

# 9401



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-9401

#### LOCALITY

State North Carolina

General locality Onslow County

Locality Topsail Island

1945

#### CHIEF OF PARTY

H. F. Garber, Chief of Party

Hubert A. Paton, Baltimore Photo. Office.

#### LIBRARY & ARCHIVES

DATE November 30, 1955

# 9401

# DATA RECORD

T - 9401

Project No. (II):

Quadrangle Name (IV):

Ph-58(49)

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

Chief of Party: H. E. Garber

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: H. A. Paton

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

Copy filed in Division of  
Photogrammetry (IV)

Method of Compilation (III): Air photographic (Multiplex)

Manuscript Scale (III): 1:10,000

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

Scale Factor (III): 1.000

Date received in Washington Office (IV): 1-9-51

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): 30 June, 1955

Publication Scale (IV):

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): CRAB, 1914

Lat.: 34° 29' 08.340"

Long.: 77° 25' 59.183

Adjusted  
~~Unadjusted~~

Plane Coordinates (IV):

State:

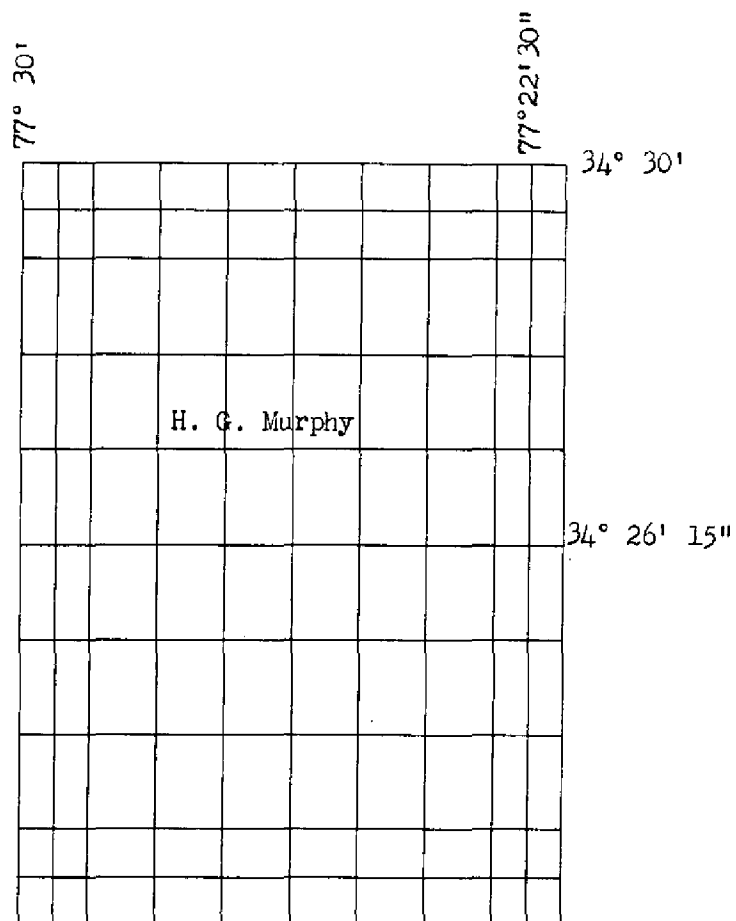
Zone:

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.



Areas contoured by various personnel  
 (Show name within area)  
 (II) (III)

# DATA RECORD

Field Inspection by (II): J. A. Clear  
H. G. Murphy  
J.T.Beecher  
H.R.Moore

Date: March & April 1950

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

Date: July - Aug. 1950

Completion Surveys by (II):

Date: 1952

Mean High Water Location (III) (State date and method of location):

December 1949 (Date of photography)  
November 15, 1949( .. .. )

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

Date:

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

Date:

Control plotted by (III): A.K.Heywood

Date: April 1950

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

Date: April 1950

~~Radial Plot or Stereoscopic~~ D.M.Brant  
Control extension by (III):

Date: May 1950

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

Date: May 1950

Date:

Manuscript delineated by (III): B. Wilson

Date: May 1950

Photogrammetric Office Review by (III): A.K.Heywood

Date: June 1950

Elevations on Manuscript A.K. Heywood  
checked by (II) (III): A.C. Rauck, Jr.

Date: Dec. 1950  
Mar. 1952



Camera (kind or source) (III):

6" focal length

Number	Date	Time	Scale	Stage of Tide
1-27 - 1-31	12/1/49	1222 EST	1:24,000	0.4 MLW
1-39 - 1-42	"	1211 "	"	0.4 MLW
1-78 - 1-79	"	1107 "	"	0.4 MLW
2-2 - 2-4	11/15/49	1414 "	"	2.9 MLW

Tide (III)

From predicted table of tides

Reference Station: HAMPTON ROADS (SEWALL PT.)  
Subordinate Station: NEW RIVER INLET  
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. Thewissen*

Date: *30 July 1953*

Final Drafting by (IV): J.H. Frazier - 9401

Date: Dec 1, 1954

Drafting verified for reproduction by (IV): *W. H. Ballin*

Date: *12-8-54*

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 8

Shoreline (More than 200 meters to opposite shore) (III): 26.0 miles

Shoreline (Less than 200 meters to opposite shore) (III): 6.9 miles

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 23

Recovered: 14

Identified: 10

Number of BMs searched for (II): 16

Recovered: 12

Identified: 12

Number of Recoverable Photo Stations established (III): 1

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 Great 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-9401

2. Areal field inspection.--The area is composed of sand ridges and marsh land. The predominant natural feature characterising the land is a sand ridge paralleling the ocean. The ridge is about 50 feet north of mean high-water line and is made up of numerous dunes, some of which rise about 30 feet above mean sea level.

The Intracoastal Waterway runs through the area in a northeast-southwest direction. The adjacent area is marsh with the exception of a small portion of farmland located in the vicinity of Tar Landing (Thomas Landing).

There is one access road leading in from the southwest and paralleling the ocean to a dead end near New River Inlet in quadrangle T-9399.

Vegetation consists of pine and deciduous trees in the Tar Landing area, a mixture of myrtle, stunted live oak and cedar near the beach, and marsh grass. The myrtle, live oak and cedar growth is peculiar. It is found just north of the sand ridge along the ocean and invariably is very low at its beginning. It rises at about a 30 degree angle to a height of some 30 feet near the Intracoastal Waterway. The local inhabitants claim this condition is caused by the wind action dipping over the sand ridge.

There were very few features to be added or deleted as the photographs were of recent date. Coverage is complete and the quality is good. No difficulty was encountered in interpretation. Marsh areas appear dark gray, and the sand areas white. Other tones have been labelled as to vegetation type. It is believed that field inspection is complete.

3. Horizontal control.--The horizontal control consists of that established by the Coast & Geodetic Survey and the U. S. Engineers.

A thorough search was made for all Coast & Geodetic Survey stations and approximately 75% were recovered. Two U. S. Engineer third order stations were recovered, 3-3-216 (USE), 1933 and 40 / 14 (USE).

Following is a list of "lost" Coast & Geodetic Survey stations:

ROUGH, 1914	STUMP, 1914
KING, 1914	ROGER, 1914
SPY, 1914	

4. Vertical control.--All bench marks were recovered and identified. They were established by the Coast & Geodetic Survey, are of second order accuracy and are as follows:

TOWER EIGHT	PED
TOWER EIGHT RM 1	PED RM 1
MUSH	TOWER SIX
CRAB	TOWER SIX RM 1
RANGE 2	BANKS
TOWER SEVEN	BANKS RM
TOWER SEVEN RM 1	

This subject will be further discussed in connection with the supplemental report on contouring.

5. Contours and drainage.--Will be covered in a supplement to this report.

6. Woodland cover.--Refer to item 2.

7. Shoreline and alongshore features.--As stated under item 2, the photographs are of recent date. All alongshore features are as photographed.

The mean high-water line along the ocean was located by measuring from identifiable topographic features and visual inspection.

Where it could be accurately ascertained, low-water line was indicated by the standard symbol after measurements were made from identifiable topographic features. In other places it was symbolized as approximate.

The foreshore is sand throughout except for the marsh areas.

8. Offshore features.--All detail visible from the shoreline is discernible on the photographs and has been labelled.

9. Landmarks and aids to navigation.--Four landmarks are recommended. Form 567 is being submitted with the information determined.

Fixed aids to navigation have been identified by direct marking on the photographs in accordance with Supplement 1 to the Project Instructions dated 28 April 1950. Form 567 is submitted with this report.

10. Boundaries, monuments and lines.--There are no boundary monuments or lines. The entire quadrangle is within Stump Sound Township, Onslow County.

5. Contours and drainage.--Standard planetable methods were used and the contouring done directly on the photographs. Vertical control was of sufficient density to alleviate the necessity of fly levels. In the northwest part of the quadrangle additional vertical control was required but was established by planetable traverse and shown on the photographs as spot elevations. These lines originated and closed on bench marks or fly level elevations in quadrangle T-9398. Error of closure in no case exceeded 0.5 foot and no adjustments were made.

Elevations established on the marsh islands in the Spicer Bay area were arrived at by taking off of and tying into tide on days of apparent normal tide range and are believed to be correct within 0.5 foot.

A special report on County, Township and U.S.M.C. Reservation boundaries will be submitted for the Project.

11. Other control.--Establishment of photo-hydro stations was not required. One topographic station was established--Observation Tower at triangulation station RANGE 2, 1947. Other landmarks recommended for charting are triangulation stations.

12. Other interior features.--Roads, buildings, etc., have been classified in accordance with current Instructions.

13. Geographic names.--This will be the subject of a special report to be submitted to the Washington Office by Harry R. Moore, Cartographic Survey Aid.

14. Special reports and supplemental data.--There is no supplemental data for this quadrangle.

Special reports will be submitted for Geographic Names and boundaries.

Field photographs and pricking cards for horizontal and vertical control stations were submitted to the Baltimore Photogrammetric Office on Transmittal No. 3, dated 3 April 1950.

Field inspection photographs and related data are transmitted on Transmittal No. 9 dated 16 May 1950, which includes this report.

Respectfully submitted,

*William H. Shearouse*

William H. Shearouse,  
Cartographer

## PHOTOGRAMMETRIC PLOT REPORT

### 21. AREA COVERED

T-9394, T-9395, T-9396, T-9397, T-9398, T-9399, T-9400, and T-9401.

### 22. METHOD

Horizontal control bridging by multiplex proceeded generally from west to east. In order to facilitate bridging and avoid the joining of east-west sheets, which would have been too cumbersome, work strips were prepared between each north-south group of sheets. It was noted that photographic flights were conveniently located very near and parallel to each of these junctions. After each such strip was extended between control, pass points were dropped on the work strips. These pass points were then transferred to the manuscripts by matching projection lines. Each sheet could then be oriented separately under the multiplex bar. Detailing could then be accomplished without resetting.

The bridging of the remainder of the strips was done directly on the manuscript sheets. This required frequent joining of north-south sheets with but little difficulty. The attached sketch shows the coverage of each strip run and the stations used. Only those stations both recovered and identified have been shown. Strips with the most control were bridged first where this was feasible. Junctions between strips were good. A small adjustment of pass points between strips east of PELLETIER, 1932, was necessary. Averages between strips were accepted as correct. The adjustment was less than 0.5 mm. This was the only area which required the resetting of any models before detailing could be accomplished. All stations indicated as held are well within the allowable limits of error.

All photo topo points identified in the field and temporary points selected in the field for the location of photo topo points were plotted by multiplex. In addition, detail points were selected in the office for location of the shoreline. These were concurrently pricked on the 1:10,000 field photographs and plotted by multiplex.

All other planimetry except buildings was drawn by multiplex. It has been found that these can be more readily located from the photographs by holding to surrounding details. The shoreline of smaller streams particularly where lined solidly with trees or brush was detailed directly by multiplex.

### 23. ADEQUACY OF CONTROL

Control complied with project instructions and was adequate. Three traverses east of Jacksonville across the north limit of the project were run by the field party to supplement existing control in the project.

Four (4) stations could not be held in the multiplex extensions. These were FISH, 1932, LOG 2, 1947, BEACON NO. 1, 1933, and MON. 384 (USMC). They were disposed of as follows:

At our request the field inspection party revisited station FISH, 1932, and rechecked their original field work. This proved to be correct. ~~As explained in a letter to Officer-in-Charge, Baltimore Photogrammetric Office dated 17 April 1950, a copy of which is attached, They discovered~~ an error in the recorded azimuth in Special Pub. 192. After correction of the azimuth SUB PT. FISH, 1932 agreed with the multiplex position.

SUB PT for LOG 2, 1947 could not be held. A recheck by the field party revealed an error of one hundred feet (100 feet) in measurement from the station. After this correction was made, the SUB PT was found to verify the multiplex position for SUB PT LOG 2, 1947. ~~See copy of letter to Officer-in-Charge, Baltimore Photogrammetric Office dated 1 December 1950, attached.~~

BEACON NO. 5, 1933 could not be held because the beacon had been rebuilt and moved. Although the beacon had been recovered and reported in good condition, a recheck by the field party at our request revealed the original station destroyed. A new form 526 has been submitted by the field inspection party. A plotted position of the new beacon from multiplex will be reported on form 524.

When the multiplex extension work was done the geographic position of SUB. PT. MON. 384 (USMC) was in considerable disagreement with the position as plotted by multiplex. As left, the multiplex position was 12.0 mm south-east of its plotted geographic position. The position used for the station was that of BLUFF, 1945 which was supposed to be the same as BLUFF, 1931 (USE). Refer to letter from W. H. Shearouse dated 12 April 1950 to Officer in Charge, Baltimore Photo. Office. During the field edit, this station was further investigated. A check was made with Mr. Dillon, Chief of Surveys, USN, Public Works, Camp Le Jeune, N.C. Mr. Dillon stated that BLUFF, 1931 and BLUFF, 1941 had been destroyed but that a new station, BLUFF, 1945, MON 384 (USMC) had been established. This station was not in the same position as BLUFF, 1931 as we had been told, but was a new position entirely. The field edit party then checked the position of SUB. PT. MON. 384 (USMC) as plotted by multiplex and found it to be correct. They also furnished us with a new geographic position for MON. 384 (USMC). The multiplex position of the new sub. pt. could then be verified in the office.

At our request the field inspection party also rechecked work on SUB. PT. MON. 339 (USMC). They also furnished data for a new sub. pt. ~~See copy of letter dated 1 December 1950 referred to above.~~ Strip LEJ-2-48 to 52 was set to verify our previous work. A change in horizontal position of approximately 1.0 mm was made to planimetry in the vicinity of MON 339. We are holding the SUB. PTS. within about 0.2 mm.

#### 24. SUPPLEMENTAL DATA

Inapplicable.



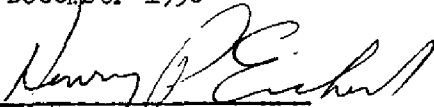
-3-

25. PHOTOGRAPHY

The coverage and overlap of the photography was adequate. Definition was satisfactory. The quality of the diapositives ranged from poor to fair. They were apparently of too low density which resulted in a loss of definition especially in the cleared areas.


26. ACCURACY - It is believed that the standard requirements for mapping accuracy have been met.

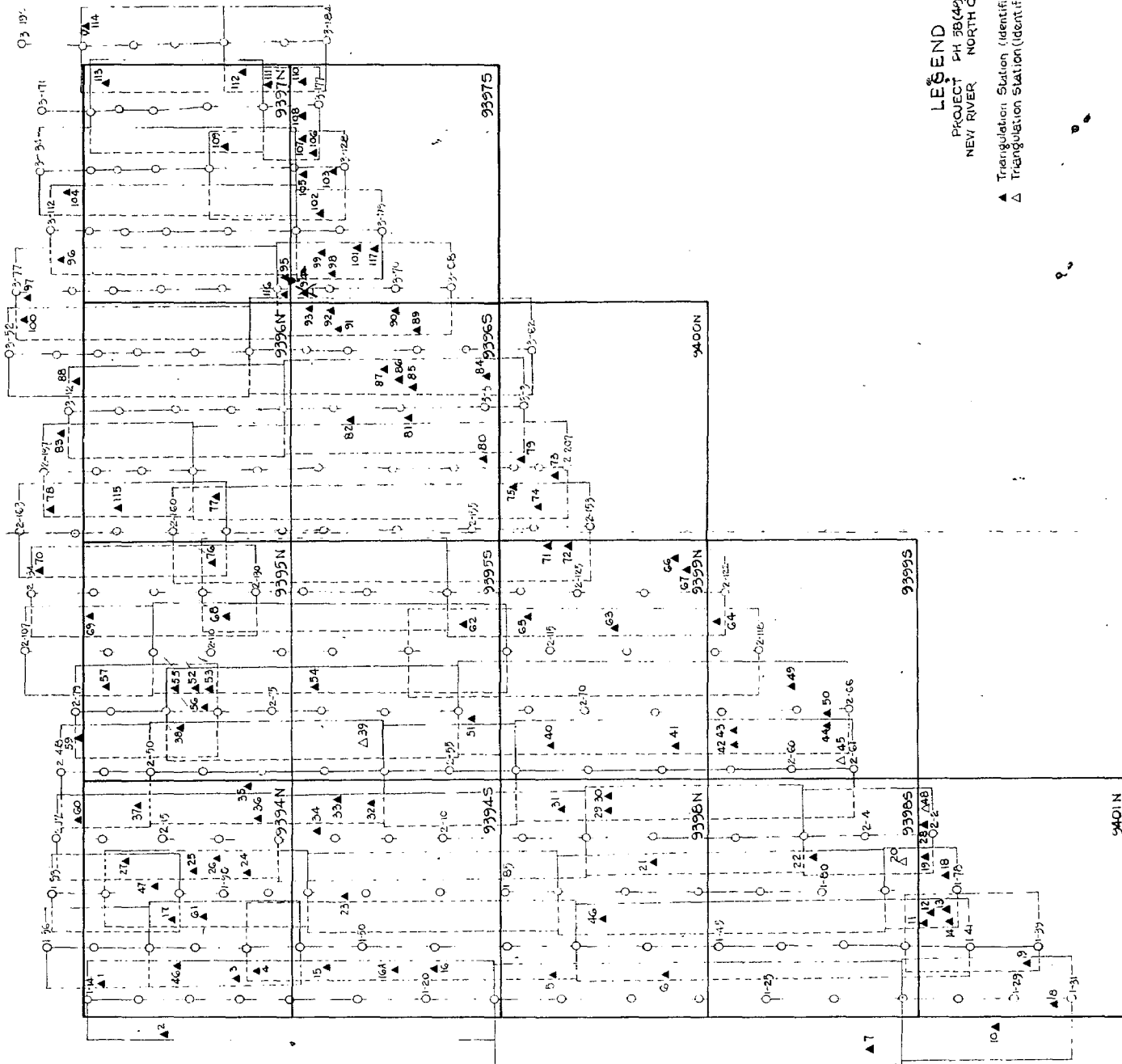
Respectfully submitted  
27 December 1950

  
Henry P. Eichert  
Cartographer (Photo)

Approved and forwarded

8 Jan. 1951

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



**LEGEND**  
 PROJECT PH 3B(42)  
 NEW RIVER NORTH CAROLINA  
 ▲ Triangulation Station (identified and held)  
 △ Triangulation Station (identified, not held)



PH-58(49)HORIZONTAL CONTROL

1. PEM V-68
2. MON 16, 1941 (C of E)
3. MON 10 (C of E)
4. MON 9, 1941 (C of E)
5. FOREST FIRE OBS TR. (USMC)
6. BOUNDARY MARK XVII (USMC)
7. SOUTH BASE RM U-27
8. TOWER SIX, 1947
9. PED, 1933
10. BETHEA, 1932
11. HOBBS, 1914
12. BEACON NO. 7, 1933
13. RANGE TWO, 1947
14. TOWER SEVEN, 1947
15. MON 32 (USMC)
16. VERONA, 1932
- 16A. VERONA RM NO. 1 AZ. MK. 1932
17. 100,000 GAL WATER TANK,  
TENT CAMP NO. 1 (USMC)
18. CRAB, 1914
19. MUSH, 1914
20. BEACON NO. 5, 1933
21. STONE ECC., 1932
22. GRANT, 1932
23. MON 44, (USMC)
24. TULAGI 48, 1942 (USMC)
25. BRIER, 1933 (USE)
26. MON 91 USMC)
27. MON 26 (USMC) HM No. 7, 1950
28. TOWER EIGHT, 1947
29. COVIL, 1932
30. FOREST FIRE OBS. TR. No. 2  
(USMC)
31. GILLETTE, 1932 (USE)
32. TOWN PT. ECC., 1933
33. MON 371 USMC)
34. LITTLE RAGGED, 1932 (USE)
35. HIGH RM NO. 2, 1932
36. PARADISE ECC., 1933
37. MON 339 (USMC)
38. MON 333 (USMC)
39. BLUFF, 1945, 384 (USMC)
40. MON 160 (USMC)
41. SAMWORTH, 1932
42. LIGHT NO. 2, 1932 (USE)
43. NORTH BASE, 1932 (USE)
44. VIEW, 1932
45. FISH, 1932
46. BOUNDARY MARKER XVIII,  
(USMC)
47. MILL, 1933 (USE)
48. LOG 2, 1947
49. AMOS, 1932
50. TOWER NINE, 1947
51. MON 186 (USMC)
52. BOUND. MARKER XV (USN)
53. MON. 39 (USMC)
54. SPIKE INTER. S.F. and  
MICHAEL ROADS (USMC)
55. MON 15, (USN)
56. TRUESDALE, 1932
57. HM NO. 4, 1950
58. HM NO. 6, 1950
59. HM 5, 1950
61. 100,000 GAL. WATER TANK  
(TENT CAMP No. 2)
62. MON 105 (USMC)
63. DUCK CREEK, 1932
64. SEA, 1914
65. FIRE OBS. TR. (USMC)
66. SANDY, 1914
67. 100,000 GAL WATER TANK  
(USMC)
68. MON 43 (USMC)
69. HM 3, 1950
70. HM-2, 1950
71. FREE, 1914
72. CEDAR, 1914
73. BROWN 2, 1933
74. EAGLE, 1914
75. STILL, 1914
76. MON 50 (USMC)
77. MON 22, STA 22 (C of E)
78. HM-1, 1950
79. CAMP 2, 1933
80. MEADOW, 1914
81. MILL, 1914
82. RUSSELL, 1932
83. P.P.H.M.P. No. 1  
TR. PT. H.M.P. No. 3
84. BEAR, 1914
85. BOGUE SOUND BEACON  
27C, 1933
86. HAMMOCK, 1855
87. HAWK, 1914
88. P.P.H.M.P. No. 2 TR. PT.  
H.M. No. 8
89. BEACH, 1914
90. BANK, 1914
91. QUEEN, 1914
92. BOGUE SOUND BEACON No.  
25, 1933
93. BOGUE SOUND BEACON No.  
27, 1933
94. BEACON "SWANSBORO 24,  
1933 *Destroyed*
95. SWANSBORO BAP. Ch. SP, 1933
96. P.P.P. No. 1-Sub. Pt.
97. PELLETIER, 1932
98. HUGGINS (USE) 1933
99. BELL, 1908
100. P.P.H.M.P. No. 3, TR. PT.  
H.M. P. No. 21
101. BOGUE, 1908
102. WOOD 1908
103. MUD 2, 1909
104. P.P. No. 2, TR. PT. No. 11
105. ENNETT, 1908
106. PLUM, 1908
107. BN 19, 1933
108. GUTHRIE, 1908
109. SIMKINS, 1932
110. PINEY PT. No. 2, 1908
111. BN. 17, 1933
112. SANDERS POINT, 1908
113. MON 41, (C of E)
114. MON 44, (C of E)
115. HUBERT, 1932
116. SWANSBORO ME CH SP 1933
117. BOGUE INLET COAST  
GUARD FLAGPOLE, 1927



MAP T. 9401

PROJECT NO. Ph-38(49)

SCALE OF MAP 1:10,000

SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -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)
BEACON NO. 7, 1933	GP Pg. 621	NA 1927	34 29 33.189 77 27 07.424	1022.7 826.1 189.4 1341.5	1848.8		
HOBBS, 1914	GP Pg. 617	"	34 29 35.842 77 27 25.795	1104.4 744.4 658.1 872.8	1848.8		
BETHEA, 1932	GP Pg. 41	"	34 28 28.383 77 30 42.409	874.6 974.2 1082.3 448.9			
PED, 1933	GP Pg. 620	"	34 27 43.856 77 28 53.710	1351.3 497.5 1370.8 160.6			
CRAB, 1914	GP P 608	"	34 29 08.340 77 25 59.183	2 257.0 1591.8 1510.1 20.8	1848.8		
RANGE TWO, 1947	GP P 607	"	34 28 48.299 77 26 49.502	1488.2 360.5 1263.2 267.9	1848.8		
MUSH, 1914	GP P 617	"	34 29 30.056 77 25 12.879	926.1 922.7 328.6 1202.3			
TOWER SIX, 1947	G 7163 P 606	"	34 27 13.837 77 29 48.212	426.4 1422.4 1230.7 300.8			
TOWER SEVEN, 1947	" "	"	34 28 38.114 77 27 06.626	1174.4 674.4 169.1 1362.0	1848.8		
TOWER EIGHT, 1947	" "	"	34 29 54.730 77 24 21.073	1686.4 162.4 337.6 993.1	1848.8		
							Page 14

1 FT. = 3048006 METER  
COMPUTED BY: A.K. Heywood

DATE 4/50

CHECKED BY: A.C. Rauck, Jr.

DATE 9/5/50

M. 2388-12







COMPILATION REPORT, T-9401

31. DELINEATION

Refer to Photogrammetric Plot Report, Item 22.

32. CONTROL

See Items 3 and 4 of Field Inspection Report. Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Map showing Intracoastal Waterway Right of Way, Section II, scale 1:10,000, dated February 1932.

34. CONTOURS AND DRAINAGE

- a) Refer to the supplement of the field inspection report.(Page 8a).
- b) It was possible show only ten foot intervals in the area between the MHWL and the road which parallels it, as this area was particularly steep.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate. The low water line is based on data furnished by the field inspection party. The extensive marsh area was delineated from office interpretation of aerial photographs.

36. OFFSHORE DETAILS

None compiled.

37. LANDMARKS AND AIDS

Form 567 has been submitted and forwarded to the Washington Office with this report.



### 38. CONTROL FOR FUTURE SURVEYS

One form 524 is submitted with this report. \* A list of recoverable topographic stations has been prepared and included in paragraph 49 of this report. (Only one) <sup>STR</sup>

\* This station is so near  $\Delta$  sta. RANGE TWO 1947 that topo. sta. symbol not shown. <sup>STR</sup>

### 39. JUNCTIONS

Junction has been made with Survey T-9398 to the north. To the south and east is the Atlantic Ocean.

No attempt has been made to junction to the west with AMS quadrangle Topsail, scale 1:50,000, Sheet No. 5452 I published 1948.

### 40. HORIZONTAL AND VERTICAL ACCURACY

Refer to Photogrammetric Plot Report.

### 41. BOUNDARIES

The one thousand foot Right of Way along the Intracoastal Waterway was plotted from azimuths and distances to turning points on centerline. Refer to paragraph 33. See also copy of letter to Officer in Charge, Baltimore Photogrammetric Office from W. H. Shearouse, dated 10 July 1950, attached to this report.

### 46. COMPARISON WITH EXISTING MAPS

Comparison was made with AMS quadrangle Spicer Bay, North Carolina, Sheet No. 5552 IV, 1:50,000, dated 1948 and USC&GS shoreline manuscript Sheet No. 5044, scale 1:20,000.

### 47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Chart No. 1235, 1:80,000, dated Dec. 1946 (5th edition) and corrected to June 21, 1948; Chart No. 834, 1:40,000, dated September 1942 (2nd edition) and corrected to April 18, 1949; Chart 777, 1:40,000, dated July 1940 (2nd edition) and corrected to August 2, 1948.

In the vicinity of Ashe Island, between Spicer Bay and Alligator Bay the land area shown as hard ground in Chart 834 is now mostly marshland.

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted

*Albert K. Heywood*  
Albert K. Heywood  
Cartographic Photo Aid

1/4/51

Approved and forwarded 1/8/51  
*Hubert A. Paton*  
Hubert A. Paton, Comdr., C&GS  
Officer in Charge



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

*Preliminary.*  
Field Edit Notes, T-9401

*B. W.*  
*RE*

There is no particular part of the compilation requiring special attention.

This map manuscript appears to be well compiled and will be adequate after application of field edit corrections.

No edit of geographic names was made. The Special Report on Geographic Names was forwarded to the Washington Office on 22 June.

*W.H.S.*  
William H. Shearouse,  
Cartographer  
23 June 1950

*See Field Completion and Contour Revision Report.*

FIELD COMPLETION AND CONTOUR  
REVISION REPORT ----- T 9401

The planimetry of this map was field edited in the spring of 1951. This report particularly includes the field edit of contours, drainage, and planimetric changes that have occurred since the field edit of the planimetry.

METHODS:

Except for the outer banks a preliminary edit of the contours and drainage was made by a visual comparison between the map and ground features.

Areas found to be in good agreement were considered as correct where corroborated by satisfactory control on the original field contour photographs. Where the original planetable control was weak, or the visual inspection indicated discrepancies, the edit was done by standard planetable methods.

The planetable work was done on a field edit sheet, (double weight print of the map manuscript), or on aerial photographs, cross indexed to the field edit sheet.

The outer banks immediately adjacent to the ocean is a steep sand ridge, falling off to marsh on the inshore edge. Vertical accuracy tests in this sand dune area would be meaningless. A stereoscopic examination of the original field contours indicates that the contours fit the terrain as per the date of photography and supplemented by the original field contours.

All changes to be made on the map manuscript are indicated on the field edit sheet, along with special notes for the compiler.

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

13. GEOGRAPHIC NAMES:

The disputed name Tar Landing is recommended, and not Thomas Landing. These names are discussed at length in the original Geographic Names Report, dated 21 June 1950.

Residents of the area informed this party that the name discrepancy stems from erroneous placement of the name Thomas Landing on the Intra-coastal Waterway Chart. Thomas Landing is one and onehalf miles south-west.

26. VERTICAL ACCURACY:

The vertical accuracy of this map as corrected on the field edit sheet complies with National Map Accuracy Requirements. The extensive planetable revision surveys are substituted for vertical accuracy tests.

39. Junctions:

The western edge of this map is a project limit. A planetable traverse was run along this line to insure a satisfactory junction with future surveys. In the areas where there are contours, elevations were marked on the field edit sheet at 500 ft. intervals, and at all changes in slope.

A similar traverse was completed for the rough terrain on the northern junction, between this map and T9398S.

Submitted 26 January 1952



Harland R Cravat  
Cartographer

## PHOTOGRAMMETRIC OFFICE REVIEW

T. 946

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

## CONTROL STATIONS

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

## ALONGSHORE AREAS

(Nautical Chart Data)

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

## PHYSICAL FEATURES

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

## CULTURAL FEATURES

27. Roads AKH 28. Buildings AKH 29. Railroads \_\_\_\_\_ 30. Other cultural features AKH

## BOUNDARIES

31. Boundary lines \_\_\_\_\_ 32. Public land lines \_\_\_\_\_

## MISCELLANEOUS

33. Geographic names AKH 34. Junctions AKH 35. Legibility of the manuscript AKH 36. Discrepancy overlay AKH 37. Descriptive Report AKH 38. Field inspection photographs AKH 39. Forms AKH  
40. Albert H. Simpson \_\_\_\_\_ Henry P. Eichel \_\_\_\_\_  
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.

Bernice Wilson  
Compiler

Henry P. Eichel  
Supervisor

43. Remarks:

2/14/52  
M-2623-12

48. GEOGRAPHIC NAME LIST

Ashe Island

Atlantic Ocean

Goose Bay ✓

Intracoastal Waterway

King Creek ✓

Permuda Island ✓

Rogers Bay ✓

Spicer Bay ✓

Stump Sound

Tar Landing

Thomas Landing Road ✓

Turkey Creek ✓

Turkey Point

*Names approved*

*7-29-53*

*A.J.W.*

49. NOTES FOR THE HYDROGRAPHER

Only one <sup>topo station</sup> ~~landmark~~ appears in this sheet and is listed  
below:

TOWER, 1950.





# NON-FLUATING AIDS-OR LANDMARKS FOR CHARTS

**TO BE CHARTED**

**STRIKE OUT ONE**

**Jacksonville, N. C.**

May 15 1950

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

The positions given have been checked after listing by

H. P. Garber

**Chief of Party.**

[illegible]



Review Report T-9401  
Topographic Map  
July 30, 1953

62. Comparison with Registered Topographic Surveys.-

T-4279	1:20,000	1926
T-4760	"	1933
T-5044	"	"

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

63. Comparison with Maps of Other Agencies.-

AMS New River Quad	1:50,000	1948
H.O. Misc. 15 042-50-N1	1:50,000	1948

The twenty-five foot dunes along the ocean are not shown on these maps.

The HO Chart does not show all fixed aids to navigation.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Nautical Chart	777	1:40,000	1940 Corr.	1948
"	"	834	"	1952

Piers at Tar Landing are not shown on Chart 834.

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

Reviewed by:

Charles Theurer  
C. Theurer

APPROVED

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

W. L. Swanson  
Chief, Div. of Photogrammetry  
28 Sept. 1955

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

Earl O. Heaton  
Chief, Div. of Coastal Surveys

## History of Hydrographic Information

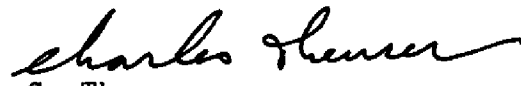
T-9401 - North Carolina

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-4696	1:40,000	1927
NC-1235	1:80,000	1946

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

  
C. Theurer  
Feb. 4, 1954

## History of Hydrographic Information

T-9401 - 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-4696	1:40,000	1927
NC-1235	1:80,000	1946

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

C. Theurer  
Feb. 4, 1954

Review Report T-9401  
Topographic Map  
July 30, 1953

62. Comparison with Registered Topographic Surveys.-

T-4279	1:20,000	1926
T-4760	"	1933
T-5044	"	"

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

63. Comparison with Maps of Other Agencies.-

AMS New River Quad	1:50,000	1948
H.O. Misc. 15 042-50-N1	1:50,000	1948

The twenty-five foot dunes along the ocean are not shown on these maps.

The HO Chart does not show all fixed aids to navigation.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Nautical Chart	777	1:40,000	1940 Corr. 1948
"	834	"	1952

Piers at Tar Landing are not shown on Chart 834.

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

Reviewed by:

\_\_\_\_\_  
C. Theurer

APPROVED

\_\_\_\_\_  
Chief, Review Branch  
Div. of Photogrammetry

\_\_\_\_\_  
Chief, Nautical Chart Branch  
Division of Charts

\_\_\_\_\_  
Chief, Div. of Photogrammetry

\_\_\_\_\_  
Chief, Div. of Coastal Surveys