

9398

N/S

*

Diag. Cht No. 1235-2

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-9398

LOCALITY

State North Carolina

General locality Onslow County

Locality New River (Sneads Ferry)

194 52

CHIEF OF PARTY

Harry F. Garber, Chief of Party

H. A. Paton, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES

DATE JULY 19, 1955

B-1870-1 (1)

9398

DATA RECORD

1.

T-9398

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

Quadrangle Name (IV):

Field Office (II): Holly Ridge, North Carolina

Chief of Party: H. 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)

Office Files

Method of Compilation (III): Air photographic - Multiplex (Planimetry)
Graphic (contours)

Manuscript Scale (III): 1:10,000

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

Scale Factor (III): 1.000

FEB 19 1953

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

MAR 8 1953

Applied to Chart No.

Date:

Date registered (IV): 21 June, 1953

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): NA 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): STONE ECC., 1932

Lat.: 34° 34' 28.390"

Long.: 77° 25' 13.884"

Adjusted

~~Unadjusted~~

Plane Coordinates (IV):

State: N. C.

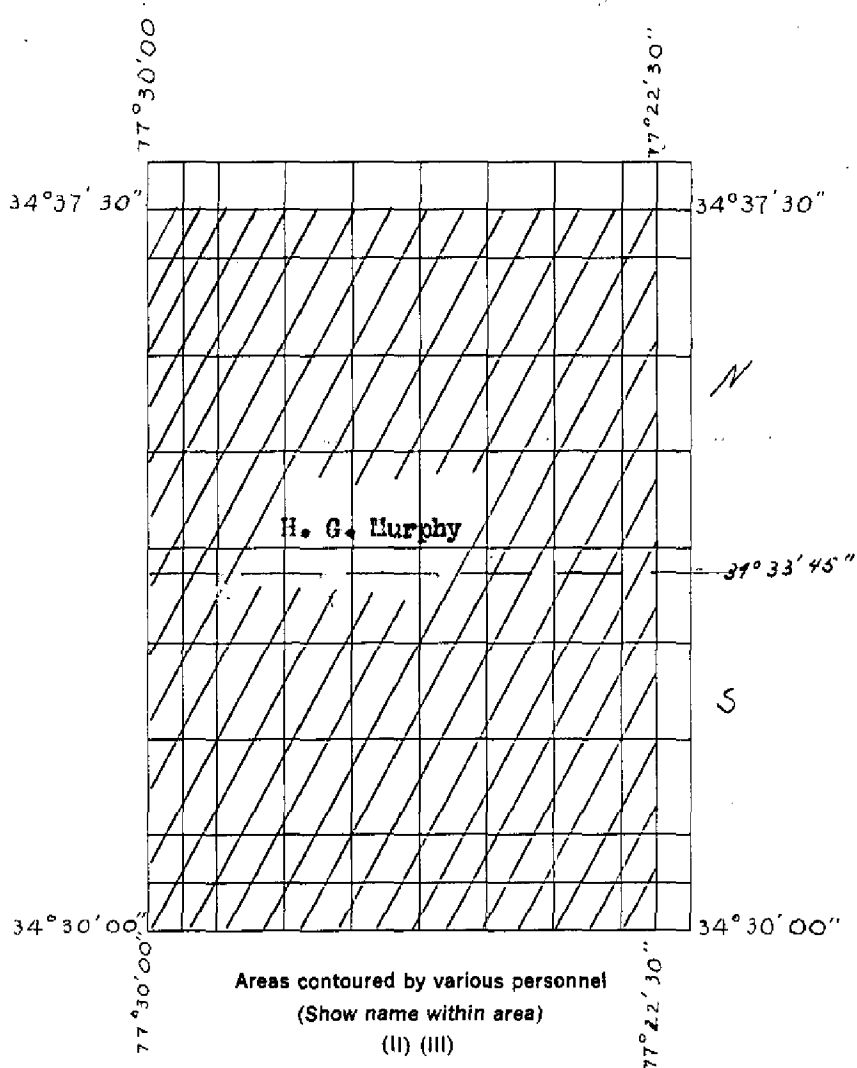
Zone:

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): J. A. Clear, Jr.
E. T. Jenkins

Date: 1950

Planetable contouring by (II): H. G. Murphy

Date: April 1951

Completion Surveys by (II): H. R. Cravat

Date: July 1952

Mean High Water Location (III) (State date and method of location):
Feb. 10, 1952 (Photogrammetric)

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

Date: Mar. 1950

Projection and Grids checked by (IV): J.S.B.

Date: Mar. 1950

Control plotted by (III): D. M. Brant

Date: Apr. 1950

Control checked by (III): A. C. Rauck

Date: April 1950

Radial Plot or Stereoscopic Control extension by (III):
A. K. Heywood
D. M. Brant

Date: May 1950

Stereoscopic Instrument compilation (III):
Planimetry A. K. Heywood
Contours D. M. Brant

Date: May 1950

Date:

Manuscript delineated by (III):
B. Kurs - S
J. Y. Councill - N
J. Y. Councill (contours)

Date: June 1950

Jan. 1953

Photogrammetric Office Review by (III): R. Glaser

Date: Feb. 1953

Elevations on Manuscript checked by (II) (III):
J. A. Clear, Jr.
R. Glaser

Date: May 1951

Feb. 1953

Dec. 1949 photography taken with 6" focal length camera
 Feb. 1952 photography taken with U.S.C. & G. S. Type O Camera,
 and nine-lens camera (12" focal length).

Camera (kind or source) (III):

4.

PHOTOGRAPHS (III)					
Number	Date	Time	Scale	Stage of Tide	
LEJ-1-21 thru 1-27	12/1/49	12:22	1:24,000	0.4	above MLW.
LEJ-1-42 thru 1-48	"	12:11	"	0.4	" "
LEJ-1-79 thru 1-85	"	11:07	"	0.4	" "
LEJ-2-4 thru 2-9	11/15/49	14:14	"	2.9	" "
LEJ-2-56 thru 2-61	"	13:52	"	2.8	" "
9" x 9" Contact Photos					
52-0-290 thru 52-0-304	2/10/52	12:00 (Est. time)	1:10,000	0.4	" "
Nine-lens photos					
34774 thru 34778	2/10/52	12:31	1:10,000	0.1	" "
34782 " 34785	"	12:42	"	0.0	" "
34810 " 34813	"	1:11	"	-0.1	" "
34819	"	1:23	"	-0.1	" "

Tide (III) From predicted table of Tides

Reference Station: HAMPTON ROADS
 Subordinate Station: NEW RIVER
 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. Theurer

Date: 7-27-53

Final Drafting by (IV):

9398-N Robert B. Kelly
 9398-S John H. Frazier

Date: 11-29-54

Drafting verified for reproduction by (IV):

WO Hallin T9398-N
 WO Hallin T9398-S

Date: 12-20-54
 1-13-55

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 53

Shoreline (More than 200 meters to opposite shore) (III): 28

Shoreline (Less than 200 meters to opposite shore) (III): 8

Control Levelling - Miles (II): 31

Number of Triangulation Stations searched for (II): 37

Recovered: 16

Identified: 10

Number of BMs searched for (II): 16

Recovered: 8

Identified: 7

Number of Recoverable Photo Stations established (III): 6

Number of Temporary Photo Hydro Stations established (III):

None

Remarks:

Summary

Project Ph-58(49) consists of eight topographic quadrangles numbered T-9394 to T-9401. The project area extends along the coast of North Carolina from White Oak River to New River and includes the towns of Swansboro and Jacksonville. Camp Lajeune, Bogue Airfield U.S.M.C. and parts of the Croatan National Forest and the Intercoastal Waterway are included in the project area.

Field operations included complete field inspection and the establishment of some additional horizontal control. Contouring was accomplished by planetable at a five foot interval on 1:10,000 scale Navy photographs taken in 1949. Compilation of planimetry at a scale of 1:10,000 was done by multiplex and the planetable contours added by graphic methods. This project was field edited in 1950 and rechecked in 1952 with USC&GS single lens photographs taken in 1952 to aid in the necessary contour revision accomplished in that year. The northern tier of quadrangles cover $8\frac{1}{2}$ minutes of latitude. The remainder are standard $7\frac{1}{2}$ minute quadrangles.

For information on other phases of the work concerning the project such as; project instructions, special reports, correspondence, and other supplementary information refer to the Project Completion Report which will be compiled and submitted upon completion of the review of all surveys in this Project.

These maps are to be published by the Geological Survey at a scale of 1:24,000 as standard topographic quadrangles. Cloth-backed lithographic prints of the map manuscripts at compilation scale before the addition of hydrographic information and the Descriptive Reports will be registered and filed in the Bureau Archives. Cloth-backed copies of the published quadrangles with hydrographic information will also be filed.

Field Inspection Report, T-9398

2. Areal field inspection.--The area is mostly rural, only two unincorporated villages being found. They are Sneads Ferry and Dixon.

A sizeable portion of the land is devoted to agriculture. That part not cultivated is wooded with pine and some deciduous trees on the higher ground and gum, other deciduous, pine, and scattered cypress trees in the swampy areas. There are a number of small Pocosins, and the edge of a large one touches the northwest side.

The U. S. Marine Corps occupies about a fourth of the area, which is part of Camp Lejeune. This section of the Camp is known as the Rifle Range and is a permanent subcamp.

About twenty percent is water, being a part of New River and the Intracoastal Waterway.

The Atlantic Coast Line railroad runs through the northwest corner and several highways cross the area. The most important of these are U. S. Highway 17 and N. C. State Highway 172.

Field inspection is believed to be complete. No unusual difficulties in photographic interpretation were encountered. Types of vegetation were labelled.

The terrain is very rough and cut-up near the shores of New River but flattens out near the western limit. This is further discussed under item 5.

Photographic coverage is complete and the photographs of good quality.

3. Horizontal control.--All known horizontal stations of the Coast and Geodetic Survey and the Corps of Engineers were searched for and reported on Form 526. These were supplemented with U. S. Marine Corps traverse stations, but no effort was made to recover all of their control.

Following is a list of horizontal control stations not established by the Coast and Geodetic Survey.

Corps of Engineers (third order):

North Base (U.S.E.), 1941

South Base, E. M. U. 27 (C of E), 1941

U. S. Marine Corps:

Boundary Marker XVII (U.S.M.C.)

Buna (U.S.M.C.), 1942
 Forest Fire Observation Tower (U.S.M.C.)
 Forest Fire Observation Tower No. 2 (U.S.M.C.)
 100,000 Gal. Water Tank (U.S.M.C.)

Mr. T. J. Dillon, Chief of Surveys, U. S. Navy Public Works, at Camp Lejeune, states that these stations were established by the contract engineers when Camp Lejeune was built and considered third order traverse stations.

The following is a list of "lost" Coast and Geodetic Survey stations which were reported on Form 526.

Beacon No. 5, 1933	Gin, 1932
Camp, 1932	Gin, Eccentric, 1932
*Camp Davis Tank No. 1, 1943	Grove, 1914
*Camp Davis Tank No. 2, 1943	Log, 1914
*Camp Davis Tank No. 3, 1943	Poverty, 1932
*Camp Davis Tank No. 4, 1943	Stone, 1932
Court, 1932	Water, 1932
Ferry, 1932	3 - 3 - 182 (USE), 1933
Fullard, 1914	

*Outside project.

4. Vertical control.--All bench marks of the Coast and Geodetic Survey were searched for. Those recovered were identified on the photographs.

Following is a list of recovered bench marks.

R 27, first order	C 148, first order
T 27 " "	D 148, " "
U 27 " "	

H 230, second order.

Tidal bench marks:

Sneads Ferry Tidal Bench Mark 2
 Sneads Ferry Tidal Bench Mark 3.

Supplemental control for planetable contouring was established by spirit leveling. About 31 lineal miles were run. These lines originated and terminated at bench marks or at closed fly level lines. The maximum error of closure was .22 foot. No lines were adjusted.

Forty-eight checked spot elevations were thus established. They are numbered 9801 - 9848 and are shown on the photographs in blue ink.

Establishment of one elevation was specified for multiplex control. This point lies immediately west of the project limit at approximate Lat. $34^{\circ}36.5'$, Long. $77^{\circ}30.6'$. It was established by planetable method, beginning and closing at a bench mark. The error of closure was within one half foot.

5. Contours and drainage.--Standard planetable methods were used and the contouring done on the photographs.

Considerable of the contouring was done during the summer and fall months when the foliage was dense. This retarded progress and required more stereoscopic examination of the photographs and walking over the area than usual, as it was not possible to see more than a few feet from the planetable in many places. Thus numerous lines were cleared, traversing areas from road to road or to water. Many narrow ravines cut-up the area near New River and the major feeder streams. Many of these were difficult to detect with the stereoscope and more elevations than usual were required to find and contour them. It is felt that these ravines are fairly well represented by the contour lines on the photographs. However, the compiler should keep in mind they are narrow, with steep slopes.

Drainage was delineated in the photogrammetric office prior to contouring. ~~Some revision will be required as brought out by the contours.~~
~~This also applies to swamp limits.~~ Corrections brought out by the contours have been made on a film positive of the planimetric map manuscript. It was labelled "Drainage Overlay".

6. Woodland cover.--See item 2.

7. Shoreline and alongshore features.--The shoreline of New River and the Intracoastal Waterway was inspected from a small boat running close to shore. The high-water line was delineated as photographed, there being no appreciable erosion of late. Thorough inspection was made, where trees obscure it, to take care of the overhang. This overhang is usually 10 or 12 feet.

In New River there is practically no periodic tide and no attempt was made to delineate the low-water line.

High-water line and approximate low-water line were delineated on the ocean front by measuring from identifiable features.

The Intracoastal Waterway runs through a marshy area and the apparent shoreline was indicated.

The foreshore is composed of sand and shells. It is generally flat and shallow. Notations were made where clarification seemed necessary.

The shoreline of New River is composed of numerous bluffs rising from the water to a maximum of about 35 feet. Many of these were labelled.

Alongshore features such as piers, submarine cables, and shoreline

structures were inspected and notations made regarding them.

8. Offshore features.--All visible offshore features were visited and identified.

Low-water line is indicated as approximate.

9. Landmarks and aids.--Landmarks were inspected from seaward and reported on Form 567. Fixed aids to navigation in the open waters were located by theodolite method. Those in the Intracoastal Waterway, being near shore, were identified on the photographs by direct marking. Form 567 was submitted as a project report for all nonfloating aids.

Copies in this report.

10. Boundaries, monuments and lines.--This subject is covered in a special report for the project.

11. Other control.--To comply with project Instructions, two recoverable topographic stations were established. They are Cold, 1950, and Pier, 1950.

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

Bridge clearances for the Sneads Ferry bridge were measured and are reported as follows:

Swing type, highway bridge, Horiz. cl. Left span: 51 ft.

Right span: 50 ft.

Vert. Cl. 9 ft. above mean high water markings on bridge fender.

13. Geographic names.--This is the subject of a special report covering the project, submitted in June 1950.

14. Special reports and supplemental data.--Special reports were submitted for Geographic Names, Landmarks for Charts, Nonfloating Aids to Navigation, and Boundaries.

Field inspection data and field edit of planimetry were forwarded to the Baltimore Photogrammetric Office under transmittals No. 4 dated 4 April 1950, No. 6 dated 21 April 1950, No. 10 dated 20 May 1950, No. 18 dated 22 June 1950, and No. 19 dated 23 June 1950.

Respectfully submitted,

18 May 1951,

William H. Shearouse
William H. Shearouse,
Cartographer

MAP T. 9398

PROJECT NO. Ph-58(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		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)	
GRANT, 1914	GP 617	N.A. 1927	34	30	42.640	1313.9 (534.9)				
			77	24	11.642	297.0 (1233.5)				
HINES, 1932	GP 123	"	34	36	43.938	1353.9 (494.9)				
			77	23	35.000	891.7 (636.9)				
3-3-151, 1933 (USE)	GP 621	"	34	30	12.613	388.6 (1460.1)				
			77	25	07.481	190.8 (1339.8)				
BUNA, 1942 (USMC)	USMC P.14	"	301,836.01			559.6 (964.4)				
			2,486,229.39			374.7 (1149.3)				
FERRY ECCENTRIC 1932	USMC P.13	"	305,110.21			33.6 (1490.4)				
			2,482,583.89			787.6 (736.4)				
BOUNDARY MARKER XVI	USMC P.15	"	299,191.62			1277.6 (246.4)				
			2,466,558.02			474.9 (1049.1)				
BOUNDARY MARKER XV	USMC P.13	"	302,326			709.0 (815.0)				
			2,477,492			759.6 (764.4)				
BOUNDARY MARKER XIV	USMC P.13	"	305,929			283.2 (1240.8)				
			2,481,065			324.6 (1199.4)				
BOUNDARY MARKER XXXIII	USMC P.13	"	306,337.34			407.6 (1116.4)				
			2,481,754.47			534.8 (989.2)				
BOUNDARY MARKER XXXIV	USMC P.13	"	306,148.15			350.0 (1174.0)				
			2,481,667.35			508.2 (1015.8)				

1 FT. = 3048006 METER

COMPUTED BY: D.M. Brant

DATE May 22, 1950

CHECKED BY: A.K. Heywood

DATE 5/50

(11)

M. 2388-12

MAP T-9298

PROJECT NO. Ph-58(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
FOREST FIRE OBSERVATION TOWER No. 2 (USMC)	USMC P.13	N.A. 1927	307,619.54 2,481,774.23	798.4 725.6 540.8 983.2			
FOREST FIRE OBSERVATION TOWER (USMC)	USMC P.11	"	316,883.71 2,456,269.92	574.2 949.8 387.1 1136.9			
GILLETTE, 1932 (USE)	G.P. P.123	"	34 36 07.143 77 23 30.583	220.1 1628.7 779.3 749.5			
COVIL, 1932	G.P. P.123	"	34 35 04.419 77 24 07.754	136.2 1712.7 197.6 1331.5			
GRANT, 1932	G.P. P.11	"	34 31 48.382 77 24 48.689	1490.8 358.0 1241.7 288.5			
LOG 2, 1947	G-7163 P.608	"	34 30 05.302 77 23 58.007	163.4 (1685.4) 1479.9 (50.8)			
BEACON NO. 5 <i>Station destroyed</i>	G.P. P.621	"	34 30 16.777 77 24 47.627	516.9 (1331.8) 1215.0 (315.6)			
BOUNDARY MARK XVII (USMC)	USMC P.12	"	308,905.46 2,457,759.69	1190.4 (333.6) 841.2 (682.8)			
100,000 GAL WATER TANK (USMC)	" P.11	"	310,797.16 2,466,164.30	243.0 (1281.0) 354.9 (1169.1)			
STONE ECC., 1932	G.P. P.123	"	34 34 28.390 77 25 13.884	874.8 (974.0) 353.9 (1175.4)			
SOUTH BASE BM U 27	C of B	"	34 30 53.097 77 31 37.921	1636.1 (212.7) 967.3 (563.2)			

1 FT. = .3048006 METER

COMPUTED BY: D.M. Brant

DATE April 6, 1950

CHECKED BY: A.K. Heywood
A.C. Rauck, Jr.

DATE

5/1/50
4/6/50

M-2388-12

(12)

MAD T 9398

PROJECT NO. Ph-58(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000 .

[illegible]

1 FT. = .3048006 METER

COMPUTED BY: B. Wilson

DATE 11/15/50

CHECKED BY: H.P. Eichert

DATE 11/50

M-2388-12

(13)

COMPILATION REPORT T-9398

PHOTOGRAMMETRIC PLOT REPORT

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

31. DELINEATION

Refer to item 22 of the photogrammetric plot report. All planimetric details were plotted from multiplex. Planetable contours were transferred from field photographs and overlays to the manuscript by graphic methods.

32. CONTROL

This is discussed sufficiently in item 23 of the photogrammetric plot report.

33. SUPPLEMENTAL DATA

The following maps were used to supplement the photographs and identify the information taken from each:

Reservation Boundary Map, Camp LeJeune, N. C. sheet 1 of 2, dated 9 April 1945.

Map of Onslow County showing township boundaries. Published by "North Carolina State Highway and Public Works Commission", scale 1" = 1 mile, dated 1944.

Map showing the Right of Way of the Intracoastal Waterway, section II, scale 1:10,000, dated February 1932. *Right of Way boundary not mapped.*

34. CONTOURS AND DRAINAGE

Contours were transferred to the manuscript from vinylite overlays prepared by the Field Editor as a revision of the original contours.

Drainage, previously delineated that was in poor agreement with the contours was removed from the manuscript as per instructions dated 28 November 1951, (Ref. to No. 711-mk1)

See Contour Revision and Field Completion Report bound with Descriptive Report for T-9394.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate. All low water lines are approximate and are delineated from photo examination and field inspection data. The MHW line was revised in the compilation office using new photographs taken February 10, 1952.

36. OFFSHORE DETAILS

Offshore data are complete.

37. LANDMARKS AND AIDS

There are sixteen non-floating aids and landmarks within this survey. Fourteen of these are non-floating aids, six of which were located by multiplex and eight by triangulation in New River. (See Special Report on Triangulation Along New River, North Carolina). There are two landmarks which were located by traverse.

38. CONTROL FOR FUTURE SURVEYS

In addition to the two recoverable topographic stations reported in item 11 of the field report, six Forms 524 are herewith submitted for non-floating aids, also one Form 524 for GRANT AZ. MK., 1932, originating in the Baltimore office is submitted. All stations were plotted by multiplex.

A list of Recoverable Topographic Stations is included under item 49 of this report.

39. JUNCTIONS

Complete and satisfactory junctions have been made to the north with Survey No. T-9394; to the south with Survey No. T-9401; to the east with Survey No. T-9399. To the west there is no contemporary survey.

40. HORIZONTAL AND VERTICAL ACCURACY

Inapplicable.

41. BOUNDARIES, MONUMENTS AND LINES

Boundary lines shown are as follows:

U. S. Marine Corps Reservation Boundary

Swansboro - Stump Sound Townships

Intracoastal Waterway Right of Way (Refer to letter in this report).

42 thru 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

This survey has been compared with the following maps:

1. Army Map Service, New River 15-minute quadrangle, scale 1:50,000, dated 1948.
2. U.S.C. & G. S., Air Photo. Compilation No. T-5049, Bear Inlet to Alligator Bay, dated Jan. 29, 1933, revision Jan. 14, 1934, scale 1:20,000.
3. U.S.C. & G. S., Air Photo Compilation No. T-5044, Alligator Bay to Virginia Creek, dated Jan. 29, 1933, scale 1:20,000.

47. COMPARISON WITH NAUTICAL CHARTS

Visual comparison was made with the following nautical charts:

1. Harbor Chart No. 777, scale 1:40,000, published July 1940 (2nd edition)(9/22/52).
2. Inshore Chart No. 833, scale 1:40,000, published June 1946 (2nd edition)(11/22/48).
3. Inshore Chart No. 834, scale 1:40,000, published Sept. 1942 (2nd edition)(4/18/49).

Items to be Applied to Nautical Charts Immediately:

None

Items to be Carried Forward:

None

Respectfully submitted
9 February 1953

Donald M. Brant

Donald M. Brant
Cartographer

Approved and Forwarded

Jack C. Sammons
Jack C. Sammons
Capt. U.S.C. & G. S.
Officer in Charge

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9398

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

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations none 8. Bench marks ☒ 9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours none 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

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

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines none

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay none 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒40. F. J. Blasen

Reviewer

40. Henry J. Eichel

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.

Judson Cornett
CompilerHenry J. Eichel
Supervisor

43. Remarks:

48. GEOGRAPHIC NAMES

Alligator Bay
Atlantic Coast Line RR
Atlantic Ocean

Biglins Cr

Camp LeJeune
Carrel Chapel Church (b)
Catfish Pt
Chadwick Bay
Charles Creek
Community Church of God (b)
Conkleton Road
Courthouse Bay

Dixon
Dixon Road

Ellis Cove
Everett Cr

Fannie Cr
Ferry Pt
Freewill Church (b)
Foys Landing (c)
Fulcher Landing
Fullard Cr

Goose Bay
Great Sandy Run Pocosin (a)

Hall Pt Rd
Hickory Pt
Hines Pt

Intracoastal Waterway

Jarretts Pt
Jenkins Church (b)

Little Zion Church (b)

Moores Ridge Road (a)

Mill Creek (into Alligator Bay) Mill Creek (into Stonas Bay)
Millstone Creek
Muddy Creek

N. C. 172 (b)
New River

Onslow County

48. GEOGRAPHIC NAMES (Cont'd)

Peru Road

Pollocks Pt

Poverty Pt

Salem Church (b)

Sandford Landing

Sneads Creek

Sneads Ferry

Sneads Ferry Bridge (b)

Stones Bay

Stones Creek

Stones Landing (~~Stone~~ Landing) (c)

Stump Sound Township (b)

Swansboro Township (b)

Thomas Landing Road

Turkey Creek

US 17 (b)

Wheeler Creek

Yopps Church (b)

*Names approved
7-3-53. L. Heck.*

Source of Names

Except for the following sources the names on this survey were taken from the "Geographic Names Standard".

(a) AMS, Maple Hill Quad., scale 1:50,000, dated 1948.

(b) Field inspection or field edit.

(c) AMS, New River Quad., scale 1:50,000, dated 1948.

49. NOTES FOR THE HYDROGRAPHER

The following recoverable topographic stations are within this survey:

Cold, 1950
Pier, 1950
Grant Az. Mk. 1932, 1950
Alligator Bay Daybeacon 17, 1950
Alligator Bay Daybeacon 19, 1950
Alligator Bay Light 23, 1950
Alligator Bay Daybeacon 25, 1950
Courthouse Bay Channel, R. R. Lt., 1950
Courthouse Bay Channel, R. Fr. Lt., 1950

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

Preliminary

Field Edit Notes, T-9398 N/2

Field edit notes are to be found on the Discrepancy Print, the Field Edit Sheet and photographs.

Special attention should be given to drainage. It has been indicated in a more complete pattern on the photographs.

An investigation was made as to the construction of roads in the project area. It was found that all hard surfaced roads within the U. S. Marine Base have a sub-surface of 4 inches or more of Marl rock on which is a layer of 2 inches or more of asphalt, making them class 2. Further, the State roads do not have a subsurface other than earth fill and are correctly classified Rd. 4s. This also applies to U. S. Highway 17.

Geographic Names have not been edited. The report for them was forwarded to the Washington Office on 22 June.

W.H.S.
William H. Shearouse,
Cartographer

23 June 1950

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

Preliminary.
FIELD EDIT

NOTES TO COMPILER

QUADRANGLE T-9398 S/2

Roads and vegetation limits are good, very few corrections being required.

Buildings need special attention as numerous ones were left off. We have tried to make a careful check of these and have circled them in black ink. It seems the original field inspection was not followed closely.

Drainage needs special attention. We have checked numerous drains in the field and traced out others in the office and believe the pattern is more logical and correct now. These drains have been indicated in black ink on the photographs.

The shoreline proved to be well done and accurately delineated.

A Form 526 is being submitted for BEACON NO. 5, 1933, showing this triangulation station to be destroyed. The symbol should be removed from the map manuscript.

No check of geographic names has been made. The special report on Geographic Names covering the Project was mailed to the W. O. today, 22 June.

William H. Shearouse
William H. Shearouse,
Cartographer

Preliminary.
Vertical Accuracy Test, T-9398

Testing of contours was done in two parts. An attempt to select representative areas was made, bearing in mind the type of terrain and the foliage conditions under which the contouring was accomplished. Thus photograph LEJ-1-23 was selected to represent an area of "cut-up" terrain and which was done when foliage was dense. This test was about 1.6 miles long. Photograph LEJ-1-25 was chosen as representative of somewhat flatter terrain and which was worked in the fall. This line was about 3 miles long.

The test on photograph LEJ-1-25 originated vertically at Bench Mark T-27 and closed at Bench Mark D-148. The error of closure was 0.2 foot high and not adjusted.

Horizontally it originated at a road intersection, was tied in at a tree, about half way the line, where the error was about 50 feet (long), and terminated at a tree near Bench Mark D-148, where the error was about 25 feet (short). Position was corrected in the middle of the line (at the tree), but no adjustment was made over the line.

Vertical origin of the test on photograph LEJ-1-23 was at Bench Mark R-27. Termination was at Bench Mark C-148. Closure was 0.6 foot low and no adjustment was made.

The horizontal origin was at a road intersection and termination was at a lone tree. The error of closure was 25 feet (short) and not adjusted.

Azimuth closure was excellent on both sections of the test.

A total of 67 points were tested. Of these 5 or 6 appear to exceed the vertical accuracy requirement of one half contour interval. Contours were not reshaped on the photograph to agree with tested points as it was considered desirable for the reviewer to see the original work before correcting.

An overlay is attached to photograph LEJ-1-23 showing corrected contours. Slight reshaping of only one contour was required on photograph LEJ-1-25 and no overlay was made.

The relief picture appears to be correctly expressed--except where corrected on the overlay--and the detected errors are due to faulty placement of sketched contours.

Extensive changes were made to the drainage and contours in 1952. See Contour Revision and Field Completion Report in Descriptive Report T-9394

Respectfully submitted,
17 May 1951

William H. Shearouse

William H. Shearouse

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON-FLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

Feb. 6 1953

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

The positions given have been checked after listing by

Donald M. Brant

Ph-58(19)

Jack C. Sammons

Chief of Party.

[illegible]

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED

STRIKE OUT ONE

NONFLOATING AIDS OR MARKERS FOR CHARTS

Baltimore, Maryland

6 Feb.

53
19

I recommend that the following objects which have ~~(been charted)~~ 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

Donald M. Brant

Ph-58(49) Chart Letter 545(53)

Jack C. Sammons

Chief of Party.

STATE NORTH CAROLINA			POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE *		LONGITUDE *									DATUM
			°	'	°	'	"							
Daybn. 13	New River Daybeacon 13, Black sq. daymark on pile	NEW RIVER DAYBN 13, 1950	34	34	77	22		D. M. METERS 13.22 407	NA 1927				777	
Daybn. 15	New River Daybeacon 15, Black sq. daymark on pile	NEW RIVER DAYBN 15, 1950	34	34	77	23		30.64 944	"				777	
Lt. 17	New River Light 17, Black sq. daymark on pile	NEW RIVER LIGHT 17, 1950	34	34	77	23		45.09 1389	"				777	
Lt. 19	New River Light 19, Black sq. daymark on pile	NEW RIVER LIGHT 19, 1950	34	34	77	24		30.67 945	"				777	
Lt. 21	New River Light 21, Black sq. daymark on pile	NEW RIVER LIGHT 21, 1950	34	34	77	24		30.11 928	"				777	
Lt. 23	New River Light 23, Black sq. daymark on pile	NEW RIVER LIGHT 23, 1950	34	34	77	25		59.72 1840	"				777	
Lt. 25	New River Light 25, Black sq. daymark on pile	NEW RIVER LIGHT 25, 1950	34	35	77	24		42.72 1316	"				777	
Lt. 27	New River Light 27, Black sq. daymark on pile	NEW RIVER LIGHT 27, 1950	34	36	77	23		21.79 671	"				777	
Daybn 17	ALLIGATOR BAY DAYEN 17, Black sq. daymk. with yellow bor. on pile	ALLIGATOR BAY DAYEN 17, 1950	34	30	77	23		48.00 1479	"	Photo-Plot T-9398			777, 834	
Daybn 19	ALLIGATOR BAY DAYEN 19, Black sq. daymk. with yellow bor. on pile	ALLIGATOR BAY DAYEN 19, 1950	34	30	77	24		27.72 854	"	"			777	
Lt 23	ALLIGATOR BAY LT. 23, Black sq. daymk with yellow bor. on piles	ALLIGATOR BAY LT. 23, 1950	34	30	77	24		17.62 543	"	"			777	
Daybn 25	ALLIGATOR BAY DAYEN 25, Black sq. daymk. with yellow bor. on pile	ALLIGATOR BAY DAYEN 25, 1950	34	30	77	25		10.87 335	"	"			777	
Lt.	COURTHOUSE BAY CHANNEL RANGES REAR Lt. white & red triangular on apex down, on black pile	COURTHOUSE BAY CHANNEL RANGES REAR Lt. white & red triangular on apex down, on black pile	34	35	77	22		6.10 188	"	"			777	
Lt.	COURTHOUSE BAY CHANNEL RANGES FRONT Lt. white & red triang. daymk, apex up, on black pile	COURTHOUSE BAY CHANNEL RANGES FRONT Lt. white & red triang. daymk, apex up, on black pile	34	35	77	22		1.40 43	"	"			777	

Review Report T-9398
Topographic Map
July 27, 1953

62. Comparison with Registered Topographic Surveys.-

T-4721	1:10,000	1933
T-4722	"	"
T-4723	"	"
T-5050	1:20,000	"

These surveys are superseded by the map manuscript for nautical charting purposes.

63. Comparison with Maps of Other Agencies.-

HO Misc. 15	042-5D-N1	1:50,000	1948
AMS Nero River Quad.		1:50,000	1948

Incomplete areas on the H.O. Chart have been completed on the map manuscript.

The H.O. Chart does not show all the fixed aids to navigation in the area.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Nautical Chart 777	1:40,000	1940 Corr. 1952
" " 834	"	1952

An elevated tank and an observation tower have been recommended as landmarks and should be charted. See Chart Letter 545 (53).

Several dolphins in the vicinity of Sneads Ferry Bridge should be charted.

66. Adequacy of Results.-This map conforms with project instructions and National Map Accuracy Standards. ✓

Reviewed by:

Charles Theurer
C. Theurer

APPROVED:

L. C. Lande
Chief, Review Branch
Div. of Photogrammetry

W. L. S. S. S.
Chief, Div. of Photogrammetry
July 5, 1953

H. C. Edmunds
Chief, Nautical Chart Branch
Division of Charts
Carl O. Hutton
Chief, Div. of Coastal Surveys

History of Hydrographic Information
T-9398 - North Carolina

Hydrography was applied to the map manuscript in accordance with general specifications of 18 May 1949.

Depth curves and soundings are in feet at MLW and originate with the following surveys and charts;

H-5301	1:10,000	1933
H-5277	"	"
H-4696	1:40,000	1927
NC-777	"	1940

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

Charles Theurer
C. Theurer
Feb. 4, 1954