

9397

N & S



Diag. Cht. No. 1234-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-58 (49) Office No. T-9397 N & S

LOCALITY

State North Carolina

General locality Carteret County

Locality Swansboro and Bogue Sound

1945

CHIEF OF PARTY

Harry F. Garber, Chief of Field Party

Hubert A. Paton, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE November 30, 1955

9397

DATA RECORD

1.

T - 9397

Project No. (II): Ph-58(49)

Quadrangle Name (IV):

Jacksonville, N.C.

Field Office (II): Holly Ridge, North Carolina

Chief of Party: Harry F. Garber

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: H. A. Paton

Instructions dated (II) (III): 27 February 1950

28 April 1950, Supplement 1

26 April 1951, Supplement 2

Copy filed in Division of
Photogrammetry (IV)

Multiplex (Planimetry)

Method of Compilation (III): Air Photographic - Graphic (Contours)

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): 1:10,000

Scale Factor (III): 1.00

Date received in Washington Office (IV):

JAN 7 1952

Date reported to Nautical Chart Branch (IV):

JAN 12 1952

Applied to Chart No.

Date:

Date registered (IV): 21 June, 1955

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): BOGUE, 1908

Lat.: 34° 39' 32.950"

Long.: 77° 05' 39.382"

Adjusted

~~Unclassified~~

Plane Coordinates (IV):

State:

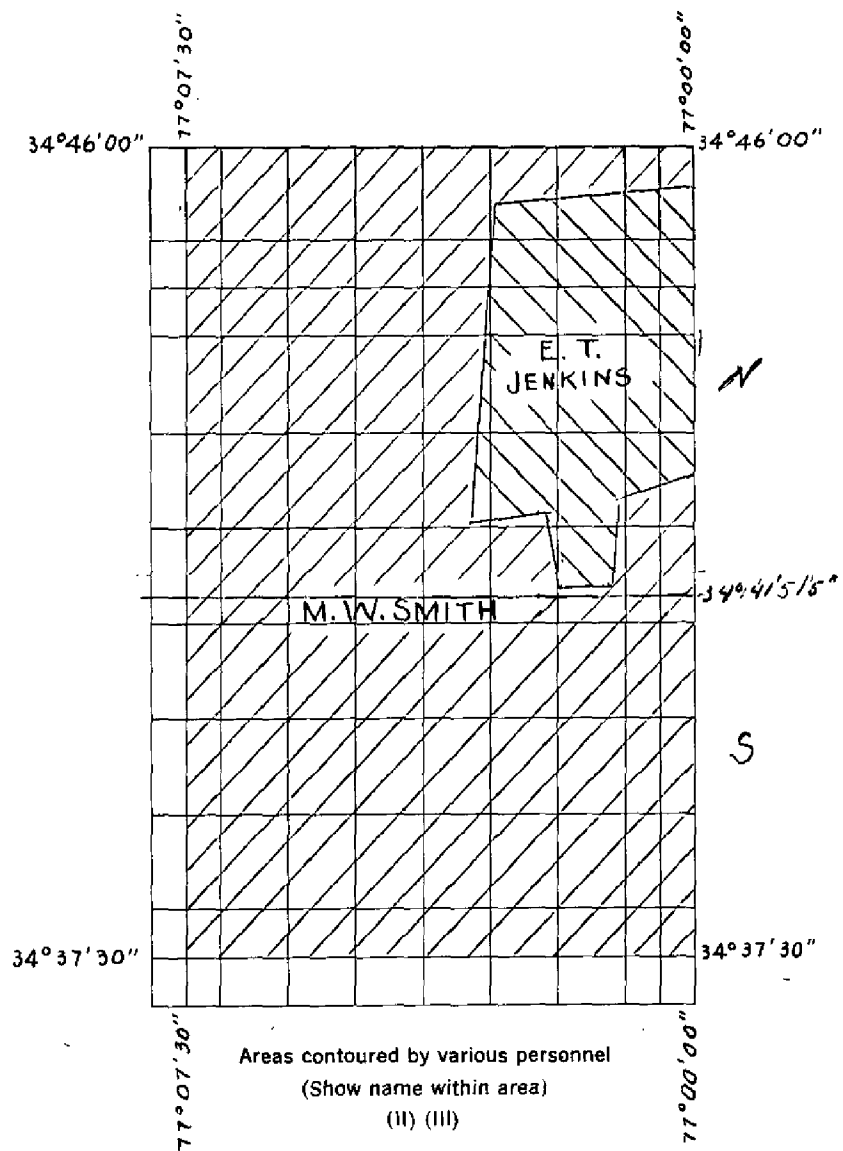
Zone:

Y=

X=

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

3.

Field Inspection by (II): H. G. Murphy
J. T. Beecher

Date: June 1950

Planetable contouring by (II): E. T. Jenkins
M. W. Smith

Date: May 1950

Completion Surveys by (II): *W. H. Shearouse*
H. R. Cravat

Date: *July, 1950*
Feb., 1952

Mean High Water Location (III) (State date and method of location):
11-8-49 (Date of photography)

Projection and Grids ruled by (IV): T.L.J. and H.D.W.

Date: March 1950

Projection and Grids checked by (IV): H.D.W. and T.L.J.

Date: March 1950

Control plotted by (III): Donald M. Brant - Albert C. Rauck, Jr.

Date: April 1950

Control checked by (III): Albert C. Rauck, Jr. - Donald M. Brant

Date: April 1950

~~Control checked by (III):~~ Albert C. Rauck, Jr. - Donald M. Brant
Control extension by (III):

Date: May, June 1950

Planimetry Albert C. Rauck, Jr.

Date: May, June 1950

Stereoscopic Instrument compilation (III): ~~X~~
~~Control~~

Date:

Manuscript delineated by (III): B. A. Dew, M.L. Bloom, R.R. Hartley

Date: June 1950

Photogrammetric Office Review by (III): A. C. Rauck, Jr.

Date: July 1950

Elevations on Manuscript
checked by (II) (III): J. A. Clear, W. H. Shearouse
A. C. Rauck, Jr.

Date: May 1951
Dec. 1951

Camera (kind or source) (III):

(6" Focal length)

4.

Number	Date	Time	Scale	Stage of Tide
LEJ 3-70 to 3-76	11-8-49	12:19	1:24,000	1.7' above MLW
LEJ 3-112 to 3-119	"	11:58	"	1.9' above MLW
LEJ 3-128 to 3-133	"	11:39	"	2.1' above MLW
LEJ 3-172 to 3-177	"	11:18	"	2.4' above MLW
LEJ 3-184 to 3-189	"	10:55	"	2.6' above MLW

Tide (III)

From Predicted Table of Tides

Reference Station: **HAMPTON ROADS, VA.**
 Subordinate Station: **NEW RIVER INLET, N.C.**
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	2.5	3.0
1.2	3.0	3.6

Washington Office Review by (IV):

C. Hanavich

Date:

Dec 28 Nov. 1952

Final Drafting by (IV):

J.H. Frazier 9397-S
 J.H. Frazier 9397-N

Date:

9-9-54
 10-21-54

Drafting verified for reproduction by (IV):

W.O. Hallum 9397S
W.O. Hallum 9397N

Date:

10-27-54
11-22-54

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): *44*Shoreline (More than 200 meters to opposite shore) (III): *64*Shoreline (Less than 200 meters to opposite shore) (III): *21*Control Leveling - Miles (II): *45** Number of Triangulation Stations searched for (II): *34*Recovered: *21*Identified: *19*Number of BMs searched for (II): *4*Recovered: *4*Identified: *4*Number of Recoverable Photo Stations established (III): *15*Number of Temporary Photo Hydro Stations established (III): *18*

Remarks:

- * At a later date, 3 additional control stations (traverse stations) were established and identified.
 Only 23 recovery cards received by Baltimore Photo. Office, 21 of which were recovered, two reported destroyed.

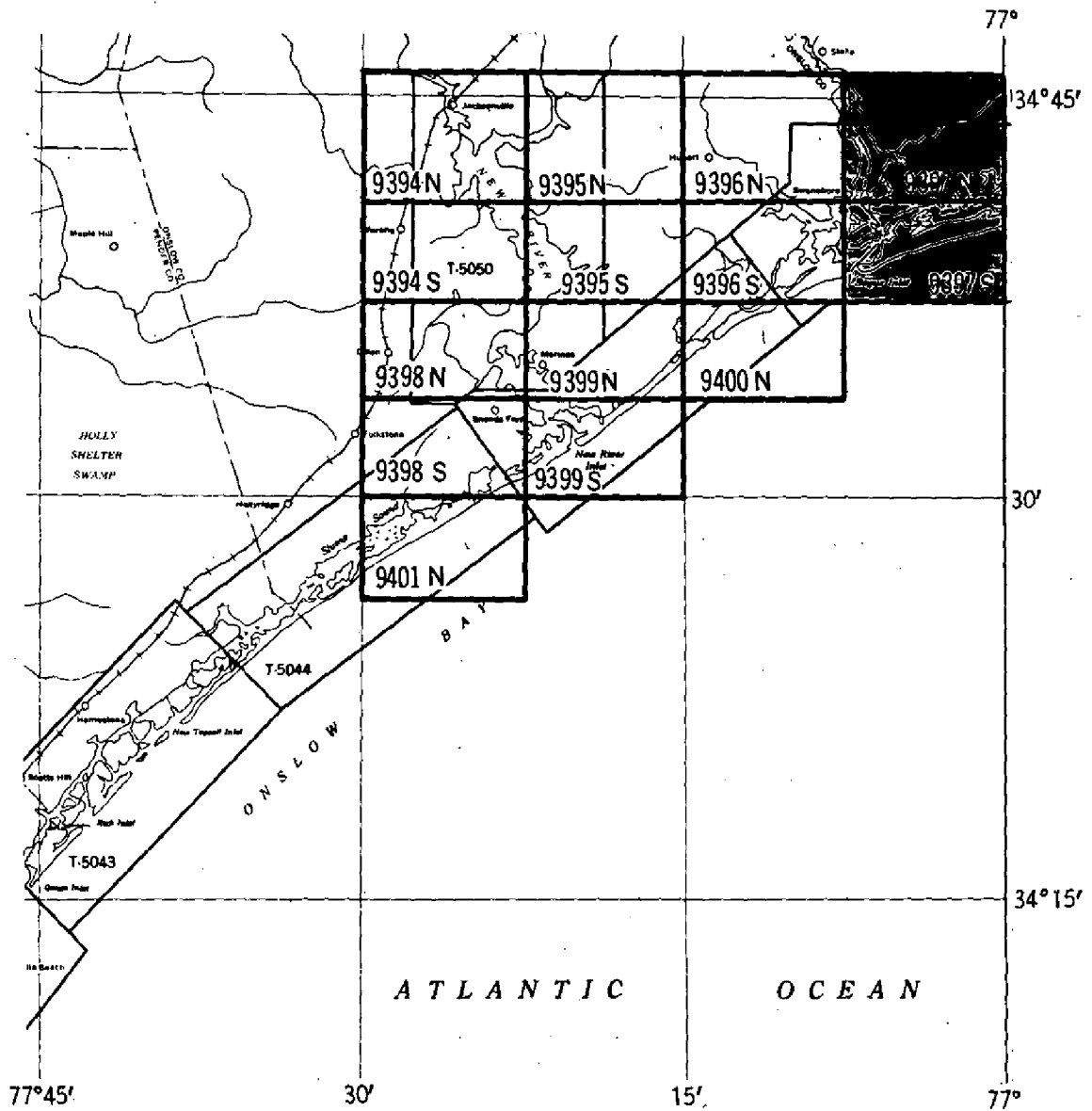
TOPOGRAPHIC MAPPING PROJECT

PH-58 (49)

NORTH CAROLINA New River

Scale 1:10,000

5.



Summary T- 9397

Project Ph-58(49), a topographic mapping survey, consists of 8 quadrangles numbered T-9394 to T-9401, inclusive. The area of the project is located in the vicinity of the town of Swansboro and New River, N.C., and extends from the coastline between longitudes $77^{\circ} 00'$ and $77^{\circ} 30'$ northward to latitude $34^{\circ} 46'$. To the east it junctions with Ph-5(45) - a topographic and shoreline mapping project.

The field operations included complete field inspection and the establishment of some additional horizontal control. Contouring was accomplished by planetable at 5-foot intervals. Compilation of planimetry was done by the multiplex; planetable contours were later applied by graphic methods. The compilation scale was at 1:10,000. Except for T-9400N and T-9401N, each map manuscript is comprised of 2 sheets and is identified as the N (North) or S (South) sheet. Each sheet of the map manuscript - including T-9400N and T-9401N - is $3 \frac{3}{4}'$ in latitude by $7 \frac{1}{2}'$ in longitude; the exception to this is in the northern tier of 4 sheets (T-9344N to T-9397N inclusive) which are $4 \frac{3}{4}'$ in latitude.

For information on other phases of the work concerning the project, such as the project instructions, special reports, official correspondence, and other supplementary information, reference should be made to the project completion report, which will be compiled and submitted upon completion of the review of all the surveys on this project.

These maps are to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. Cloth-backed lithographic prints of the original map manuscripts at compilation scale and the descriptive reports for all maps in this project will be filed in the Bureau Archives. Cloth-backed copies of the published topographic quadrangles will also be filed.

Field Inspection Report, T-9397

2. Areal field inspection.--The area is composed of about two-thirds land and one-third water. The White Oak River, Bogue Sound and the Atlantic Ocean are the prominent water features. The White Oak River runs in a north-south direction at the west limit. Bogue Sound lies east and west across the south part. The Intracoastal Waterway runs through the Sound. The Ocean parallels the Sound.

The land is comprised of five distinct features. (1) Marsh at the Intracoastal Waterway; (2) the Bogue Banks, a narrow strip of sand dune land lying east-west across the south part and fronting on the ocean; (3) an inland sand ridge area; (4) regular swamps at the natural drainage; and (5) the Focosin or highland swamp areas.

These Focosins, peculiar to this section of the coast, are saucer-like swamps ranging from a few acres in size, to very large ones made up of several square miles. Small or large they follow pretty much the same pattern with regards the vegetation and drainage. As mentioned, they are saucer-like and usually about a foot or two lower than the surrounding terrain. The small ones are drained by seepage or overflow; the larger ones usually feed streams, but there is no rapid run-off of the water, it seemingly seeping out.

This quadrangle takes in a small part of a large ^{pocosin area} one on its north-east edge. An exploratory traverse was attempted into it using a Weasel borrowed from the U. S. Marine Corps at Camp Lejeune. Once inside we were surrounded by vines, briars and brush of such density it would spring back into position once the Weasel had passed over it. This vegetation is a veritable wall in its density and cannot be penetrated on foot except by cutting an opening. Its height is from three to thirty feet. The photographic tone is slate gray with black specks which are scrub pine. In some instances they appear black and rough looking. Underfoot the ground was spongy and peat-like. About 18 inches of water covered it.

The Weasel made satisfactory progress until a track parted. A planetable traverse line was carried as we went. While a penetration of only a few hundred yards was made it was sufficient to prove the level of the ground (it did not vary as much as a foot) and satisfy the party as to what made up the interior.

As a recommendation, it is not believed worthwhile for parties in the future to attempt contouring in these areas unless such work is especially desired. Usually the contours will skirt the edge and short lines run in for a few hundred feet at several points will prove

the inner area to be about the same elevation.

A detailed discussion of the Bogue Banks is made under Contouring, Item 5 of this report.

Somewhat more than half the land area is in the Croatan National Forest. Much of the land is still privately owned, though within the Forest boundary.

The Town of Swansboro is the only populated place of consequence. It lies at the western limit and about the middle latitude.

N. C. State Highway ²⁴ crosses about the center in an east-west direction. Other county roads of good quality serve the area adequately.

No difficulty was encountered in photographic interpretation. Tone follows the normal pattern and notes were made to assist the compiler. Photographic coverage was adequate and the photographs of good quality.

No phase of field inspection was purposely omitted.

3. Horizontal control.--A traverse was run from station PELLETIER, 1932, to a point where a closure was made by observing a sun-~~for~~-azimuth. Two temporary stations were established as supplemental control for the photogrammetric plot. They are Traverse Point P-#1 and Traverse Point P-#11.

Corps of Engineer third order traverse stations were recovered as follows:

Mon. 40, ^{USE} (C of E), 1943
Mon. 41, ^{USE} (C of E), 1943

Mon. 44, ^{USE} (C of E), 1943
Mon. 45, ^{USE} (C of E), 1943

All known Coast and Geodetic Survey stations were searched for. Following is a list of those reported "lost" on Form 526:

Bogue Sound, beacon no. 20, 1933
Bogue Sound, beacon no. 21, 1933
Bogue Sound, beacon no. 22, 1933
Bogue Sound, beacon no. 24, 1933
Dudley, 1914
C. Garner's chimney, 1933
Guthrie Point, Guthrie's east chimney, 1927
Guthrie Point, Guthrie's west chimney, 1927
Guthrie Point, Salters chimney, 1927
Huggins Island (U. S. E.), 1933
Russ, 1933

Sel, 1914
22 / (U. S. E.), 1933

Station Huggins Island (U.S.E.), 1933, was reported lost. However the base of the monument was found firmly in place and was identified for photogrammetric plot control.

4. Vertical control.--There are no Coast and Geodetic Survey Bench Marks.

Corps of Engineers bench marks recovered and identified are listed as follows:

Bell, ~~(U.S.E.)~~, third order accuracy
Bogue, ~~(U.S.E.)~~, third order accuracy
Swansboro, ~~(U. S. E.)~~, third order accuracy
Wood, ~~(U.S.E.)~~, third order accuracy.

Due to the scarcity of vertical control a large number of fly-level elevations were required for supplemental control of the contours. These lines began and ended at bench marks or checked spot elevations. A Wye level was used and read to the hundredth. The lines were run along most of the roads and trails in the area. Errors of closure were minor and no adjustments were made in the level notes.

Approximately 45 lineal miles were run and 145 checked spot elevations established. The first of these was numbered 9701; the last 97145.

5. Contours and drainage.--Standard planetable methods were used and the contouring done directly on the U. S. Navy Hydrographic Office photographs.

Relief portrayal falls in at least two categories. They are--the usual relief pattern found where the drainage is distinct, and the sand dune areas where drainage is by seepage, for the most part.

Two sections are made of the sand dune-type terrain. First, the Bogue Banks. The south, or ocean front side of this mile-wide strip of land is open, with numerous dunes of a semi-permanent nature. The north, or Sound side, is covered with dense brush and scrub trees. The open area was contoured with relative ease as the highs and lows were readily seen on the ground and on the photographs. Those dunes considered fairly stable were contoured with the conventional symbol; those classed as subject to frequent change were contoured with dashed lines and labelled "shifting sand".

Dashed contours were deleted and the area outlined as a shifting sand dune area.
In the densely wooded dune area, lines were cut in a north-south direction, or from Sound to Ocean, for the most part, and highs and lows thus established. The stereoscope was then used to sketch the

contour lines, attempting to show the relief picture as nearly accurate as possible. Considerable generalizing of these features was done but the area is believed to be reasonably well done.

This condition exists on the mainland in the vicinity of latitude $34^{\circ}43'$, longitude $77^{\circ}03'$, though not nearly so severe in character, nor is the vegetation so dense, being Black Jack or sand hill oak. Here the situation is a broad ridge with small dunes and depressions. Lines were run in various directions and the stereoscope used to locate and express those tops and depressions not actually visited. It is acknowledged that some small top and minor depression contours may have been omitted. The compiler may consider it desirable to accentuate the relief expression by delineating these with the better stereoscopic instruments at his disposal.

Continued on page 10a

6. Woodland cover.--Discussed in other places in this report.

7. Shoreline and alongshore features.--High-water line was indicated on the photographs by measuring from identifiable topographic features on the ocean beach. At the same time, approximate low-water line was shown.

Apparent shoreline was delineated in the marsh area.

In the White Oak River the shoreline was inspected from a skiff running close to shore and the photographs labelled with appropriate notes.

The foreshore is sand or mud throughout.

All alongshore structures, cables, etc., were inspected and noted on the photographs.

8. Offshore features.--The low-water line is symbolized, where shown, as approximate.

9. Landmarks and aids.--These are included in special reports for the project.

10. Boundaries, monuments, and lines.--A special project report covers this subject.

11. Other control.--^{Three}Two recoverable topographic stations were established and reported on Form 524. They are ANTS, 1950, ^{TANK, 1950,} and BONE, 1950. These are in addition to those reported as Landmarks for charts or nonfloating aids.

Consideration was given, in the early part of the Project, to executing a hydrographic survey in the White Oak River. The Chief, Division of Photogrammetry gave oral instructions to the field party

Contours and drainage, continued.

Drainage was delineated in connection with the compilation of the planimetric maps furnished the Navy Hydrographic Office in August 1950. Corrections brought out by contouring have been made on a film positive of the planimetric map manuscript, which was labelled "Drainage Overlay".

*For additional information on drainage
refer to side heading 34, page 14.*

to select and identify photo-hydro stations. This was done and submitted along with other field inspection data. After investigation of traffic in the river it was determined the survey was not warranted.

12. Other interior features.--Interior features such as roads, buildings, etc., were inspected and classified in accordance with current instructions.

Bridge and cable data are tabulated as follows:

Fixed Hwy. bridge over White Oak River, west channel, at Swansboro:
Horizontal clearance, 31 feet, Vertical clearance, 11 ft. above high-water markings on bridge fenders.
Overhead cable, north side of bridge, vert. Cl., 17 ft. above M.H.W.

Fixed Hwy. Br. over White Oak River, E. channel, at Swansboro:
Horiz. cl. 16 ft., vert. cl., 7 ft. above high-water markings on bridge fenders.

Overhead cable, north side of bridge: Vert. cl., 21 ft, M. H. W.

13. Geographic Names.--This subject was covered in a special report for the project submitted to the Washington Office in June 1950.

14. Special reports and supplemental data.--No supplemental data are submitted except with special reports.

Special reports were prepared for Geographic Names, Boundaries, Landmarks for Charts, and Nonfloating Aids.

Field inspection data and edit of planimetry were transmitted to the Baltimore Photogrammetric Office under transmittals no. 8 dated 29 April 1950, no. 17 dated 9 June 1950, no. 23 dated 14 July 1950, and no. 26 dated 24 July 1950.

This report and contour data are being forwarded to the Washington Office under transmittal no. 33.

Respectfully submitted,
26 May 1950

William H. Shearouse
William H. Shearouse,
Cartographer

MAP T-9397

PROJECT NO. PH-58(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

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
				FORWARD	(BACK)		FORWARD	(BACK)	
SWAN DIS	XXXXXX	NAXX	XXXXXX	XXXXXX	XXXXXX		DESTROYED		
HUGGINS ISLAND, 1933 (USE)	G-5297 Pg. 511	N.A. 1927	34 40 14.26 77 06 37.51	439.4 (1409.5)	955.0 (572.5)		<i>This station is destroyed only the base (earliest date) was found intact. It was identified for photo control.</i>		
BOGUE SOUND BEACON No. 17, 1933	G-5297 P. 509	"	34 41 13.779 77 00 45.016	424.6 (1424.3)	1145.9 (381.4)				
BOGUE SOUND BEACON No. 19, 1933	"	"	34 40 34.166 77 02 15.301	1052.8 (796.1)	389.5 (1137.9)				
BOGUE SOUND BEACON No. 24, 1933	" P. 512	"	34 41 03.644 77 07 24.731	112.3 (1736.6)	629.6 (897.8)		<i>This station is destroyed; a new one (earliest date) was built in the immediate vicinity.</i>		
MON. No. 44, P. P. - 7, 1943 (C of E) <i>USE, 1943</i>	C of E P. A1	"	34 46 08.059 76 59 06.701	248.3 (1600.6)	170.4 (1355.3)		<i>photo NE of sheet limits</i>		
MON. No. 41, (C of E) - <i>USE, 1943</i>	C of E	"	34 45 02.410 77 00 35.178	74.3 (1774.6)	894.8 (631.3)				
MON. No. 40, (C of E) - <i>USE, 1943</i>	"	Army Map Service	34 44 58.029 77 00 47.482	1788.2 (60.7)	1207.7 (318.4)				
MON. No. 45, 1943 (C of E) - <i>USE, 1943</i>	C of E p. A1	"	34 46 09.180 76 59 02.320	282.9 (1566.0)	59.0 (1466.7)		<i>photo NE of sheet limits</i>		
TP No. 3=P. Pt. P-1 <i>USE</i>	Field Comp.	N.A. 1927	380, 524.34 2,567, 583.37	160.0 (1364.0)	787.4 (736.6)		<i>Temporary stations established for photo control</i>		
TP-No. 11=p. pt. P-2	"	"	380, 126.40 2,577, 679.24	38.5 (1485.5)	816.6 (707.4)				
20 near Station WOOD, 1933 (<i>USE</i>)	G-5297 Pg. 510	"	34 40 23.179 77 05 02.302	714.2 (1134.6)	58.6 (1468.9)				(12)

1 FT. = 3048006 METER

COMPUTED BY: W.L. Lineweaver

DATE 4 May 1950

CHECKED BY: B. Wilson

DATE May 1950

M-2388-12

MAP T. 9397

PROJECT NO Ph-58(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ϕ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
BLUM, 1908	G-5297 P.491	N.A. 1927	34	40	10.917	(1512.4)					
			77	02	32.604	(697.5)					
PINEY POINT 2, 1908	"	"	34	40	33.458	(817.9)					
			77	00	52.969	(178.9)					
WOOD, 1908	"	"	34	40	30.237	(917.1)					
	P.492		77	05	06.934	(1350.9)					
BELL, 1908	"	"	34	40	23.369	(1128.7)					
			77	05	39.384	(524.8)					
SANDERS POINT, 1908	"	"	34	41	34.867	(774.4)					
	P.491		77	00	16.052	(1118.6)					
GUTHRIE, 1908	C of E	"	34	40	56.746	(1748.6)					
			77	01	46.935	(332.5)					
ENNETT, 1908	G-5297 P.492	"	34	40	46.737	(408.7)					
			77	03	44.139	(403.8)					
SILKINS, 1932	C.P.	"	34	41	51.319	(267.5)					
	P.37		77	03	25.111	(888.0)					
MUD 2, 1909	G-5297 P.492	"	34	39	50.981	(277.9)					
			77	03	57.256	(69.9)					
BOGUE, 1908	"	"	34	39	32.950	(833.5)					
			77	05	39.382	(525.0)					
BOGUE INLET COAST GUARD FLAGPOLE, 1927	"	"	34	38	50.008	(308.0)					
	P.510		77	05	46.343	(347.8)					
SWANSON BATTERY CH 88 XXXXXX	" XXXXXX	" XX	34 XX	40 XX	43.255 XXXXXX	(1327.5) XXXXXX		DESTROYED		(13)	

1 FT. = 3048008 METER

COMPUTED BY W.L. Lineaveer

DATE 4 May 1950

CHECKED BY B. Wilson

DATE May 1950

M. 2388-12

SCALE FACTOR 1.000

1 FT. = 3048006 METER COMPUTED BY: C.H.	DATE 19 Nov. 1952 CHECKED BY: C.H.	DATE 19 Nov. 1952 M. 2368-12
--	---------------------------------------	---------------------------------

Compilation Report, T-9397

Photogrammetric Plot Report

Refer to Descriptive Report T-9401 for photogrammetric plot report.

31. DELINEATION

Two methods of delineation were used in compiling the manuscript. All planimetric details were plotted by multiplex and the planetable contours were subsequently applied to the manuscript by graphic methods. Refer to item 22 of Photogrammetric Plot Report.

32. CONTROL

Refer to item 3 and 4 of Field Inspection Report, and Photogrammetric Plot Report, item 23.

33. SUPPLEMENTAL DATA

Plan of Bogue Airfield, U. S. Marine Corp Air Station, Cherry Pt., N.C.

This was not used to delineate the airfield.

34. CONTOURS AND DRAINAGE

Refer to item 5 of Field Inspection Report and letter accompanying this report dated 28 November 1951.

Contours were graphically delineated by orienting the planetable photographs with planimetry on the manuscript. The amount of relief displacement was small and scale was in good agreement.

Drainage, previously delineated that was in poor agreement with the contours was therefore removed from the manuscript as per instructions dated November 28, 1951 (See letter attached).

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate for compilation.

Refer to item 22 of photogrammetric plot report.

Low water lines are approximate and no shoal lines are shown.

36. OFFSHORE DETAILS

These data are complete.

Channel lines, and shallow and shoal areas were delineated by the reviewer. The delineation of these features are subject to change.

37. LANDMARKS AND AIDS

Two landmarks, which had been previously recovered, were reported by the field party, on form 567, as destroyed. They have been deleted from the manuscript. They are

- A) Swansboro Baptist Church Spire, 1933
- B) Swansboro Methodist Church Spire, 1933

Both were horizontal control stations.

The field inspection party submitted to the Washington Office form 567 requesting deletion of TANK AND TOWER (Landmarks on charts 1234 and 833). These were located at the site which is now Bogue Airfield U.S.M.C.

One new landmark and fourteen non-floating aids to navigation are recommended for charting. Twelve of these aids are plotted by multiplex methods and two are horizontal control stations. Positions of these fifteen stations are reported on form 567.

*Note: Sta. A reported
destroyed by field
editor.
Sta. B reported as
no longer of land-
mark value.*

38. CONTROL FOR FUTURE SURVEYS

Fifteen recoverable topographic stations and eighteen photo-hydro stations are established and plotted on the manuscript.

Forms 524 are herewith submitted for the fifteen recoverable topographic stations of which twelve are non-floating aids to navigation and one is a landmark.

Refer to item 11 of field inspection report. Notwithstanding the second paragraph of item 11, the eighteen photo-hydro stations, in addition to the fifteen recoverable topographic stations, will be found listed and described under item 49 of this report.

39. JUNCTIONS

To the north is the limit of the project and no contemporary survey.

To the south is the Atlantic Ocean.

To the west a satisfactory junction is complete with map manuscript for Survey No. T-9396.

To the east is Survey No. T-8742. Although the west edge of Survey No. T-8742 was available, no attempt was made by the planetable survey party to complete a tie-in of contours at this junction.

*A satisfactory
junction was made.*

39. JUNCTIONS (continued)

Where tie-in errors were insignificant, they were adjusted in the compilation office and larger errors are noted on the overlay for further investigation.

There is a discrepancy of shoreline junction at the south shore of Bogue Sound. This shoreline has been extended beyond the neat line of the manuscript in order to effect a junction with Survey No. T-8742. This may be due to a difference of interpretation of the MHWL between the two separate field parties.

This slight discrepancy was reinvestigated and a satisfactory junction was made.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to Vertical Accuracy Test Report, T-9397 attached to field inspection report.

41. BOUNDARIES AND LINES

Boundary lines shown are as follows:

Onslow - Carteret County

Bogue Airfield boundary

Croatan National Forest

Swansboro-White Oak Township

Town of Swansboro

U. S. Coast Guard Station

White Oak (Onslow Co.) White Oak (Carteret Co.) Township

Refer to Field Edit Notes T-9397 ~~and letter dated 10 July 1950 attached to this report, regarding Croatan National Forest and Intra-coastal Waterway Right of Way.~~ *Waterway right-of-way was not mapped.*

Refer to Report on Boundaries Ph-58(49).

42. LANDING FIELDS

The abandoned U.S.M.C. Bogue Airfield is within this survey. There are no aeronautical aids.

activated in 1952

43-45. Inapplicable

46. COMPARISON WITH EXISTING MAPS

Comparison was made with the following:

War Dept., Corps of Engineers, 15 minute quadrangle, Swansboro, N.C. dated 1942, scale 1:62,500.

U.S.Coast and Geodetic Survey, Air Photo Compilation No. T-5048, Bogue Sound, N.C. Cat Island to Bear Inlet, dated 1933, scale 1:20,000.

In the comparison of the manuscript with these two sources it is noted that many changes have occurred, largely due to time lapse between surveys in the vicinity of Bogue Sound, Bogue Inlet, and Bank Channel.

On Survey No. T-5048, several small marsh islands are shown northeast of the Swansboro bridge. There is no indication that these islands are now in existence.

Other than the usual cultural changes only one noteworthy addition to this manuscript is the U.S.M.C. Bogue Airfield located at Guthrie Pt. This was evidently not in existence at the dates of compilation of the two previous surveys.

Due to the difference of contour interval and difference in scale, an adequate comparison of contours could not be made with the Swansboro 15 minute quadrangle.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with the following U.S. C. & G. S. charts. Coast chart No. 1234, scale 1:80,000, published March 1940 (7th edition)(10-3-49)

Harbor Chart No. 833, scale 1:40,000, published June 1946 (2nd edition) (11-22-48).

Generally, the same cultural and hydrographic changes exist between the manuscript and the two charts as were noted under item 46.

Items to be applied to nautical charts immediately

The U.S.M.C. Bogue Airfield at Guthrie Pt., ~~although now abandoned,~~ ^(re-activated) is believed to be of sufficient topographic value to be charted.

Other items, not previously charted, are the two bridges crossing the east and west channels of the White Oak River at Swansboro, and a group of dolphins located in the Intracoastal Waterway at the north side of the channel between Bogue Sound Light 46 and 46B.

Notable beach erosion has occurred at the east end of Bogue Banks at Bogue Inlet.

Items to be carried forward:

None.

Approved and forwarded

Hubert A. Paton
Hubert A. Paton, Comdr., C&GS
Officer in Charge

Respectfully submitted
11 February 1952.

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.
Cartographer (Photo.)

-50- PHOTOGRAMMETRIC OFFICE REVIEW

T. 9397

1. Projection and grids A.C.R. 2. Title A.C.R. 3. Manuscript numbers A.C.R. 4. Manuscript size A.C.R.

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy A.C.R. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) A.C.R. 7. Photo hydro stations A.C.R. 8. Bench marks A.C.R. 9. Plotting of sextant fixes 10. Photogrammetric plot report A.C.R. 11. Detail points A.C.R.

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline A.C.R. 13. Low-water line A.C.R. 14. Rocks, shoals, etc. A.C.R. 15. Bridges A.C.R. 16. Aids to navigation A.C.R. 17. Landmarks A.C.R. 18. Other alongshore physical features A.C.R. 19. Other along-shore cultural features A.C.R.

PHYSICAL FEATURES

20. Water features A.C.R. 21. Natural ground cover A.C.R. 22. Planetable contours A.C.R. 23. Stereoscopic instrument contours 24. Contours in general A.C.R. 25. Spot elevations A.C.R. 26. Other physical features A.C.R.

CULTURAL FEATURES

27. Roads A.C.R. 28. Buildings A.C.R. 29. Railroads 30. Other cultural features A.C.R.

BOUNDARIES

31. Boundary lines A.C.R. 32. Public land lines

MISCELLANEOUS

33. Geographic names A.C.R. 34. Junctions A.C.R. 35. Legibility of the manuscript A.C.R. 36. Discrepancy overlay A.C.R. 37. Descriptive Report A.C.R. 38. Field inspection photographs A.C.R. 39. Forms A.C.R. 40. Albert C. Trausch, Jr. Henry J. Eichen

Reviewer

Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

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 as of date submitted applied.
3rd. photo. office.

M-2623-12

48. GEOGRAPHIC NAMES

- Atlantic Ocean
- Bank Channel
- Boathouse Creek
- Bogue ~~***~~ Bogue Airfield V.S.M.C. ~~(Abolished)~~ *(Field reactivated in 1952) C.H.*
- Bogue Banks
- Bogue Inlet
- Bogue Sound
- Bucks Corner
- Burthen Channel
- Caleb Branch
- Cahoon Pt.
- Carteret County
- Cedar Point (locality)
- Croatan National Forest
- Deer Creek
- Dubling Creek
- Dudley Island
- East Channel
- Ennett Point
- Godfry Branch
- Goose Creek
- Goose Creek Shoals (omit)
- Guthrie Point
- Hadnot Creek
- Hancock Point
- Hampton Bay ~~***~~ Hatchall Point
- Huggins Island *(use this older name pending B. & H. action on Russell I.)*
- Hunting Island
- Hunting Island Creek
- Inside Channel *(old name for Intracoastal Waterway)*
- * Intracoastal Waterway
- Jones Island
- Long Island
- Main Channel
- Mill Creek
- Mullet Gut
- Onslow County
- Marine Garden Church
- Myrtle Island
- Millis Road

North Carolina No. 24

48. GEOGRAPHIC NAMES (continued)

- Pelletier (this is spelling used by P.O.)
Pelletier Fire Tower (this is correct spelling of family name, used by forest service)
Pettiford Creek
Pettiford Creek Bay
Piney Creek
Piney Island
Piney Point
Robinson Pt.
Sanders Creek
Sanders Point
Shelly Point
Starkey Creek
Stevens Creek
Swansboro
* Swansboro C.G. No. 192 (omit)
** Swansboro Township
Taylor Bay
West Channel
Whitehouse Forks
White Oak River
White Oak River Road
** White Oak Township (in both counties)

St. Michaels Church
Swansboro High School

* These names from chart 833, and 1234

** These names from field inspection data.

Names underlined in red are approved.

11-21-52
L. Heck

49. NOTES FOR THE HYDROGRAPHER

The following list of photo-hydro and recoverable topographic stations are within this survey:

Photo-hydro stations

- 001 North gable of green store
- 002 Northeast gable of community house
- 003 Northeast gable of high school
- 004 Center of peaked roof of beach house
- 005 Northeast gable of Riviera Cafe
- 006 South gable of metal roofed house
- 007 Southeast gable of red roofed house
- 008 West gable of metal roofed house atop 18' bluff
- 009 Lone tree on shoreline
- 011 East gable of low house
- 012 Small red shack on pier
- 013 North end of pier
- 014 South end of pier
- 015 Northeast corner of pier
- 017 North gable of house
- 032 Lone pine
- 033 South gable of house
- 034 Northwest end of pier.

Recoverable topographic stations

ANTS, 1950
BONE, 1950
TANK, 1950
BOGUE SOUND DAYBEACON 35, 1950
" " " 36, 1950
" " " 38, 1950
" " " 40, 1950
" " " 42, 1950
" " LIGHT 43, 1950
" " DAYBEACON 44, 1950
" " LIGHT 45, 1950
" " DAYBEACON 46B, 1950
SWANSBORO LIGHT 2, 1950
SWANSBORO DAYBEACON 4, 1950
BOGUE SOUND LIGHT 46, 1950

Field Edit Notes, T-9397 N

The compilation of this half quadrangle is adequate and will be complete after field edit notes have been applied.

In regards to the southern boundary of the Croatan National Forest, a Mr. Gibbs, State Highway Right-of-Way Engineer Legal Advisor, located in Greenville, N. C., states the State of N. C. has a 100 ft. R/W easement through the area of the southern boundary of this National Forest, but that it does not belong to the State in fee simple and would revert to the owner should the road be abandoned. Therefore, the centerline of the highway is the legal boundary. The note appearing on the map manuscript should be corrected accordingly. Mr. ~~Gibbs~~ Gibbs' statement was further verified at the District Forest Rangers' office in New Bern, N. C., where records of land acquisitions were read. These read "..... from a point in the centerline of State Highway 24.....".

No check of geographic names was made. A special report for the project was forwarded to the Washington Office 22 June 1950.

Field edit information appears on the Discrepancy Print, Field Edit Sheet, and the following photographs: LEJ-3-72, 73, 74, 75, 76, 113, 114, 115, 130, 131, 132, 133, 172, 173, 174, 175, 185, 186, 187, and 188.

William H. Shearouse
William H. Shearouse,
Cartographer

Jacksonville, N. C.
24 July 1950

Field Edit Notes, T-9397 S/2

Compilation of this half quadrangle appears adequate and will be complete after application of field edit information.

Field edit information appears on the Field Edit Sheet and photographs. Where information appears on the photographs, it is cross-referenced on Field Edit Sheet.

The notes are for general corrections, with no phase of the delineation requiring special attention.

Geographic names should be checked against the special report for the project. No check has been made on those entered on this copy of the map manuscript.

William H. Shearouse
William H. Shearouse,
Cartographer

Jacksonville, N. C.,
14 July 1950

Vertical Accuracy Test Report, T-9397

The test was run on a section of the double weight print of the planimetric map manuscript.

Vertical origin was at checked spot elevation point No. 9714. Termination was at checked spot elevation point No. 9786. Closure was 0.5 foot low. No adjustment was made.

It began at a road intersection and ended at a road intersection. The error of closure was 20 feet. No adjustment was made. Two checks were made at road centerlines. The first plotted in the north edge of the compiled road. The second plotted exactly in the centerline, thus indicating the horizontal position of the map detail to be excellent.

A comparison of the contours was made by laying a piece of vinylite over the print, tracing off some of the detail and pricking the test points. The vinylite was then fitted over the photograph and the test point elevations visually checked against the contours.

The contours proved to be good in general shape but in several instances exceeded the allowable error because they did not have enough detail expression. The area is made up of sand dunes and depressions, thus making the contours wiggle in and out considerably. Also, a few depression contours were omitted by the topographer.

After evaluating the test it was considered necessary to do some additional work in the area, as the ground conditions did not appear to be adequately represented. Therefore the entire sand ridge area was carefully studied under the stereoscope in an effort to detect the highs and lows. Then planetable lines were run to determine if they should carry contours. The area is now believed to meet accuracy requirements.

Respectfully submitted,
26 May 1951

William H. Shearouse
William H. Shearouse,
Cartographer

C
O
P
Y

711-mk1

28 November 1951

To: Comdr. Hubert A. Paton
U. S. Coast and Geodetic Survey
518 East 32nd Street
Baltimore 18, Maryland.

Subject: Compilation of contours - Project Ph-58

Field photographs and other data for the compilation of contours on quadrangle T-9397 are being forwarded to you under separate transmitting letter. Please complete the compilation of the contours on this quadrangle as soon as possible. We would like to start field completion on project Ph-58 as soon as this quadrangle is ready and by January 1st at the latest. Similar data for T-9396 will be forwarded soon.

Most contours on this quadrangle have been reshaped in the Washington office on acetate overlays taped to the photographs. The contours are to be compiled from the overlays and not from the photographs. The sand dune areas are an exception; no overlays have been prepared and contours of these areas are to be compiled directly from the photographs. Elevations are to be compiled directly from the photographs.

Each overlay is registered to its respective photograph by common planimetric details. In compiling the contours the overlays should be taped accurately in position on the photographs and details compiled in the usual manner, with the exception that the contours will be traced from the overlays. We believe that photographic details show through the overlays sufficiently to permit this.

Drainage has already been compiled on the manuscript. Where this drainage conflicts with the contours remove it but do not attempt to revise it. Revision will be made during field edit. No additional drainage need be compiled from the photographs at this stage.

If you have any questions about this please call us; we will be glad to have Mr. Cravat who made the overlays, come to Baltimore, or we will be glad to talk to you supervisor or compiler if you will send him over here.

O. S. Reading
Chief, Division of Photogrammetry

n

COPY

Field Completion

And

Contour Revision Report T 9397

The planimetry of this map was field edited in the spring and summer of 1950. This report particularly includes the field edit of contours, drainage and the planimetric changes occurring subsequent to the field edit of planimetry.

METHODS:

Prior to field work the original field contour photographs were examined. Areas in which the original planetable control appeared to be weak, were examined in the field, either visually or by planetable methods.

The planetable work was done on 5 field edit sheets, (double weight prints of the map manuscript), or on aerial photographs that are cross indexed to the field edit sheets. All additions and changes that are to be made on the map manuscript are indicated on the field edit sheets of photographs.

The photographs used in making this survey are distinguished from the original field photographs in that all work is in red ink and the photographs boldly labeled 1952 REVISION PHOTOGRAPH.

The outer banks immediately adjacent to the ocean are a series of parallel sand ridges, falling off to marsh on the inshore edge. No vertical accuracy test were made in this sand dune area.

The following headings supplement but do not supersede the same numerical headings discussed previously in the descriptive report.

5. Contours and Drainage:

Numerous contour changes were made on the field edit sheets, and one area was recontoured on 1952 REVISION PHOTOGRAPH, No. LEJ 3-72.

All perennial drainage has been delineated on the field edit sheets.

Swamp limits were completely revised. Swamps confined to a narrow band, following a stream bottom were indicated on the field edit sheets. Swamp limits covering a broad area, such as the Pocosin in the northeastern portion of the quadrangle were indicated on the 1952 REVISION PHOTOGRAPHS.

13. Geographic Names:

The geographic names were investigated and reported to the Washington Office on 31 June 1950. No attempt was made to verify

these names during this survey. The placement and spelling of the names should be verified by the Geographic Names Branch in the Washington Office.

37. Landmarks and Aids:

Although the structures are in place the landmarks Swannsboro Baptist Church Spire and Methodist Church Spire 1933 are recommended for deletion. (For additional information refer to notes on the field edit sheet)

39. Junctions:

A contour junction with T8342 on the east was made by planetable methods, and all discrepancies resolved. In a few instances it was necessary to work back into T8342 before agreement could be reached, but most discrepancies were resolved on this map.

To insure a satisfactory contour junction with future surveys, a planetable traverse was completed along north latitude 34 - 45. In the areas of contours elevations were marked on the field edit sheets at 500 ft. intervals and at all changes in slope.

40. Vertical Accuracy:

The vertical accuracy of this map as corrected on the field edit sheets, complies with National Map Accuracy Requirements. In addition to the extensive planetable revision surveys, four vertical accuracy tests were made.

The testing was by planetable profile methods. Fifty seven points were tested, 90% of these were within a tolerance of less than $\frac{1}{2}$ contour interval of error.

Submitted 15 February 1952

Harland R Cravat

Harland R Cravat
Cartographer

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. PH 58 Quad. No. 9397 Quad. Name _____
 Method of Testing PLANETABLE PROFILE TRAVERSE
 Tested by HRC Date _____ Evaluated by _____
 Contour interval 5 ft. 1:24,000 M.M. allowable shift at _____
 map or manuscript scale.

57 Total number of points tested

90 % of points within $\frac{1}{2}$ contour interval or better

51 Test points correct within $\frac{1}{2}$ contour interval

4 Test points in error between $\frac{1}{2}$ and full contour interval

2 Test points in error over full contour interval

TEST
A
SHEET 4

TEST
B
SHEET 1

Test Elev.	Map Elev.	Error	Error after shift	Remarks	Test Elev.	Map Elev.	Error	Error after shift	Remarks
20	19	1	0	Flat	23	23	0	0	
18	18	0	0		18	19	1	0	
21	21	0	0		14	16	2	1	
25	22	3	2	Top extends	10	10	0	0	
26	26	0	0		5	5	0	0	
19	19	0	0						
23	23	0	0		27	29	2	1	
22	22	0	0		17	20	3	0	
23	18	5	3	Missed Saddle X	33	32	1	1	
27	21	6	4	Missed Top X	30	28	2	1	
27	27	0	0		28	26	2	1	
31	31	0	0		21	21	0	0	
22	21	1	1		22	22	0	0	
21	22	1	0		28	28	0	0	Isolated Top
17	21	4	4	X	17	20	3	1	
21	23	2	1		14	16	2	2	
24	25	1	0		12	12	0	0	
28	25	3	0		8	11	3	2	
					6	7	1	0	
29	29	0	0						
29	29	0	0		21	20	1	0	
27	24	2	1		22	8	14	12	X
22	21	1	1		31	17	14	11	X
20	18	2	0		33	28	5	3	/ *
11	11	0	0		28	28	0	0	
8	8	0	0		21	21	0	0	
5	4	1	0		14	9	5	2	
3	3	0	0		8	8	0	0	
4	4	0	0						
9	8	1	1						
13	12	1	1						
26	26	0	0						* Borderline

TEST
C
SHEET 5

TEST
D
SHEET 2

TEST
E
SHEET 3

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

STRIKE OUT ONE

TO BE CHARTED
TO BE DELETED

Baltimore, Maryland

January

1952

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

The positions given have been checked after listing by

Albert C. Rauck, Jr.

Hubert A. Paton

Chief of Party.

Chart of rarity.

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	°		'						
North Carolina	Daybn. 35	Bogue Sound Daybn. 35, Black Square daymark with yellow border on pile		34	41	1025	77	00	7	N.A. 1927	X			833	
	Daybn. 36	Bogue Sound Daybn. 36, Red triangular daymark with yellow border on pile.		34	41	807	77	00	560	"	X			"	
	Daybn. 38	Bogue Sound Daybn 38, Red triangular daymark with yellow border on pile		34	41	36	77	01	478	"	X			"	
	Daybn. 40	Bogue Sound Daybn. 40, Red triangular daymark with yellow border on pile		34	40	1510	77	01	1184	"	X			"	
	Daybn. 42	Bogue Sound Daybn. 42, Red triangular daymark with yellow border on pile		34	40	967	77	03	298	"	X			"	
	Lt. 43	Bogue Sound Lt. 43, Black square daymark with yellow border on white slatted structure		34	40	777	77	04	166	"	X			"	
	Daybn. 44	Bogue Sound Daybn 44, Red triangular daymark with yellow bor. on white pile		34	40	713	77	04	1396	"	X			"	
	Lt. 45	Bogue Sound Lt. 45, Black square daymark with yellow bor. on pile structure		34	40	581	77	05	711	"	X			"	
	Lt. 46	Bogue Sound Lt. 46, Red triangular daymark with yellow border on white pile		34	40	838	77	06	299	"	X			2	
	Lt. 47	Swansboro Lt. 2, Red triangular daymark on pile		34	41	76	77	07	363	"	X			"	
Daybn. 48	Swansboro Daybn 48, Red triangular daymark on red pile		34	41	178	77	07	144	"	X			"		
Lt. 46B	Bogue Sound Lt. 46B, Red triangular daymark with yellow border on pile structure.		34	41	123	77	07	631	"	X			"		

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 DELETED

STRIKE OUT ONE

NON-FLOATING CROSSED LANDMARKS FOR CHARTS

Holly Ridge, N.C.

29 March, 1951

I recommend that the following objects which have ~~(been inspected from seaward to determine their value as landmarks be~~ been inspected from seaward to determine their value as landmarks be

The positions given have been checked after listing by

Chart Letter 542 (1951)

H. 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 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.

Review Report T-9397
Topographic Map
2 December 1952

62. Comparison with Registered Topographic Surveys.-

T-1215	(1871)	1:20,000
T-4294	(1927)	1:20,000
T-4295	(1927)	1:20,000
T-5048,	(1933)	1:20,000
Supp.		
T-6002	(1933)	1:20,000
T-6003	(1933)	1:20,000

A comparison of the new map with the old topographic surveys shows that numerous cultural changes have taken place. The more notable ones are the construction of the Intracoastal Waterway and an airfield, and the addition of new roads and buildings.

For nautical charting purposes the old surveys are superseded by the new map (T-9397).

63. Comparison with Maps of Other Agencies.-

Swansboro Quadrangle, AMS, Edition 1948,	1:50,000
H.O. Misc. 15, 042-50-N1, Edition 1948,	1:50,000

One major cultural change was noted - the Bogue Airfield (USMC) is not shown on the older maps. Bogue Banks on the Swansboro Quadrangle is indicated as a predominately marsh area. The new map shows only a fringe of marsh along the north side of Bogue Banks; the remaining area is sand and/or trees covered with 5-foot contour intervals which express relief of 30 feet or more.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Chart No. 833, 21 January 1952,	1:40,000
Chart No. 1234, 27 October 1952,	1:80,000

The site of the airfield is not indicated on either chart. The location of channels and shallow areas, which were delineated on the map manuscript by the reviewer, differs in several instances from their location on the charts. However, it should be noted that the channels, and the shallow and shoal areas are subject to change.

66. Adequacy of Results and Future Surveys.- This map complies with the project instructions and the National Map Accuracy Standards. ✓

67. Boundaries.— Although the boundary limits of the Croatan National Forest have been indicated on the map manuscript, it should be noted that the boundary lines shown are the proposed boundary lines. This statement is made in view of the fact that all lands within the proposed limits have not been acquired by the Federal Government.

Reviewed by:

Charles Hanavich
Charles Hanavich

APPROVED

L. C. Hande
Chief, Review Section
Div. of Photogrammetry

W. J. Carson
Chief, Div. of Photogrammetry *WJR*
30 Sept. 1915

H. B. Edmonson
Chief, Nautical Chart Branch
Division of Charts *CFJ*

Carl O. Heaton *B*
Chief, Div. of Coastal Surveys

History of Hydrographic Information
Quadrangle T-9397
North Carolina

Hydrography was compiled onto the map manuscript in accordance with Division of Photogrammetry General Specifications dated 18 May 1949.

Depth curves and soundings are in feet at mean low water datum and originate with the following:

Nautical Chart 833	1:40,000	1952
Hydrographic Survey H-4767	1:40,000	1927

Hydrography was compiled by C. Theurer and checked by O. Svendseon.

C. Theurer
3 June 1953