fla. Chief of Party: Ross A. Gilmore
Lieut. Comdr.

Instructions dated (II III): Undated

Copy filed in ~~Descriptive~~ *Office Files*
Report No. T- ~~(VI)~~ *Div. Photogr.*Completed survey received in office: *7/27/48 4/8/48*Reported to Nautical Chart Section: *8/3/48 4/9/48*Reviewed: *2/7/50**Partially*
Applied to chart No. *1232*Date: *2/25/49*

Redrafting Completed:

Registered: *2/8/51*

Published:

Compilation Scale: 1: 10,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.H.W. (Mainland)

Reference Station (III): (N/2) Long Pt. 2, 1908
(S/2) Hall, 1932

M.S.L. (Core Banks)

Lat.: (N/2) 34° 56' 25" 779 (794.4m) Long.: 76° 16' 44" 566 (1130.9) *Adjusted*
(S/2) 34 54' 23.218 (715.5m) 76 18 50" 947 (1293.4) *Unadjusted*State Plane Coordinates (VI): *North Carolina*

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
16108	7 April 1946	0927	1:10,000	+1.2
16197	"	1139	"	+1.6
198	"	1139	"	+1.6
199	"	1141	"	+1.6
200	"	1142	"	+1.6
201	"	1143	"	+1.6
202	"	1144	"	+1.6
205	"	1151	"	+1.6
Single lens				
No's 19,20,21 & 22 7 July 1947 1130				+1.3

Tide from (III): Hampton Roads

Sub. Station Ocracoke

Mean Range: 1.9 Spring Range: 2.3

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

Field Inspection by: E. L. Williams, Engr. Aid date: 30 April --
S. J. Hathorn, Photogrammetrist 22 August, 1947
R. A. Horn "

Field Edit by: *See Topo. T-8734* date:

Date of Mean High-Water Line Location (III): 12-25 March, 1947
12-14 August, 1947

Projection and Grids ruled by (III) T.L.J. (Wash. O). date: 24 Sept. 1947

" " " checked by: T. L. J. " date: 24 Sept. 1947

Control plotted by: R.J. Pate date: 31 Oct. 1947

Control checked by: R. A. Reece date: 3 Nov. 1947
M.M. Slavney

Radial Plot by: M.M. Slavney date: 28 Jan. 1948

Detailed by: N/2 R. A. Reece Feb. 1948
S/2 R. R. Wagner date: Mar. 1948

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

Elevations on ^{Map Manuscript} ~~Field Notes~~ checked by: J. A. Giles date: March, 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 27

Shoreline (More than 200 meters to opposite shore): 39

Shoreline (Less than 200 meters to opposite shore): 7

Number of Recoverable Topographic Stations established: 14

Number of Temporary Hydrographic Stations located by radial plot: One

Leveling (to control contours). - miles: 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:

COMPILATION REPORT
TO ACCOMPANY
SHORELINE MANUSCRIPT T-8734

26 & 27 CONTROL AND RADIAL PLOT:

These are the subject of a special report submitted 26 February 1948 by Milton M. Slavney, Photogrammetric Engineer. There was no recovery card for triangulation station WADE 1932. It will be requested during field edit of the topographic manuscript.

Lost

28. DELINEATION:

The photographs used were of fair scale, and adequate for the area they embraced but they did not lend sufficient coverage over the entire quadrangle. North and west from Latitude $34^{\circ} 55'$ and Longitude $76^{\circ} 20'$ there was no photographic coverage so delineation could not be achieved.

There was only a minimum of field inspection.

Topographic station Morris 1947 is 210 meters from mean high-water line instead of 130 meters as listed on form 524. This discrepancy will be checked at the time of field edit on the 1:20,000 scale topographic manuscript.

29. SUPPLEMENTAL DATA:

A map of Drum Inlet prepared by Corps of Engineers in July and August, 1946, on a scale of 1:40,000, showing an area to be dredged in Core Sound was referred to in locating tidal bench mark, "Buys, (U.S.E.)".

30 MEAN HIGH-WATER LINE:

The mean high-water line is shown as indicated by the field inspector.

The single lens photographs were used from Drum Inlet north on Core Banks. The nine-lens photographs were used from Drum Inlet south on Core Banks.

31. LOW-WATER AND SHOAL LINES:

The low-water lines as indicated by the field inspector have been shown on the map manuscript.

The approximate limits of the shoal areas have been delineated with a dashed line.

32. DETAILS OFFSHORE FROM HIGH-WATER LINE:

Offshore details have been delineated according to field inspector's notes.

33. WHARVES AND SHORELINE STRUCTURES:

All piers and other structures discernible on the photographs have been delineated.

34. LANDMARKS AND AIDS TO NAVIGATION:

See Field Inspection Report item No. 11

The geographic positions of Hog Island Bay Lights 2 and 4 are not positive. They could not be picked on the photographs with any degree of certainty. *Position verified by field editor.*

The following aids were not shown on the manuscript:

THOROFARE DAY BEACON 1
THOROFARE DAY BEACON 2
THOROFARE EAST LIGHT
THOROFARE EAST DAY BEACON

*Located by field editor
See attached form 567.*

The field inspector identified these aids on field print 15995 (1:20,000); however, they could not be positively identified on the 1: 10,000 scale office photographs.

They will be shown on the 1: 20,000 scale topographic manuscript and checked during field edit.

There were only two cuts to Core Sound Light 22.

35. HYDROGRAPHIC CONTROL:

One photo-hydro station was radially cut in:

No. 3401 Southwest gable of white fish house.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There is a landing field which will be shown at the time of the delineation of the 1:20,000 scale topographic manuscript. *See topo map.*

37. ROADS:

All roads are delineated according to Photogrammetry Instructions No. 10 dated 14 April, 1947. *Filed in Div. Photogr Office Files.*

38. BRIDGES:

See Field Inspector's Report item No. 15.

39. BUILDINGS:

Delineated according to field inspection notes on field photographs.

40. BOUNDARY MONUMENTS:

The four boundary monuments were put on the shoreline manuscript because it was felt that the same points could not be located as accurately on the 1: 20,000 scale topographic manuscript. There is some question about the location of boundary mark "D, 1947", and it will be questioned at the time of field edit of the 1: 20,000 scale topographic manuscript.

41. GEOGRAPHIC NAMES: *414 ✓*

Geographic names, as shown on the name sheet received from the Washington Office, have been applied to the map manuscript. *See attached list of approved names.*

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

None available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with nautical chart No. 419 having a print date of 9 October, 1946 and a scale of 1: 40,000. Both the Cedar Island and mainland shorelines compare quite favorably with no changes worthy of note. The only change noted was around Drum Inlet where it has filled to some extent.

Respectfully submitted,

Richard A. Reece

R. A. Reece,

Engr. Draftsman

R.R. Wagner

R.R. Wagner

Photogrammetric Aid

Approved and Forwarded:

Ross A. Gilmore

Ross A. Gilmore,
Chief of Party.

Review Report T-8734
7 February 1950
(Topographic and Shoreline Survey)

62. Comparison with Registered Topographic Surveys:

1020	1866	1:20,000
1277a	1872	1:20,000
1306	1873	1:20,000
8043	1942-5	1:20,000
8044	1942-5	1:20,000

The above topographic surveys are superseded for the purpose of nautical charting by T-8734.

63. Comparison with Maps of other Agencies.- None

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts:

419	1946	1:40,000
420	1947	1:40,000

There are no significant differences between the maps and the chart.
66. Adequacy of Results and Future Surveys.- These maps comply with the project instructions and Bureau Policy. There are no inadequacies. The topographic map complies with the National Standards of Accuracy.

67. Boundaries.- The following township boundaries were added to the topographic map manuscript: Hunting Quarter, Cedar Island and Portsmouth.

Reviewed by:

B. Thomas Hynson
B. Thomas Hynson

Approved by:

A. V. Griffith
Chief, Review Section
Division of Photogrammetry

H. C. Edmonson
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading
Chief, Div. of Photogrammetry

J. H. Williams
Chief, Div. Coastal Surveys
BH. J.