

# 8988

Diag Cht. Nos. 537 & 1110

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Ph-20(47) Office No. T-8988

#### LOCALITY

State NORTH CAROLINA

General locality BEAUFORT COUNTY

Locality AURORA

1948-50

#### CHIEF OF PARTY

E. R. McCarthy, Chief of Field Party.

A. L. Hardwell, Tampa Photogrammetric Office

#### LIBRARY & ARCHIVES

DATE December 12, 1952

# DATA RECORD

T- 8988

Project No. (II): Ph-20(47)

Quadrangle Name (IV):

Field Office (II): Washington, N. C.

Chief of Party: E. R. McCarthy

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 23 July 1948

Copy filed in Division of  
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): 7-3-50

Date reported to Nautical Chart Branch (IV): 7-7-50

Applied to Chart No.

Date:

Date registered (IV): 5 Feb 1952

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N. A. 1927 ✓

Vertical Datum (III):

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): AURORA, 1935 ✓

Lat.: 35° 18' 26".933 (830.0m) ✓

Long.: 76° 46' 28".499 (720.0m) ✓

Adjusted ✓  
Unadjusted

Plane Coordinates (IV):

North Carolina

State:

Zone:

Y= 574,260.07 Feet

X= 2,663,887.88 Feet

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

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



## DATA RECORD

Field Inspection by (II): Walter P. Massie

Date: 1 Nov. 1948 -  
25 Feb. 1949

Planetable contouring by (II): Walter P. Massie

Date: 26 Oct. 1948 -  
25 Feb. 1949

Completion Surveys by (II): J.E. HUNDLEY

Date: AUG 1950

Mean High Water Location (III) (State date and method of location):  
Date of photographs; airphoto compilation

Projection and Grids ruled by (IV): W.E.W. (Washington Office)

Date: 21 June 1948

Projection and Grids checked by (IV): W.E.W. ( " " )

Date: 21 June 1948

Control plotted by (III): R. R. Wagner

Date: 6 Oct. 1948

Control checked by (III): B. F. Lampton

Date: 14 Oct. 1948

Radial Plot on Stereoscopic

Date: 15 June 1949

~~Control extension~~ by (III): H. A. DuffyStereoscopic Instrument compilation (III):  
Planimetry Inapplicable

Date:

Contours Inapplicable

Date:

Manuscript delineated by (III): H. A. Duffy

Date: 12 April 1950

Photogrammetric Office Review by (III): J. A. Giles

Date: 8 June 1950

Elevations on Manuscript  
checked by (II) (III): H.A.Duffy (III)

Date: 15 March 1950



Camera (kind or source) (III): Nine-Lens U.S.C.&G.S.

Number	Date	Time	Scale	Stage of Tide
21632	26 Jan. 1948	13:55	1:20,000	No periodic tide
21633	26 Jan. 1948	13:56	"	"
22193	29 Mar. 1948	13:56	"	"
22194	29 Mar. 1948	13:56	"	"
22195	29 Mar. 1948	13:57	"	"
22237	29 Mar. 1948	15:35	"	"
22238	29 Mar. 1948	15:36	"	"
22331	30 Mar. 1948	--	"	"
22332	30 Mar. 1948	--	"	"
24136	21 Dec. 1948	12:54	"	"
24137	21 Dec. 1948	12:56	"	"
24138	21 Dec. 1948	12:59	"	"
24139	21 Dec. 1948	12:59	"	"

Tide (III)

Reference Station: <sup>appreciable</sup> No periodic tide  
Subordinate Station:  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): J.L. Rihn

Date: 26 JUNE 1951

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 60.87

Shoreline (More than 200 meters to opposite shore) (III): 9.3

Shoreline (Less than 200 meters to opposite shore) (III): 14.4

Control Leveling - Miles (II): 80

Number of Triangulation Stations searched for (II): 36

Recovered: 31 Identified: 9

Number of BMs searched for (II): 7

Recovered: 5 Identified: 7

Number of Recoverable Photo Stations established (III): 3

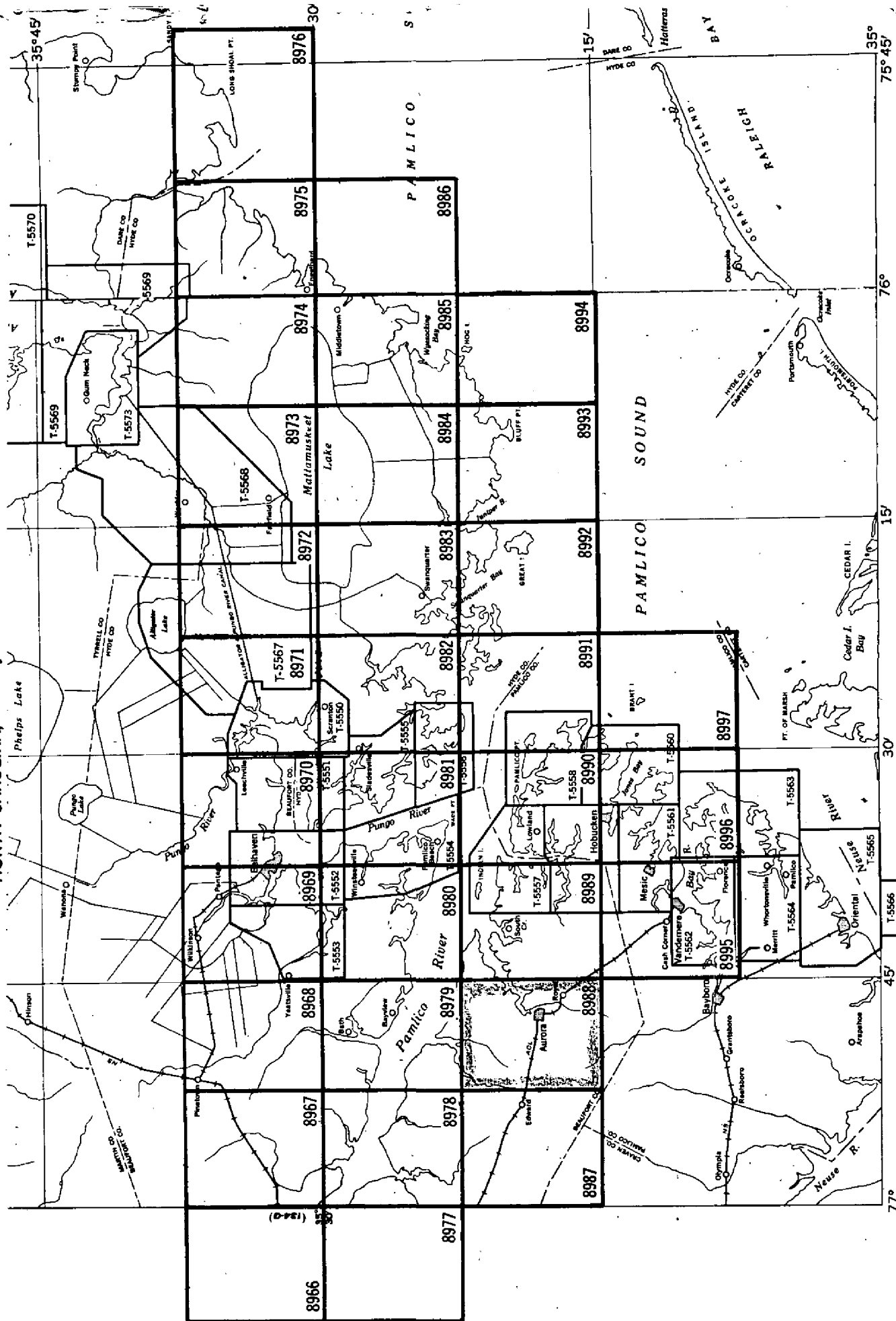
Number of Temporary Photo Hydro Stations established (III): None

Remarks: Recovery notes for BMs W241 and V241 were not furnished with the field data. These have been referred to completion survey for recovery. The 3 Recoverable Photo Stations consist of 1 landmark and 2 azimuth marks.

1 Form M-2226-12 is not accounted for since it (Boundary Monument 1948) fell outside of project limits.

## PH-2047)

**NORTH CAROLINA, vicinity of Pamlico River**



## Summary to Accompany T-8988

Topographic map T-8988 is one of a series of 32 maps in Project Ph-20(47). The field operations included complete field inspection and planetable contouring on 1:20,000 scale nine-lens photos. A manuscript was graphically compiled and completely field edited.

This map is to be published by the U. S. Geological Survey at a scale of 1:24,000 as a standard 7½ minute quadrangle. The registered copies under T-8988 will include the original descriptive report; a cloth-mounted print of the manuscript at a scale of 1:20,000 and a cloth-mounted print of the published map at a scale of 1:24,000.

## FIELD INSPECTION REPORT

Quadrangle T-8988  
 35 15.0'/76 45.0'/7.5  
 Project Ph-20(47)

E. R. McCarthy, Chief of Party

The field work for this quadrangle was done in accordance with the Director's instructions, Project Ph-20(47), field, dated 23 July 1948 and other instructions as noted herein. The field work was accomplished by the following personnel.

<u>Name &amp; Title</u>	<u>Phase</u>	<u>Started</u>	<u>Completed</u>
M. A. Stewart Engineering Aid	Third Order Levels	9-9-47	10-30-47
E. L. Williams Cartographer	Horizontal Control Recovery and Identification, Shoreline	8-16-48 9-23-48	12-2-48 9-23-48
W. P. Massie Cartographic Survey Aid	Levels Contours Field Inspection	10-14-48 10-26-48 10-1-48	10-23-48 2-25-49 2-25-49

# 1. DESCRIPTION OF AREA

This quadrangle is located in the southern portion of Beaufort County, North Carolina.

The southeastern section is mostly cleared, and is drained by South and Bailey Creeks. The western and northern sections are wooded with numerous small farms, and are drained by Durham and Porter Creeks which are arms of the Pamlico River.

A branch of the Atlantic Coast Line Railroad (Washington and Vandemere Br.) connecting Washington and Vandemere, runs in a east-west direction through the quadrangle.

There is one town in the quadrangle, Aurora, N. C., which is connected to Chocowinity by state highway #33. The east edge of the unincorporated village of Edward, falls on the west limit of the quadrangle.

# 2. COMPLETENESS OF FIELD INSPECTION

Field inspection of the quadrangle is thought to be complete and all features are adequately classified and identified on the photographs.



Woodland cover was classified in accordance with Photogrammetry Instructions No. 21 dated 18 August 1948.

3. INTERPRETATION OF THE PHOTOGRAPHS

No great difficulty was encountered in topographic interpretation of photographic details.

4. HORIZONTAL CONTROL

All known horizontal control was searched for within the quadrangle and a report for each triangulation station submitted on form 526. A sufficient number of stations were identified for control of the radial plot.

No supplemental control was established during field inspection.

5. VERTICAL CONTROL

A third order level line was run through the quadrangle (along highway #33) in 1947 and bench marks were established at approximately one mile intervals.

Eighty miles of fly levels were run to establish additional control for planetable contouring. All existing bench marks were searched for and identified on the photographs.

6. CONTOURS AND DRAINAGE

Contouring was done by planetable methods directly on 1:20,000 scale nine-lens. photographs. Contour interval was five feet.

Elevations range from sea level to sixty-five feet, the highest elevations being found in the western portion.

7. MEAN HIGH-WATER LINE

The mean high-water line shows clearly on the photographs.

8. LOW-WATER LINE

The mean low-water line coincides with the mean high-water line, as there is no periodic tide.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures have been adequately shown on the photographs.

- 3 -

10. LANDMARKS AND AIDS TO NAVIGATION

A fire lookout tower, located near the village of Edward, has been recommended for charting. Forms 524 and 567 are submitted.

*"Cannot be seen from navigable waters. Not recommended for charting" See p 56 Field Edit Report*

There are no nonfloating aids to navigation in this quadrangle.

11. HYDROGRAPHIC CONTROL

No marked stations were established as the intervals between existing control are less than two miles.

12. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields or aeronautical aids in this quadrangle.

13. ROAD CLASSIFICATION

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947 as amended 24 October 1947.

Attention is called to the new road, linking Aurora and Hobucken, which was under construction during field inspection. This road should be classified by the field editor.

14. BRIDGES

All bridges have been adequately shown on the photographs. The highway bridge (sw type) at Aurora is at present frozen. It may be put in working order on 24 hours notice. This bridge will be kept in use until the traffic can be taken care of by the new road. The disposition of this bridge should be checked by the field editor.

*Bridge removed.  
Deleted from manuscript.  
R*

~~See Item 57~~ See Item 57

The semi-fixed railroad bridge at Royal can be used if 24 hours notice is given.

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges Over Navigable Waters in the U. S." dated July 1, 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 such discrepancies as were reported to the Local District Engineer by letter, a copy of which is attached.

-H-

15. BUILDINGS AND STRUCTURES

The field inspection of buildings and structures was completed in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.

New buildings and structures erected since photography, were located directly on the nine-lens photographs by (1) plane-table methods, (2) measurements from identifiable points of detail.

16. BOUNDARY MONUMENTS AND LINES

For description of all boundary monuments and lines in this quadrangle, see page 39 and 52, special report by Wilber E. Nelson which was submitted 14 February 1949.

*Filed in Div of Photogrammetry.*

17. GEOGRAPHIC NAMES

This is the subject of a special report which was submitted by Wilber H. Nelson 14 February 1949.

*Filed in Geographic Name Section, Div of Charts.*

12 March 1949

Submitted by:

*Walter P. Massie*

Walter P. Massie

Cartographic Survey Aid

*Vm*

Approved:

12 March 1949

*E. R. McCarthy*

E. R. McCarthy

Chief of Party

Photogrammetric Plot Report

This report covers the plot for surveys T-8987 and T-8988 and is filed as part of the Descriptive Report for T-8987.

MAP T- 8988

PROJECT NO. Ph20(47)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -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	
BONNER, 1935	GPS 263 3	N.A. 1927	35	21	34.291			FORWARD	(BACK)	FORWARD	(BACK)
			76	51	46.651			1056.8(792.3)		1177.8(337.0)	
TOOLEY, 1935	GPS 399 5	N.A. 1927	35	20	28.088			865.6(983.5)			
			76	45	07.728			195.2(1320.0)			
OLGA, 1935	GPS 399 7	N.A. 1927	35	20	11.679			359.9(1489.2)			
			76	45	31.542			796.6(718.7)			
JACOB, 1935	GPS 400 1	N.A. 1927	35	20	00.656			20.2(1828.9)			
			76	45	50.693			1280.4(234.9)			
JEANNE, 1935	GPS 400 2	N.A. 1927	35	19	37.312			1149.9(699.2)			
			76	46	00.998			25.2(1490.2)			
ERIC, 1935	GPS 399 8	N.A. 1927	35	19	51.107			1575.0(274.1)			
			76	45	19.909			502.8(1012.5)			
LADDER, 1935	GPS 400 3	N.A. 1927	35	19	35.667			1099.2(749.9)			
			76	45	34.322			866.9(648.5)			
SIBYL, 1935	GPS 400 7	N.A. 1927	35	19	40.675			1253.5(595.6)			
			76	46	43.331			1094.4(421.0)			
ANDY, 1935	GPS 401 1	N.A. 1927	35	19	22.727			700.4(1148.7)			
			76	47	06.483			163.7(1351.7)			
AMOS, 1935	GPS 400 8	N.A. 1927	35	19	20.356			627.3(1221.7)			
			76	46	42.233			1066.7(448.8)			
LEEFEILYN, 1935	GPS 400 6	N.A. 1927	35	19	29.495			909.0(940.1)			
			76	46	17.328			437.7(1077.8)			
KINGFISH, 1935	GPS 401 2	N.A. 1927	35	19	03.279			101.1(1748.0)			
			76	47	03.772			95.3(1420.3)			

1 FT. = 3048008 METER

COMPUTED BY: B.F. Lampton

DATE 22 Sept 1948

CHECKED BY: R. R. Wagner

DATE 27 Sept 1948

M-2388-12

MAP T. 8988

PROJECT NO. Ph. 20(47)

SCALE OF MAP 1:20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $\chi$ -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)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
LIGHTNING, 1935	GPS 401 3	N.A. 1927	35 19 07.106			219.0(1630.1)	
			76 47 25.524			644.7(870.8)	
NO. 1 USE, 1935	GPS 402 4	N.A. 1927	35 19 26.517			817.2(1031.9)	
			76 46 08.343			210.7(1304.8)	
BEAVER, 1935	GPS 400 4	N.A. 1927	35 19 05.539			170.7(1678.4)	
			76 45 48.930			1236.0(279.6)	
VENUS, 1935	GPS 400 5	N.A. 1927	35 19 09.705			299.1(1550.0)	
			76 46 22.295			563.1(952.4)	
GNETISS, 1935	GPS 401 4	N.A. 1927	35 18 50.176			1546.3(302.8)	
			76 47 26.256			663.3(852.4)	
WINDLY, 1935	GPS 401 6	N.A. 1927	35 18 34.853			1074.1(775.0)	
			76 47 08.797			222.2(1293.5)	
BARREN, 1935	GPS 401 7	N.A. 1927	35 18 38.772	Not found		1194.9(654.2)	
			76 46 56.518			1427.8(88.0)	
MARY, 1935	GPS 402 1	N.A. 1927	35 18 21.613			666.1(1183.0)	
			76 46 42.538			1074.6(441.1)	
LUCKEY, 1935	GPS 402 2	N.A. 1927	35 18 15.844			488.3(1360.8)	
			76 46 34.297			866.5(649.4)	
CENTER OF TRANS FA. PA., 1935	GPS 402 8	N.A. 1927	35 18 13.613	Destroyed		508.5(1340.6)	
			76 46 45.544			1153.0(362.8)	
LOUISE, 1935	GPS 402 3	N.A. 1927	35 18 03.533			108.9(1740.2)	
			76 46 41.615			1051.4(464.5)	
C OF E MON 12A.	USE AURORA 46	N.A. 1927	35 17 42.533			1310.7(538.3)	
			76 51 17.525			442.8(1073.2)	

1 FT. = 3048006 METER

COMPUTED BY: B.F. Lampton

DATE: 22 Sept 1948

CHECKED BY: R.R. Wagner

DATE: 27 Sept 1948

M. 2388-12



MAP T. 8988

PROJECT NO. Ph 20(47)

SCALE OF MAP 1:20,000

SCALE FACTOR

# STATION

[illegible]

1 FT. = 3048006 MICRONS

COMPUTED BY: **B.F. Lampton**

DATE 22 Sept 1948

CHECKED BY: **R. R. Wagner**

DATE 27 Sept 1948

M-2388.12

# COMPILATION REPORT T-8988

## PHOTOGRAMMETRIC PLOT REPORT

has been  
This report ~~will be~~ submitted with T-8987.

### 31. DELINEATION

The graphic method was used in delineating the manuscript.

The photographs and field inspection were adequate for delineation except for some items which are discussed under their respective subsequent headings.

Photographs Nos. 24136 and 24137, being of very good scale, were used for delineation only. The center of each was located by three point fix method using transferred pass points in the center chamber as control.

### 32. CONTROL

Sufficient horizontal control was provided to cut in necessary detail points. Identification of horizontal control was good and well distributed.

### 33. SUPPLEMENTAL DATE

None.

### 34. CONTOURS AND DRAINAGE

In general, the contours on the field prints depicted the relief very well. Some difficulty was encountered in justifying the placement of drainage, swamp limits and contours. Most of these problems could be attributed to scale of photographs, dark tone, fuzziness of detail and extensive sketching. Later photographs (24,000 series) are of very good scale, tone and sharpness. These photographs were carefully studied under the stereoscope to delineate drainage, swamp limits and shape the contours to fit the relief. It is believed that all major variances from the field surveys have been included on the discrepancy overlay.

It should be noted that along both sides of Durham Creek, there are several cases where the swamp limit line crosses and recrosses one or more contours. The field editor should check or investigate this condition.

### 35. SHORELINE AND ALONGSHORE DETAILS

Reference Items 7, 8 and 9.



35. SHORELINE AND ALONGSHORE DETAILS (Continued)

The shoreline was delineated by photo-interpretation without the benefit of adequate field notes as to swamp, marsh and MHW line or shoreline structures. Some items are included on the discrepancy overlay for the attention of completion surveys.

The shoreline inspection was inadequate. However, except for the shoreline along South Creek at Aurora, it is believed that further investigation is not necessary.

See item 52

No shoal lines were delineated since shallow areas were not discernible on the photographs.

36. OFFSHORE DETAILS

No unusual problems encountered.

37. LANDMARKS AND AIDS

Reference Item 10.

38. CONTROL FOR FUTURE SURVEYS

Reference Item 11.

One Form 524 is submitted. It has been listed under Item 49.

39. JUNCTIONS

This quadrangle joins T-8987 on the west, T-8979 on the north, T-8989 on the east. There is no contemporary survey to the south which is also project limits. All junctions are in agreement except along the west junction with T-8987. Several spots along this junction are included on the discrepancy overlay to be completed or verified during completion surveys.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

See item 53

#### 41. DITCHES

There is extensive cultivation where numerous ditches make up a complex drainage system. Only the main arteries of the pattern are delineated. The field editor should examine this pattern for correctness, completeness and make recommendations as to extending the system if deemed necessary.

#### 46. COMPARISON WITH EXISTING MAPS

No topographic quadrangles or planimetric maps were available for this area.

#### 47. COMPARISON WITH NAUTICAL CHARTS

U.S.C.&G.S. Nautical Chart 537, scale 1:40,000; 4th edition dated Sept. 1937, bearing a print date of 12 January 1948, is the only nautical chart in the area and only covers the north  $4\frac{1}{2}$  minutes which is in good agreement.

#### ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

#### ITEMS TO BE CARRIED FORWARD

None.

*William A. Rosure*  
for Harold A. Duffy  
Cartographer (Photogrammetric)

*✓ sm*

Approved and forwarded

*Arthur L. Wardwell*  
Arthur L. Wardwell  
Chief of Party



## 50 PHOTOGRAMMETRIC OFFICE REVIEW

T-8988

1. Projection and grids JG 2. Title JG 3. Manuscript numbers JG 4. Manuscript size JG

## CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy HAD 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) JG ~~XXXXXXXXXXXXXXXXXXXX~~ 7. Bench marks JG 8. ~~Plotting of certain lines~~ ~~XXXXXXXX~~ 10. Photogrammetric plot report JG 11. Detail points JG

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline JG 13. Low-water line JG ~~XXXXXXXXXXXXXXXXXXXX~~ 14. ~~Rocks, shoals, etc.~~ 15. Bridges JG ~~XXXXXXXX~~ 16. ~~Other features to navigation~~ ~~XXXXXX~~ 17. Landmarks JG 18. Other alongshore physical features JG 19. Other along-shore cultural features JG

## PHYSICAL FEATURES

20. Water features JG 21. Natural ground cover JG 22. Planetable contours JG ~~XXXXXXXXXXXX~~ 23. ~~Instrument contours~~ ~~XXXXXXXX~~ 24. Contours in general JG 25. Spot elevations JG 26. Other physical features JG

## CULTURAL FEATURES

27. Roads JG 28. Buildings JG 29. Railroads JG 30. Other cultural features JG

## BOUNDARIES

31. Boundary lines JG ~~XXXXXXXXXXXXXXXXXXXX~~ 32. ~~Public land lines~~ ~~XXXXXX~~

## MISCELLANEOUS

33. Geographic names JG 34. Junctions JG 35. Legibility of the manuscript JG 36. Discrepancy overlay JG 37. Descriptive Report JG 38. Field inspection photographs JG 39. Forms JG 40. Jesse A. Giles Jesse A. Giles William A. Rasure  
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet) Some of the roads are drafted slightly wider than specifications, but are believed to be centered.

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler\_\_\_\_\_  
Supervisor

43. Remarks:

FIELD EDIT REPORT  
Quadrangle T-8988  
Ph-20(47)  
Harry F. Garber, Chief of Party

51. METHODS

The field edit of this quadrangle was accomplished by traversing, via trucks, all passable roads, and walking to other areas in which the reviewer requested information, or for a general check on the adequacy of the map compilation. The alongshore water area was inspected from a skiff.

Corrections and additions were made by visual inspection in conjunction with standard survey instruments.

All deletions have been noted on the field edit sheet. Additions and corrections have been noted on the field edit sheet and field photographs numbers 21632, 21633, 22194, 22237, 24136. All work shown on the photographs is properly referenced on the discrepancy prints or field edit sheet.

The reviewer's questions are answered on the discrepancy prints whenever possible.

A legend appears on the field edit sheet indicating the different colored inks used for the various additions, corrections and deletions.

Geographic names revision appears on the geographic names print.

52. ADEQUACY OF COMPILATION

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



53. MAP ACCURACY

In general, the accuracy of the map is good.

In the extreme southwest corner of the quadrangle some discrepancies were found in the placement of drainage, necessarily causing erroneous placement of the contours adjacent. Some corrections of the placement of contours were also made in the extreme northwest portion of the quadrangle.

54. RECOMMENDATIONS

It is recommended that all field data be thoroughly checked for accuracy and completeness before forwarding to compilation office.

It is also recommended that vertical accuracy tests be made before field data is forwarded to compilation office.

*Was not found to be necessary.*

JR

55. EXAMINATION OF PROOF COPY

It is believed that Mr. R. R. Bonner, land surveyor, of Aurora, N. C., is best qualified to examine a proof copy of this work.

REFERENCE TO ITEM 48 - GEOGRAPHIC NAMES LIST - COMPILATION REPORT

All geographic names which were to be investigated, have been properly shown on the Geographic Names print along with sufficient verification to support publication of these names. These are the names used by local inhabitants of long standing.

The name Guilford Station is a freight train stopping point for loading local produce and is widely known as such.

The name Respass Road is still in use by local inhabitants even though it has been greatly improved and included in the chain of state-maintained highways.

The church located northeast of Royal is <sup>on</sup>renamed. This is an unfinished building which was started about three years ago, and is only about 50% completed. Local inhabitants do not know when it will be completed and ready for use. *Shown as 2nd class bldg.*

~~Building removed from map.~~

56. LANDMARKS AND AIDS TO NAVIGATION

REFERENCE ITEM 10 - FIELD INSPECTION REPORT

The observation tower charted at Lat.  $35^{\circ}-19'4''$ , Long.  $76^{\circ}-52'$  cannot be seen from navigable waters, therefore, is not suitable as a landmark for nautical charts.

All spar buoys, shown on chart 537, are in existence.

57. BRIDGES

REFERENCE ITEM 14 - FIELD INSPECTION REPORT

The bridge, swing type - highway, due east of Aurora, North Carolina, has been removed. Note: (This is bridge (C) on F.E.S.)

Bridge (D) is a fixed type highway bridge on N.C. 33 southeast of Aurora, N.C.

Bridge (E) was originally constructed as a swing type, however, at the time the field editor visited this bridge, the railroad tracks had been placed in such a manner as to prevent its opening. Local inhabitants stated that the bridge had not been opened for at least seven years, and the consensus is that it will never be opened again. There is a large sign in bad state of repair on the bridge, stating that this bridge will be opened if given 24 hours notice.

58. JUNCTIONS

REFERENCE ITEM 39 - COMPILATION REPORT

A satisfactory junction was made with quadrangle T-8987 on the west and T-8989 on the east. Quadrangle T-8979 on the north has not been received and there is no contemporary survey on the south.

Submitted  
23 August 1950

*James E. Hundley*  
James E. Hundley  
Cartographer *Aug 16.7.50*

Approved:

*Harry J. Garber*  
Harry J. Garber  
Chief of Party

**STRIKE OUT ONE**

**Washington, D. C.**

1949

The positions given have been checked after listing by **Harold A. Duffy**  
**Cartographer**

**E. R. McCarthy,** *Chief of Party.*

[illegible]

in accordance with Hydrographic Vessel's shares 800 to 804. Positioners of charted landmarks and nonfloating



P. O. Box 1      Washington, North Carolina

16 May 1949

To: District Engineer  
U. S. Engineer  
Wilmington, North Carolina

Subject: Bridge Clearances

Listed below are the discrepancies between measurements made by AC&GS Field Party and those listed on P 444 of "List of Bridges Over Navigable Waters in the United States", revised to 1 July 1941, on Bridges over South River (South Creek) N. C. Figures in parenthesis are those in Bridge Book.

Miles above mouth	Nearest town	Type	Hor. C.	Hw. Vert. Cl.	Owner
11	Aurora	Hwy- Swing	(40'L-40'R) 39'L-38.2R	(5.2') 5.7'	N. C. Hwy. Dept.
12.5	Royal	R. R. Swing	(35'L-35'R) 33.6L-34'R	(4.7') 5.6'	Wash.-Vandemere R. R. Co.
11.3	Aurora	Hwy. Conc. fixed	(Constr. in 1948) 38'	3.4'	N. C. Hwy. Dept.

*No longer  
in existence.  
JR*

It is requested that you notify the Director of this agency in Washington, D. C. as to which measurements are to be used on nautical charts.

E. R. McCarthy  
Commander C&GS  
Chief of Party

cc: Director

48. GEOGRAPHIC NAME LISTATLANTIC COAST LINE RR (~~Washington and Vandemere~~)AURORA ✓AURORA HIGH SCHOOL (~~Colored~~)BAILEY CREEK ✓BEACHAM SAVANNA ✓BEAUFORT COUNTY ✓BERGERON ROAD ✓BETHEL CHURCH ✓BONNER CEMETERY (to be located by F.E.)BONNER ROAD ✓BONNERTON ✓BROOME ROAD ○BROOMFIELD SWAMP CREEK ✓Bonner Cem. ✓CEDAR GROVE CHURCH ✓CREEKUR ROAD ✓CUTHERELL ROAD ○CYPRESS RUN ✓DEEPHOLE POINT ✓DRINKWATER CREEK ✓DUBLIN GROVE CHURCH & CEMETERY ✓DUBLIN ROAD ✓DURHAM CREEK ✓Friendship Ch. + Cem. ✓GUILFORD STATION ✓GUILFORD STATION ROAD ○GUM SWAMP ✓GUM SWAMP ROAD ○GUM SWAMP RUN ✓HAMTOWN ROAD ○HICKORY POINT ROAD ✓HIGH HILL CEMETERY ✓HOLLAND POINT ✓HOLY TEMPLE ✓IDALIA ✓JACKS CREEK ✓JACOBS CREEK ✓JEWELL POINT ✓LEE CEMETERY ✓LEE CREEK ✓LITTLE CREEK ✓



48. GEOGRAPHIC NAME LIST (Continued)

MARYS CHAPEL ✓  
MONDAMIN AVENUE ✓  
MOSES CHURCH ✓  
MT. SHILOH CHURCH ✓

NORTH CAROLINA ✓

OAKGROVE CHURCH — 2 words ✓  
OLD DURHAM CREEK ROAD ✓  
OLD SANDHILL ROAD ✓  
Oakhaven Cem. ✓  
PAMLICO RIVER ✓  
PEEDTOWN ROAD ✓  
PHILIP CHAPEL ✓  
PORTER CREEK ✓

RESPESS ROAD ✓  
RICHLAND TOWNSHIP ✓  
ROYAL ✓  
ROWE CEM. ✓

SANDY GROVE CHURCH + Cem ✓  
ST. JOHN CHURCH (at Aurora) ✓  
ST. JOHN CHURCH (at Bonnerton) ✓  
ST. MATHEWS CHURCH — MATTHEWS ✓  
ST. PETER CHURCH ✓  
ST. STEPHEN CHURCH ✓  
SANDY GROVE CHURCH (to be shown by F.E.) ✓  
SANDY LANDING ROAD ✓  
SILVERTHORN POINT ✓

SMALL ✓  
SOUTH CREEK ✓  
STATE No. 33 ✓  
STATE No. 306 ✓

TAN SWAMP ✓  
TOOLEY CREEK ✓

\* TUTEN CEMETERY

WATSON ROAD ✓  
WEeping RACHEL CHURCH ✓  
WEST ROAD ✓  
WHITEHILL CHURCH & CEMETERY ✓  
WHITEHURST CREEK ✓  
WHITLEY ROAD ✓

\* Shown as Rowe Cemetery on FP24137, referred to field edit for clarification.

Names checked & approved  
 6-20-51  
 A.J.W.

Review Report T-8988  
Topographic Map Manuscript  
26 June 1951

62. Comparison with Registered Topo Surveys:

This survey supersedes T-1210 (1871) 1:20,000  
T-1212 (1870) "  
T-6414 (1935) 1:10,000  
T-6415 " "  
T-6416 " "

63. Comparison with maps of other Agencies: None

64. Comparison with contemporary Hydro Surveys: None

65. Comparison with Nautical Charts:

No. 537 1/12/48 1:40,000 The stack and swing bridge at Aurora should be deleted from the chart and the overhead cable and/or the submarine cable area shown. This survey should be applied to the chart when it is reconstructed. Changes and additions made during review are shown in red on the manuscript.

66. Adequacy of Results:

This map complies with national map accuracy standards.

67. Overlay:

An overlay has been prepared showing road classifications, control, etc. A list of control names has also been prepared. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:

Jack L. Rihn  
Jack L. Rihn, Cartographer

Approved:

S. V. Higgins 2/19/52  
Chief, Review Section  
Division of Photogrammetry

A. Edmonson  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Division of Photogrammetry

Earl O. Heaton  
Chief, Division of Coastal  
Surveys

T-8988

Control Station names to be shown on published map

△ Stations

1. Bonner (C)
2. Durham (C)
3. Tooley (C)
4. Olga (C)
5. Eric (C)
6. Jeanne (C)
7. Sibyl (C)
8. Andy (C)
9. Llewellyn (C)
10. Amos (C)
11. Venus (C)
12. Beaver (C)
13. Kingfish (C)
14. Gneiss (C)
15. Windly (C)
16. Aurora (C)
17. Mary (C)
18. Louise (C)
19. Idalia (C)
20. Jacob (C)
21. Mon. 13A (E)
22. Mon. 24 (E)

⊙ Stations

1. Tower



# HISTORY OF HYDROGRAPHIC INFORMATION

T-8988 - North Carolina

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry request of 8 August 1951, and with general specifications of 18 May 1949.

The depths are in feet at mean low water and originate with the following surveys and charts:

## USC&GS Hydrographic Surveys

H-5946 (1935) 1:10,000  
H-5918 (1935) 1:10,000

## USC&GS Nautical Chart

537 (1951) 1:40,000

Bottom contours are shown at 6 feet.

The hydrography was compiled by R. E. Elkins and checked by G. F. Jordan.

*R. E. Elkins*

R. E. Elkins - 10 Sept. 1951  
Nautical Chart Branch