9833

Diag. Cht. No. 1228

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-61(49) *Office No.* T-9833

LOCALITY

State North Carolina

General locality Albemarle Sound

Locality Mackeys

1951-54

CHIEF OF PARTY

H. F. Garber, Chief of Field Party
J. E. Waugh, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE April 19, 1957

B-1870-1 (1)

9833

DATA RECORD

T - 9833

Project No. (II): Ph-61(49) Quadrangle Name (IV):

Field Office (II): Edenton, North Carolina Chief of Party: Harry F. Garber

Photogrammetric Office (III): Tampa, Florida Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III): 15 June 1951

Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000 Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): Inapplicable

Date received in Washington Office (IV): MAR 20 1952 Date reported to Nautical Chart Branch (IV): APR 6 1953

Applied to Chart No. Date: Date registered (IV): 25 Mar 1957

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): N. A. 1927 Vertical Datum (III): MSL

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): PIPE STATION C-1 (USE) 1942

Lat.: 35° 55' 18".433 (568.1m.) Long.: 76° 35' 41".005 (1028.0m.) Adjusted ~~Unadjusted~~

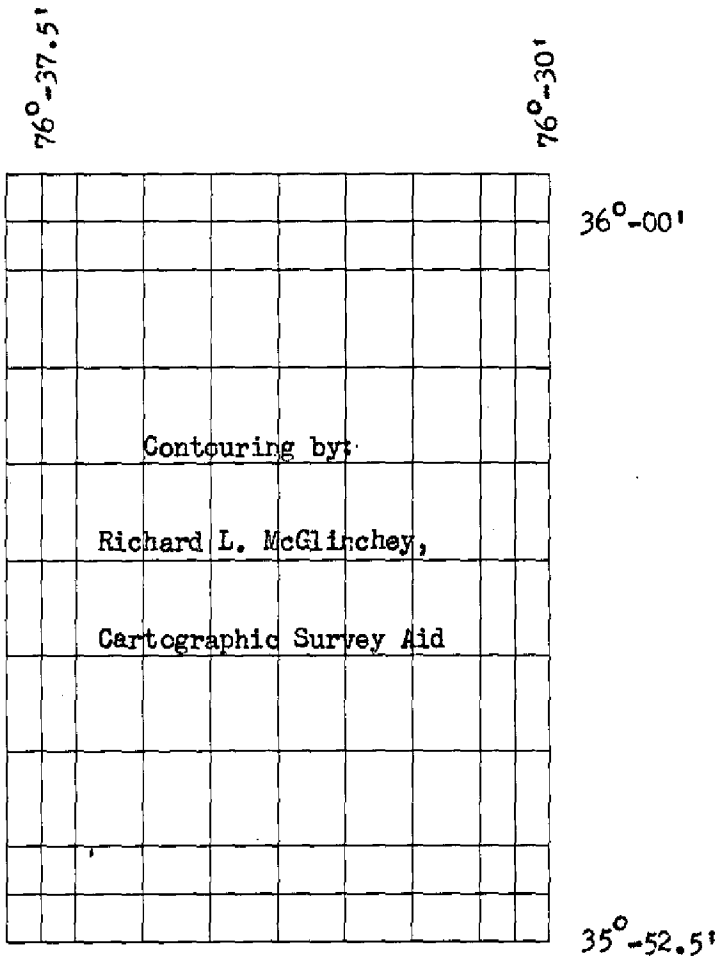
Plane Coordinates (IV): State: N.C. Zone:

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.

M-2618-12(4)



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

DATA RECORD

Field Inspection by (II): Robert C. Munson, Deck Officer; Richard L. McGlinchey, Cargographic Survey Aid — Date: December, 1951; August, 1951

Planetable contouring by (II): Richard L. McGlinchey, Cartographic Survey Aid — Date: Aug., Sept., 1951

Completion Surveys by (II): James E. Hundley — Date: March 1954

Mean High Water Location (III) (State date and method of location):
~~August 1951~~ Air Photo compilation : photographs Mar 1951 ETR

Projection and Grids ruled by (IV): J. A. (W.O.) — Date: 23 Jan. 1952

Projection and Grids checked by (IV): H. D. W. (W.O.) — Date: 25 Jan. 1952

Control plotted by (III): R. E. Smith — Date: 26 Mar. 1952

Control checked by (III): I. I. Saperstein — Date: 26 Mar. 1952

Radial Plot ~~or Stereoscopic Control Extension~~ by (III): M. M. Slavney — Date: 2 May 1952

Stereoscopic Instrument compilation (III): Planimetry Inapplicable — Date:
Contours — Date:

Manuscript delineated by (III): R. E. Smith — Date: 4 Feb. 1953

Photogrammetric Office Review by (III): J. A. Giles — Date: 10 Feb. 1953

Elevations on Manuscript checked by (III): J. A. Giles — Date: 4 Feb. 1953

M-2618-12(4)

Camera (kind or source) (III): USC&GS Nine-lens 8.25 inch focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
33150	17 March 1951	11:31	1:20,000	No Periodic Tide *
33151	"	11:32	"	"
33152	"	11:33	"	"
33168	"	11:58	"	"
33169	"	11:59	"	"
33170	"	12:00	"	"
33171	"	12:01	"	"

Tide (III)

Ratio of Ranges	Mean Range	Spring Range

Reference Station: * ~~No periodic tide~~

Subordinate Station: The mean range is less than ½ ft.

Subordinate Station:

Washington Office Review by (IV): Everett H. Ramey Date: 29 Nov 1954

Final Drafting by (IV): J. Johnson Date: 9-6-55

Drafting verified for reproduction by (IV): Date:

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 33

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

Shoreline (Less than 200 meters to opposite shore) (III): 5.6

Control Leveling - Miles (II): 39

Number of Triangulation Stations searched for (II): 18 Recovered: 9 Identified: 3

Number of BMs searched for (II): 6 Recovered: 5 Identified: 4

Number of Recoverable Photo Stations established (III): 2

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

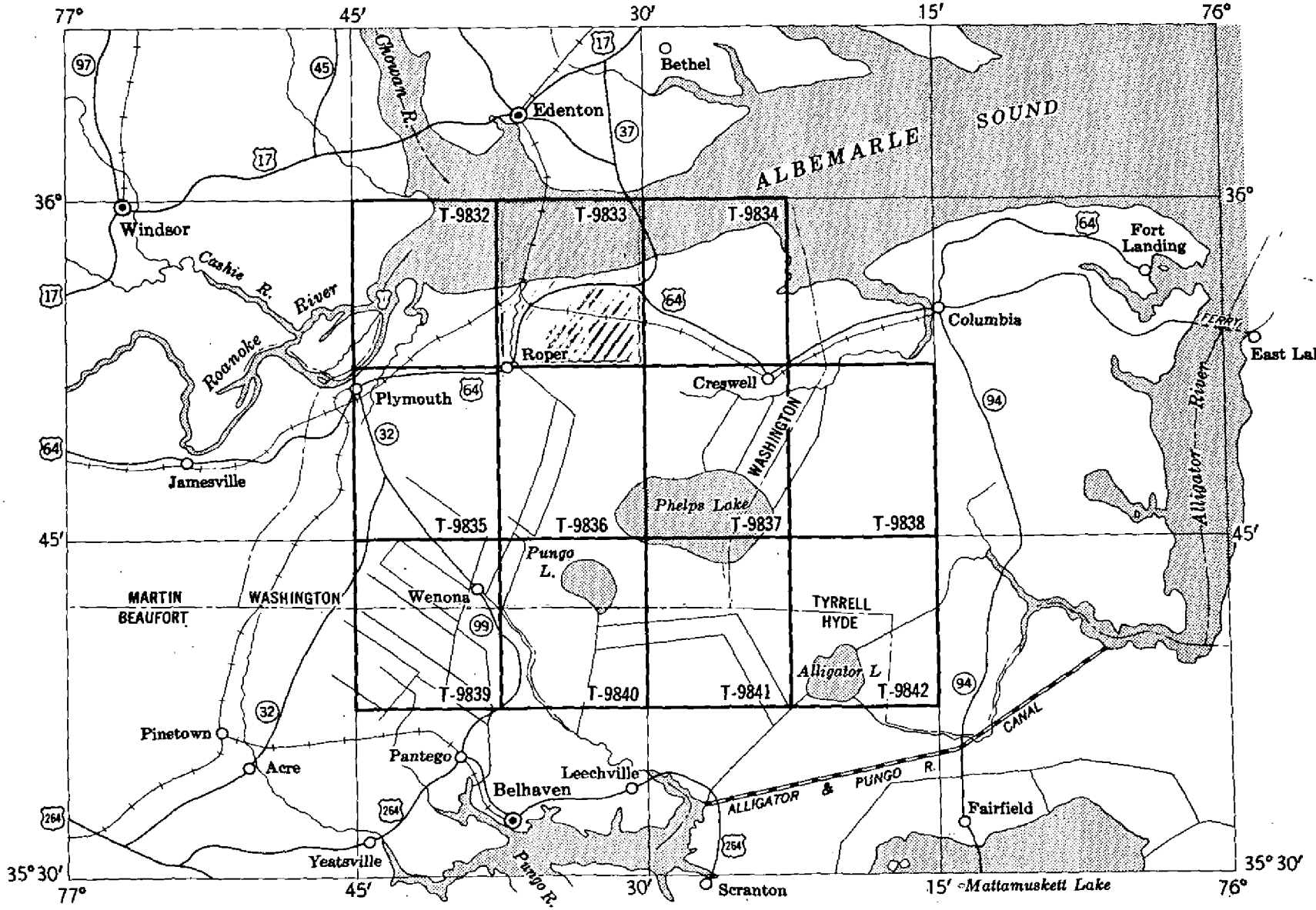
Remarks:

M-2618-12(4)

TOPOGRAPHIC MAPPING PROJECT PH-61-(49)

NORTH CAROLINA, Albemarle Sound and Vicinity

Compilation scale 1:20,000



Summary to Accompany Topographic Map T-9833

Topographic map T-9833 is one of eleven similar maps of Project Ph-61(49). It covers a portion of Albemarle Sound, North Carolina and some land area to the southward.

Project Ph-61(49) is a graphic compilation project. Field work in advance of compilation included the establishment of some supplemental control, complete field inspection, the delineation of five-foot contours directly on the photographs by plane-table methods, and the investigation of political boundaries and geographic names.

Map T-9833 was compiled at a scale of 1:20,000 using nine-lens photographs taken in 1951. The map was field edited in 1954. With the addition of hydrography the map will be forwarded to the Geological Survey for publication as a standard topographic quadrangle.

Items registered under T-9833 will include a descriptive report, a CRONAR copy of the map manuscript at a scale of 1:20,000 and a copy of the published map at a scale of 1:24,000.

FIELD INSPECTION REPORT

2. AREAL FIELD INSPECTION

Of the thirty three square miles of land area contained in this quadrangle, about 40 per cent is developed or under cultivation. The remainder is divided between swamp and upland woods. With the exception of the southern portions of the quadrangle, the area is well served with secondary roads. The village of Mackeys and Mackeys Ferry lie in the northwestern part of the quadrangle. Mackeys Ferry was the site of the ferry between Washington County and Chowan County across the Albemarle Sound. This was abandoned in 1936 when a highway bridge was built.

There is a portion of Roper, an incorporated town, falling within the quadrangle. U. S. Highway No. 64, connecting Plymouth and points south, with Columbia and Edenton, crosses the quadrangle in an east-west direction.

No difficulty was encountered in the interpretation of the photographs. The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(c) Stations not established by this agency are:

Pipe	Station	A-1	(USE)
"	"	A-2	"
"	"	B-1	"
"	"	B-2	"
"	"	C-1	"
"	"	C-2	"
"	"	D-1	"
"	"	D-2	"

No datum adjustments were made by this party.

(e) All known horizontal control was searched for and reported on Form 526. Stations reported as "Lost" or "Not Recovered" are

DRAW, 1942
DRAWBRIDGE CENTER, HIGH POINT, 1915
MACKEYS CREEK LIGHT (MACKEYS CREEK LIGHTHOUSE) 1909
PAN, 1909

PIERCE, 1942
PIPE STATION C-2 (USE) 1942
PIPE STATION D-2 (USE) 1942
RAIL, 1942
RANGE SOUTH, 1909
SWAN
WATCHHOUSE CHIMNEY, 1915

4. VERTICAL CONTROL

A third-order level line, originating at Mackey's Ferry (B.M. E-25) was run in 1948, westward along U. S. Highway No. 64 to Columbia. Bench marks were set at approximately one-mile intervals. This line is the basis for all supplemental vertical control within the quadrangle. All designated fly level points are turning points on the level line and all level lines were closed on bench marks of at least third order accuracy. The largest error of closure on any one line was 0.17 foot. No adjustments were made.

(a) Bench marks within the quadrangle are:

E-25 (Second Order)
Y-245, 1948 (Third Order)
Z-245, 1948 " "
A-246, 1948 " "
B-246, 1948 " " (destroyed)

(b) The first and last designated fly level points are: 33-1 and 33-110.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by standard planetable methods directly on nine-lens photographs at five-foot intervals. The highest elevation obtained was ~~17~~ 52 feet. The area is generally flat with long narrow drains leading from the swampland, in the southern portions of the quadrangle, northerly into Albemarle Sound. In all cultivated areas, numerous ditches lead into these drains, providing adequate and definite drainage for all areas. These drains generally have steep banks of 10 to 15 feet and have numerous tributaries, leading laterally from them. In the west central portion of the quadrangle, Mackey's Creek provides ample drainage for all adjacent areas as far south as Roper.

6. WOODLAND COVER

All areas were classified in accordance with the Topographic Manual. Swamp areas, very evident by their tone on the photographs, are predominantly cypress and gum. In upland areas, pine, oak, maple and beech predominate.

7. SHORELINE AND ALONGSHORE FEATURES

(a) The shoreline along Albemarle Sound is divided between apparent and fast shoreline. Along the southern shore of Albemarle Sound there are scattered areas of bluffs five to ten feet high. Wave action is continuously eroding these banks and in such areas the shoreline is receding at a rapid rate.

(b) There is no periodic tide.* The wind fluctuates the water level somewhat, especially during a sustained wind in any one direction.

* Less than ½ foot. SHR

(c) All docks, piers and wharves are depicted on the photographs. A submerged cable parallels the eastern side of the highway bridge across the channel, while near the railroad trestle, a submerged cable parallels the western side of the entire bridge.

8. OFFSHORE FEATURES

There were no offshore features noted during the field inspection. Sec § 57

9. LANDMARKS AND AIDS

There are no landmarks within the quadrangle. The Fixed Aid to Navigation, "MACKEY CREEK LIGHT", is reported on Form 567, a copy of which ~~was submitted with quadrangle T-9832~~ is attached. SHR.

10. BOUNDARIES, MONUMENTS AND LINES

A special report on boundaries, (PH-61(49) has been submitted by James E. Hundley, Cartographer. This report is filed in Div. of Photogrammetry under project data. SHR

11. OTHER CONTROL

Two recoverable topographic stations were established along the southern shore of Albemarle Sound. They are:

ALMA, 1951
PORT, 1951

12. OTHER INTERIOR FEATURES

All roads and buildings were classified in accordance with paragraph 5441 and 5446 of the Topographic Manual. In the northeastern part of the quadrangle, a highway bridge crosses the Albemarle Sound with a swing bridge over the channel. In the northwestern portion of the quadrangle, a railroad trestle crosses the Sound with a bascule draw bridge over the channel. All bridge clearances are noted on the field photographs. They are:

Highway Swing Bridge

Horizontal Clearance: 140 feet
Vertical Clearance: 15 feet, 3 inches

Railroad Bascule Draw Bridge

See 358

Horizontal Clearance: 140 feet
Vertical Clearance: 8 feet, 3 inches

Fixed Highway Bridge (Mackeys Creek)

Horizontal Clearance: 35 feet
Vertical Clearance: 10 feet

Railroad Trestle (Mackeys Creek)

Horizontal Clearance: 35 feet
Vertical Clearance: 3 feet

Six fixed spans are built in the railroad trestle for the convenience of smaller boats. The horizontal clearance in all cases is 33 feet and vertical clearance is 8 feet.
see F.R. 33171 w.a.R.

13. GEOGRAPHIC NAMES

This is the subject of a special report by James C. Cregan, Cartographic Survey Aid.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

A special report on Fixed Aids to Navigation in Albemarle Sound was submitted with Quadrangle T-9832. # See 99 Review of Field Records is included with Field Inspection Report for Quad T9832.

21 December 1951
Submitted by:

Richard L. McGlinchey

Richard L. McGlinchey,
Cartographic Survey Aid

27 December 1951
Approved by:

Allen L. Powell
for Harry F. Garber
Commander, USC&GS
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

This report covers all maps of Project Ph-61(49) and is filed as part of the Descriptive Report for T-9834.

MAP T- 9833 PROJECT NO. Ph-61(49) SCALE OF MAP 1:20,000 SCALE FACTOR --

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS 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)
~~PIERCE, 1942~~	~~G.P's Pg 556~~	~~N.A. 1927~~	~~35 57 03.076~~ ~~76 30 25.042~~	DESTROYED		~~94.8 (1754.5)~~ ~~627.6 (876.1)~~	
~~RAIL, 1942~~	~~"~~	~~"~~	~~35 56 27.948~~ ~~76 35 34.609~~	DESTROYED		~~861.4 (987.9)~~ ~~867.5 (636.4)~~	
HIGHWAY BRIDGE, CENTER, DRAW, LIGHT, 1942	G.P's Pg 557	"	35 59 11.217 76 30 13.904			345.7 (1503.5) 348.3 (1154.7)	
MACKAY CREEK LIGHT, 1942	"	"	35 56 34.98 76 36 45.44			1078.1 (771.1) 1138.9 (364.9)	
DRAWBRIDGE, CENTER OF HIGH PART, 1915	G.P's Pg 315	"	35 59 13.414 76 35 17.179			413.4 (1435.8) 430.3 (1072.7)	
PIPE STATION A-1,1942(USE)	Plymouth Quad 13	"	35 56 21.184 76 32 17.105			652.9 (1196.3) 428.7 (1075.2)	
PIPE STATION A-2, 1942 (USE)	Plymouth Quad 15	"	35 56 27.931 76 31 45.127			860.9 (988.4) 1131.1 (372.6)	
PIPE STATION B-1, 1942 (USE)	Plymouth Quad 6	"	35 53 00.420 76 36 37.727			12.9 (1836.3) 946.3 (558.7)	
PIPE STATION B-2, 1942 (USE)	Plymouth Quad 7	"	35 53 20.436 76 36 23.923			629.9 (1219.4) 600.0 (904.8)	
PIPE STATION C-1, 1942 (USE)	Plymouth Quad 8	"	35 55 18.433 76 35 41.005			568.1 (1281.1 1028.0 (476.2)	
PIPE STATION D-1, 1942 (USE)	Plymouth Quad 12	"	35 56 19.884 76 36 13.737			612.8 (1236.4) 344.3 (1159.6)	
PIERCE RM 2, 1942	Comp.	"	35 57 02.610 76 30 25.074			80.4 (1768.8) 628.4 (875.3)	

1 FT. = .3048006 METER

COMPUTED BY: I.I.Saperstein DATE 14 March 1952 CHECKED BY: R. J. Pate DATE 20 March 1952

M-2388-12

MAP T- 9833 PROJECT NO. Ph-61(49) SCALE OF MAP 1:20,000 SCALE FACTOR —

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS 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)
RAIL RM 2, 1942	Comp.	N.A. 1927	35 56 27.845 76 35 34.974			858.2 (991.0) 876.6 (627.3)	

1 FT. = .3048006 METER

COMPUTED BY: I.I.Saperstein DATE 14 March 1952 CHECKED BY: R.J.Pate DATE 20 March 1952

M-2388-12

COMPILATION REPORT T-9833

PHOTOGRAMMETRIC PLOT REPORT.

This report was submitted with T-9834.

31. DELINEATION.

Compiled by graphic methods. Stickup was used on an experimental basis on instructions from the Director. Reference letter from the Director dated 7/29/52; 711-aal - and letter from Tampa Photogrammetric Office to the Director dated 1/28/53, for a detailed report of the results.

32. CONTROL.

Control was satisfactory. Placement, density and identification were adequate.

Two (2) triangulation stations, PIERCE 1942 and RAIL 1942, were reported destroyed; however, R.M. 2 for each station was recovered in good condition. Their positions were computed in the Tampa Office, plotted on the map manuscript and included under the list of control.

33. SUPPLEMENTAL DATA.

None. See §10 & §13

34. CONTOURS AND DRAINAGE.

No difficulty was encountered in the delineation of drainage. The contours on Photographs 33152A, 33169 and 33170 were reshaped on acetate overlays in the Washington Office and so compiled. See §53 Elevations were taken directly from the photographs. See memorandum, Reference 732-mkl, dated 12 June 1952, Subject Reshaping Contours - Project Ph-61 - North Carolina. (Copy attached)

The only difficulty encountered while compiling the contours came from the fact that the acetate overlays had a tendency to distort, therefore considerable adjustments were necessary.

35. SHORELINE AND ALONGSHORE DETAILS.

Shoreline inspection was adequate. Reference Item 7.

36. OFFSHORE DETAILS.

No statement. See §57

37. LANDMARKS AND AIDS.

See §9

The 2½ mm. red circle (labeled "Control Pt.") near the south end of the Norfolk-Southern Railroad bridge over Albemarle Sound, was plotted from a geographic position computed from a three-point fix. Its function is to help in the plotting of the positions of fixed aids to navigation by the graphic control method on T-9832. Circle to be deleted for registration copy. EHK

38. CONTROL FOR FUTURE SURVEYS.

Two (2) recoverable topographic stations are being submitted on Form 524 with this report. They have been listed under Item 49.

39. JUNCTIONS.

Satisfactory junction with T-9834 to the east.
T-9832 on the west incomplete.
T-9836 on the south has not been delineated.
Joins USCofE Quadrangle EDENTON (1941-'48) on the north.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement. See §6L

41. BOUNDARIES.

The county line between Chowan and Washington Counties has been shown according to an Act of the State of North Carolina Legislature passed in 1911. The line was declared to be the middle of Albemarle Sound, parallel to the shores. Field Print 33171 has this shown relatively correct. Field Print 33150 has the position of the junction of Bertie, Chowan and Washington Counties in error by approximately 500 meters if the County Map is correct. The position of this junction as shown was plotted by the use of proportional dividers; using North Carolina State Highway and Public Works Commission County Map, published 1949.

The foregoing method was also used to plot Lees Mill Township and Skinnersville Township line.

46. COMPARISON WITH EXISTING MAPS.

Comparison has been made with USC of E Quadrangle PLYMOUTH N. C., scale 1:125,000, dated 1943. Agreement was fair. See §62 & §63

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USC&GS Nautical Chart No. 1228, scale 1:80,000, dated May 1937, corrected to 2 October 1950. Agreement was good. See §65

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

Rexford E. Smith, Jr.
Rexford E. Smith, Jr.,
Carto Photo Aid

APPROVED AND FORWARDED:

J. E. Waugh
J. E. Waugh, Chief of Party

48. GEOGRAPHIC NAME LIST.

ALBEMARLE SOUND

BEASLEY
BERTIE COUNTY
BLOUNT

CHAPEL SWAMP
CHOWAN COUNTY

KENDRICK CREEK (recent B.G.N. decision)

LEES MILLS TOWNSHIP (to be checked: official-Census Bulletin has Lees Mills)

MACKEYS
Merry Hill Township
NEWLAND ROAD
NORTH CAROLINA
NORFOLK SOUTHERN RAILROAD

PLEASANT GROVE

ROPER

SKINNERSVILLE
SKINNERSVILLE TOWNSHIP
STATE 32
Townships: Nos. 1 & 4
U. S. 64

WASHINGTON COUNTY

Oak Grove Church
Shiloh Wonder Church
Holly Neck Church & Cem
Main Canal

Names approved 8-4-53 on basis of project names report.
h. Heck

Checked and approved,
11-17-54
A. J. W.

49. NOTES FOR THE HYDROGRAPHER.

The following recoverable topographic stations will be useful to the hydrographer:

ALMA 1951

PORT 1951

FIELD EDIT REPORT
Project Ph-61(49)
Quadrangle T-9833

51. METHODS

The field edit of this area was accomplished by standard surveying methods in conjunction with visual inspection. Actual field work was completed in March 1954.

Field edit corrections have been shown on the field edit sheet, field photographs 33150, 33151, 33152-A, 33168, 33169, 33170, 33171 and in this report.

The reviewer's questions were answered on the discrepancy print when feasible.

A legend appears on the field edit sheet, which is self-explanatory.

52. ADEQUACY OF COMPILATION

The map compilation is adequate and will be complete after the field edit revisions have been applied.

53. MAP ACCURACY

The horizontal accuracy of the map detail is relatively good.

The accuracy of the contouring, in general, is good.

Major corrections were made in small areas east of Mackeys, and north of Roper. Minor corrections were made in scattered areas throughout the remainder of the map. The minor corrections consisted mainly in reshaping the contours. The major corrections were required due to rather large errors having been made in the original planetable elevations.

54. RECOMMENDATIONS

* Recommend that item "55 - Examination of Proof Copy" of this report be discontinued for the following reason: It is believed that the field editor does a more thorough job of checking the accuracy of compilation of any area than some uninterested individual.

56. DRAINAGE

Refer to item "5" - Field Inspection Report.

Numerous "J.E.H. ~~[illegible]~~ and "feeder" ditches have been deleted from the field edit sheet.

Additional main drainage ditches (or natural streams) have been shown on the field edit sheet.

57. OFFSHORE FEATURES

Refer to item "8" - Field Inspection Report.

An area, extending 200 ft. (on the average) from shore, from the railroad bridge east to limits of map is foul with stumps, trees and fish net stakes.

A rather large area (foul) has been shown immediately west of mouth of Kendrick Creek.

58. OTHER INTERIOR FEATURES

Refer to item "12" - Field Inspection Report.

Corrected bridge clearances are noted on field photograph 33150.

Additional roads (new) have been shown on field photograph 33151.

Numerous additional buildings have been shown on the field edit sheet.

59. GEOGRAPHIC NAMES

Refer to item "13" - Field Inspection Report.

Delete the name - SOUNDSIDE ELEM. SCHOOL.

This building no longer used as a school.

60. JUNCTIONS

Satisfactory junctions have been made with all adjacent contemporary quadrangles.

Respectfully submitted
21 May 1954

James E. Hundley
James E. Hundley
Cartographer

Approved

E. H. Kirsch
E. H. Kirsch,
Comdr. USC&GS
Officer in Charge

* I believe that a strong effort should be made to find one or more residents in the area who are intimately acquainted with the area, and who are interested and qualified, to examine a proof copy for errors.

E. H. Kirsch

Form T-2

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9833

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

CONTROL STATIONS

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

ALONGSHORE AREAS

(Nautical Chart Data)

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

PHYSICAL FEATURES

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

CULTURAL FEATURES

27. Roads J.G. 28. Buildings J.G. 29. Railroads J.G. 30. Other cultural features J.G.

BOUNDARIES

31. Boundary lines J.G. 32. Public land lines XX

MISCELLANEOUS

33. Geographic names J.G. 34. Junctions J.G. 35. Legibility of the manuscript J.G. 36. Discrepancy overlay J.G. 37. Descriptive Report J.G. 38. Field inspection photographs J.G. 39. Forms J.G.

40. Jesse A. Giles *Jesse A Giles* — Reviewer

William A. Rasure William A. Rasure — 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:

M-2623-12

Review Report
Topographic Map T- 9833
29 November 1954

62. Comparison with Registered Topographic Surveys

T-247	1:20,000	1848
T-2944	1:10,000	1909
T-3527	1:40,000	1915

These surveys which cover only shoreline are in close agreement with T-9833. Map T-9833 is to supersede the above surveys for nautical charting purposes for the area encompassed by T-9833.

63. Comparison with Maps of Other Agencies

Plymouth Quadrangle (C. of E) 1:125,000 1943

A visual comparison reveals changes in culture and swamp limits.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts

1228 1:80,000 1937 corrected to 53-5/11

Differences noted are as follows: bridge data (clearances and types), shoreline and alongshore structures (in red on the manuscript) and roads (not all are on Chart 1228). Changes made to the vinylite print of the map manuscript are shown in red.

66. Adequacy of Results and Future Surveys

This map meets the National Standards of Map Accuracy and complies with project instructions.

Reviewed by:
Everett H. Ramey
Everett H. Ramey

Approved by:
Chief, Review Branch

Chief, Division of Photogrammetry
16 April '57

Chief, Nautical Chart Branch
Division of Charts

Chief, Division of Coastal Surveys

Form 567
April 1945

PHOTOGRAMMETRIC REVIEW SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED } STRIKE OUT ONE

Tampa Photogrammetric Office, Tampa, Fla. 13 Feb., 1953

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 Rexford E. Smith, Jr,

J. E. Waugh, *Chief of Party.*

STATE: NORTH CAROLINA

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE* ° ′ ″ D.M. METERS	POSITION LONGITUDE* ° ′ ″ D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTE
MACKAY	CREEK LIGHT		35 56 34.98 / 1078.1	76 36 45.44 / 1138.9	N.A. 1927	Triang.	1942		x		1228
											17

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation [illegible] shall be [illegible]

NAUTICAL CHARTS BRANCH

SURVEY NO. 9833

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6-19-62	1228	Knapp	Complete Application ~~Before~~ After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.