NOAA FORM 76-35
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey ... Shoreline
Job No. PH-6207 Map No. T-11665
Classification No. II Final Edition No. 1
Field Inspected Map

LOCALITY

State ... North Carolina
General Locality ... Oregon Inlet
Locality ... Roanoke Sound

1962 TO 1963

REGISTRY IN ARCHIVES

DATE

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974-762-901
# DESCRIPTIVE REPORT - DATA RECORD

## PHOTOGRAMMETRIC OFFICE

**Baltimore District Office**

**OFFICER-IN-CHARGE**

Commander Miller J. Tonkel

## LAST PRECEDING MAP EDITION

<table>
<thead>
<tr>
<th>TYPE OF SURVEY</th>
<th>SURVEY NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGINAL</td>
<td>076665</td>
</tr>
<tr>
<td>RESEARCH</td>
<td></td>
</tr>
<tr>
<td>REVISION</td>
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<table>
<thead>
<tr>
<th>MAP EDITION NO.</th>
<th>MAP CLASS</th>
<th>JOB NO.</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>II/Final</td>
<td>PH-6207</td>
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</tbody>
</table>

## I. INSTRUCTIONS DATED

<table>
<thead>
<tr>
<th>1. OFFICE</th>
<th>2. FIELD</th>
</tr>
</thead>
</table>

## II. DATUMS

<table>
<thead>
<tr>
<th>1. HORIZONTAL:</th>
<th>OTHER (Specify)</th>
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<tbody>
<tr>
<td>1927 North American</td>
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<table>
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<th>2. VERTICAL:</th>
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<tbody>
<tr>
<td>Mean High-Water</td>
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<tr>
<td>Mean Low-Water</td>
<td></td>
</tr>
<tr>
<td>Mean Lower Low-Water</td>
<td></td>
</tr>
<tr>
<td>Mean Sea Level</td>
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## 3. MAP PROJECTION

*Polyconic*

## 4. GRID(S)

<table>
<thead>
<tr>
<th>STATE</th>
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<tbody>
<tr>
<td>North Carolina</td>
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## 5. SCALE

*1:10,000*

## III. HISTORY OF OFFICE OPERATIONS

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>NAME</th>
<th>DATE</th>
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<tbody>
<tr>
<td><strong>1. AEROTRIANGULATION</strong></td>
<td>Stereoplanigraph - Bridging</td>
<td>R. B. Kelly</td>
</tr>
<tr>
<td>Control &amp; Bridge Points</td>
<td>Coordinategraph</td>
<td>L. A. Senasack</td>
</tr>
<tr>
<td>Stereoscopic Instrument</td>
<td>Plotted by</td>
<td>B. Kurs</td>
</tr>
<tr>
<td>Compilation</td>
<td>Planimetry by</td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td>INSTRUMENT: Kelsh Plotter</td>
<td>Checked by</td>
<td>N.A.</td>
</tr>
<tr>
<td>SCALE: 1:4,000</td>
<td>Contours by</td>
<td>N.A.</td>
</tr>
<tr>
<td><strong>4. MANUSCRIPT DELINEATION</strong></td>
<td>Planimetry by</td>
<td>L.A. Senasack &amp; J. Gregan</td>
</tr>
<tr>
<td>Method: Scribed</td>
<td>Checked by</td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td>SCALE: 1:10,000</td>
<td>Contours by</td>
<td>N.A.</td>
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<tr>
<td>Hydro Support Data</td>
<td>Checked by</td>
<td>N.A.</td>
</tr>
<tr>
<td><strong>6. APPLICATION OF FIELD EDIT DATA</strong></td>
<td></td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td><strong>7. COMPILATION SECTION REVIEW</strong></td>
<td></td>
<td>R. Clager</td>
</tr>
<tr>
<td><strong>8. FINAL REVIEW</strong></td>
<td></td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td><strong>9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH</strong></td>
<td></td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td><strong>10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH</strong></td>
<td></td>
<td>E. L. Rolle</td>
</tr>
<tr>
<td><strong>11. MAP REGISTERED - COASTAL SURVEY SECTION</strong></td>
<td></td>
<td>R. T. Carter</td>
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</table>
### 1. Compilation Photography

**Camera(s):** "L" & "W" 6" Focal Length

<table>
<thead>
<tr>
<th>Number and Type</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>62W(P) 4132-4135</td>
<td>5/3/62</td>
<td>1438</td>
<td>1:20,000</td>
<td>+0.3' MLW</td>
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<tr>
<td>62W(P) 4168-4173</td>
<td>5/3/62</td>
<td>1504</td>
<td>1:15,000</td>
<td>+0.6' MLW</td>
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<tr>
<td>62L(I) 2989-2991</td>
<td>5/3/62</td>
<td>1245</td>
<td>1:20,000</td>
<td>-0.4' MLW</td>
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<td>62L(I) 3024-3029</td>
<td>5/3/62</td>
<td>1510</td>
<td>1:15,000</td>
<td>+0.6' MLW</td>
</tr>
</tbody>
</table>

**Tide Stage Reference:**
- X Predicted Tides
- Reference Station Records
- No Tide Controlled Photography

**Types of Photography Legend:**
- (C) Color
- (P) Panchromatic
- (I) Infrared
- B&W

### 2. Source of Mean High-Water Line:

The source of the MHW line is the photography listed above under item 1 and field inspection data.

### 3. Source of Mean Low-Water or Mean Lower Low-Water Line:

The source of the approximate MLW line is the photography listed above under item 1 and field inspection data.

### 4. Contemporary Hydrographic Surveys

(List only those surveys that are sources for photogrammetric survey information.)

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
</tr>
</thead>
</table>

### 5. Final Junctions

- **North:** No contemp. survey
- **East:** T-11672
- **South:** T-12133
- **West:** No contemp. survey

**Remarks**
HISTORY OF FIELD OPERATIONS

1. **FIELD INSPECTION OPERATION** - 7/62
   - **OPERATION**: CHIEF OF FIELD PARTY
     - **RECOVERED BY**: I. Y. Fitzgerald
     - **DATE**: 7/62
   - **OPERATION**: HORIZONTAL CONTROL
     - **RECOVERED BY**: I. Y. Fitzgerald
     - **DATE**: 7/62
     - **IDENTIFIED BY**: I. Y. Fitzgerald
     - **DATE**: 7/62
   - **OPERATION**: VERTICAL CONTROL
     - **RECOVERED BY**: N.A.
     - **DATE**: N.A.
     - **PRE-MAKED OR IDENTIFIED BY**: N.A.
   - **OPERATION**: LANDMARKS AND AIDS TO NAVIGATION
     - **RECOVERED (Triangulation Stations) By**: I. Y. Fitzgerald
     - **DATE**: 7/62
     - **LOCATED (Field Methods) By**: I. Y. Fitzgerald
     - **DATE**: 7/62
     - **IDENTIFIED BY**: I. Y. Fitzgerald
     - **DATE**: 7/62
   - **OPERATION**: PHOTO INSPECTION
     - **CLARIFICATION OF DETAILS BY**: I. Y. Fitzgerald
     - **DATE**: 7/62
   - **OPERATION**: BOUNDARIES AND LIMITS
     - **SURVEYED OR IDENTIFIED BY**: N.A.

II. SOURCE DATA

---

1. **HORIZONTAL CONTROL IDENTIFIED**
   - **PHOTO NUMBER**: 62W4170
   - **PHOTO NUMBER**: Rat, 1962

2. **VERTICAL CONTROL IDENTIFIED**
   - **PHOTO NUMBER**: 62W4173
     - **PHOTO NUMBER**: Bodie Island L.H., 1975
     - **PHOTO NUMBER**: Bodie Island National Park
     - **PHOTO NUMBER**: Service Water Tank, 1962

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3. **PHOTO NUMBERS (Clarification of details)**

Field inspection photos: 62L2989 thru 62L2990 - 62L3024 thru 62L3029

4. **LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED**

One landmark and one nonfloating aid were photo identified.

---

5. **GEOGRAPHIC NAMES:**
   - **REPORT**: NONE
   - **BOUNDARY AND LIMITS:**
     - **REPORT**: NONE

6. **SUPPLEMENTAL MAPS AND PLANS**

One "Discrepancy Sheet."

8. **OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodetic Division)**

Listings of "mean high water distances."
**RECORD OF SURVEY USE**

### I. MANUSCRIPT COPIES

<table>
<thead>
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<th>Compilation Stages</th>
<th>Date</th>
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<th>Date Manuscript Forwarded</th>
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<td>8/16/63</td>
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<td>Review Corrections applied</td>
<td>9/12/63</td>
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<td>Final Review.</td>
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### II. LANDMARKS AND AIDS TO NAVIGATION

#### 1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

<table>
<thead>
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<th>Number</th>
<th>Chart Letter</th>
<th>Number Assigned</th>
<th>Date Forwarded</th>
<th>Remarks</th>
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#### 2. REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: [Blank]

#### 3. REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: [Blank]

### III. FEDERAL RECORDS CENTER DATA

1. XX BRIDGING PHOTOGRAPHS; XX DUPLICATE BRIDGING REPORT; XX COMPUTER READOUTS.
2. XX CONTROL STATION IDENTIFICATION CARDS; XX FORM NOS 567 SUBMITTED BY FIELD PARTIES. (Baltimore)
3. XX SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.

### IV. SURVEY EDITIONS

(This section shall be completed each time a new map edition is registered)

<table>
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<tr>
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<tbody>
<tr>
<td>Survey Number</td>
<td>Job Number</td>
<td>Type of Survey</td>
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<tr>
<td>TP - (2)</td>
<td>PH -</td>
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<tr>
<td>Date of Photography</td>
<td>Date of Field Edit</td>
<td>MAP CLASS</td>
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</tr>
<tr>
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<td>III.</td>
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<td></td>
<td>IV.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>V.</td>
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</table>

NOAA FORM 76-36D
SUMMARY
For
T-11665, T-11672, T-12133, T-12140, and T-12147

These five maps were compiled at 1:10,000 scale in the area of Oregon Inlet, North Carolina.

The purpose of this job is to provide control for a standard hydrographic survey and to compile new shoreline. All data will be used to update nautical charts covering the area.

Field operations, which began in May 1962, generally consisted of aerial photography, field inspection, recovery and/or establishment and identification of horizontal control, recovery and identification of tidal bench marks, and verification and/or location of all landmarks and fixed aids to navigation.

Aerotriangulation and compilation photography was furnished at scales of 1:15,000 and 1:20,000 using both panchromatic and black-and-white infrared film at each scale. The infrared film was taken with the "L" camera and the panchromatic film with the "W" camera. Both cameras have a focal length of 152mm.

Three strips of the 1:15,000 scale panchromatic photography were bridged and adjusted to ground by IBM-650 method. Eleven horizontal control stations and nine horizontal control check stations were weighted in the strip adjustments. This provided the horizontal control for compilation.

Compilation was performed in the Baltimore District Office during the period September 1962 through August 1963. The maps were compiled on the Kelsh Plotter using the panchromatic photography. Black-and-white infrared photography was ratioed and used graphically to supplement the stereocompilation. Compilation was supported by field inspection furnished on the black-and-white infrared contact photography. Prior to the photogrammetric office review, an ozalid copy was made of each map and labeled "Discrepancy Sheet." Notes were made on these sheets in areas where compilation data was questionable and forwarded to the Washington Office for clarification. All areas in question were resolved by notes made onto these sheets by the Washington Office and the maps delineated accordingly. These "Discrepancy Sheets" supplement the field inspection and will be retained on file with other job data. This job was not field edited.

All line work is scribed, approved symbols are shown in the marginal data of the map.
The maps were final reviewed in the Class II (field inspected) stage in the Rockville Office in September 1976. All maps were found to be satisfactory and met the Standards of Map Accuracy and Bureau requirements.

A Descriptive Report was prepared for each map in the job. The Descriptive Reports contain all pertinent reports written and listings of all data used to complete each map.

A Chart Maintenance Print for each map was submitted to the Marine Chart Division.

The following items are registered in the Bureau Archives:

1. A plastic copy of each map (1:10,000 scale).
2. A Descriptive Report for each map.

Negatives for each map are filed in the Reproduction Division. All field data are filed in the National Archives.
Aerotriangulation
Oregon Inlet, N.C.
Project PH-6207
June 1962
Strip #1

A eleven model bridge covering portions of T-12133, T-12140, T-12665 and T-12172 was run in order to control a hydrographic survey in the Oregon Inlet Area. This bridging was required after the recent severe storm on the East Coast.

The bridge was adjusted by IBM-650 method to five field-identified control stations with eight additional stations used to check the adjustment. Closures (see attached sketch) indicated that the bridge is within accuracy standards for scales of 1:10,000 or 1:5,000.

Submitted by:

Robert B. Kelly

Approved by:

Chief, Aerotriangulation Sec.
BODIE ISLAND SOUTH BASE, 1849
(+0.6, +2.2)
SUB PT. A (+2.1, +0.4)
SUB PT. B (-0.5, -0.8)

BODIE ISLAND LIGHTHOUSE
(-0.1, -2.8)

BODIE ISLAND NATIONAL PARK
SERVICE WATER TANK, 1962
(0, +1.0)

RAT, 1962
SUB PT. A (-0.1, -1.0)
SUB PT. B (+0.4, -0.3)

BODIE ISLAND NORTH BASE, 1849
SUB PT. A (-0.3, -0.2)
SUB PT. B (-3.1, +1.2)
OBS. STAND (-0.6, +1.9)

HORIZONTAL CONTROL USED IN ADJUSTMENT 2 JULY 1962
AEROTRIANGULATION
Oregon Inlet, N. C.
Project PH-6207
August 10, 1962
Strip #2

A five model bridge covering portions of T-12133 and T-12140 was performed in order to control a hydrographic survey in the Oregon Inlet area. This bridging was required after the recent severe storm on the East Coast.

The bridge was adjusted by IBM-650 method to three field-identified control stations with four additional stations used to check the adjustment. Closures (see attached sketch) indicated that the bridge is within accuracy standards for scales of 1:10,000 or 1:5,000. Station CLUB 1933, sub point B, did not hold as shown in sketch. According to the field man, station CLUB 1933, sub point B, was of very poor image quality and uncertain indentity. This was verified by the instrument operator.

Note to Compiler:

Tie points 76310, 76330, 76404 and 76405 should be averaged with those tie points of strip #1 before compilation of strip #2 is started. The relatively weak tie is believed due to the poor image points that were available and refraction caused by the water.

Submitted by:

Robert B. Kelly

Approved by:

Everett H. Ramey
AEROTRIANGULATION SKETCH
PH - 6207
OREGON INLET, N.C.
AUGUST 10, 1962
STRIP # 2

62 W 4157

DUCKY, 1962 (0, +0.2) (0, +2.5)
FUN, 1962 (+5.5, -2.3) (-9.2, +10.7)
ROANOKE SOUND CHANNEL LT. 2, 1962 (+0.8, +1.0)
ROANOKE SOUND CHANNEL LT. 1, 1962 (0, +0.2)
OREGON INLET JUNCTION LT. 1962 (+2.7, +1.4)

CLUB, 1933 (-0.5, -1.7)
(+2.6, +1.8)
OLD HOUSE CHANNEL LT. 2 1962 (0, 0)
76310 (+3.4, +6.1)
76330 (+11.6, +10.2)
76405 (+11.1, -5.5)
76404 (+15.4, +5.4)

LEGEND

▲ CONTROL USED IN ADJUSTMENT
▲ CONTROL USED AS CHECK
☐ TIE POINTS USED IN STRIP # 1

NOTE:
CLOSURE OF BRIDGE TO CONTROL SHOWN IN PARENTHESES
An eleven-model bridge was accomplished to provide additional control points for the compilation of shoreline which had been altered by the recent (March, 1962) severe storm. The area of the strip comprising this bridge extended southward from Oregon Inlet (a portion of T-12140 and all of T-12147). Two other bridges of this project fall to the northward and are discussed in separate reports. The Bridge was adjusted by IBM methods based upon three field-identified control stations (see solid triangulation symbols on attached sketch) and five additional field-identified control stations were used as checks. Δ P.I.463+33 (NPS)1962 was rejected upon the recommendation of the fieldman (tellurometer was not functioning properly in conjunction with this station). The resultant adjustment indicates that the bridge will meet the accuracy standards for 1:10,000 scales.

Submitted by:

[Signature]
W. Heinbaugh

Approved by:

[Signature]
Everett H. Ramey
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>SOURCE OF INFORMATION</th>
<th>AEROTRIANGULATION NUMBER</th>
<th>COORDINATES IN FEET</th>
<th>GEOREGIC POSITION</th>
<th>REMARKS</th>
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<tr>
<td>ROANOKE SOUND CHANNEL LIGHT 13, 1962</td>
<td>Field Data</td>
<td></td>
<td>x = 3,001, 876.76</td>
<td>φ</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>y = 785, 409.41</td>
<td>λ</td>
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<tr>
<td>ROANOKE SOUND CHANNEL LIGHT 11, 1962</td>
<td>Field Data</td>
<td></td>
<td>x = 3,004, 098.67</td>
<td>φ</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>y = 781, 494.23</td>
<td>λ</td>
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<tr>
<td>RAT, 1962</td>
<td></td>
<td></td>
<td>x = 3,014, 267.61</td>
<td>φ</td>
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<td></td>
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<td></td>
<td>y = 784, 117.21</td>
<td>λ</td>
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<td>BODIE ISLAND NATIONAL PARK SERVICE W.T., 1962</td>
<td>Strip #1 Form 164</td>
<td></td>
<td>x = 3,015, 071.14</td>
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<td>y = 776, 700.27</td>
<td>λ</td>
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<tr>
<td>ROANOKE SOUND LIGHT 10, 1962</td>
<td>Field Data</td>
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<td>x = 3,005, 489.96</td>
<td>φ</td>
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<td>y = 779, 060.26</td>
<td>λ</td>
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<tr>
<td>WANCHese CHANNEL LIGHT 4, 1962</td>
<td>Field Data</td>
<td></td>
<td>x = 3,002, 467.06</td>
<td>φ</td>
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<td></td>
<td>y = 778, 300.85</td>
<td>λ</td>
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<tr>
<td>WANCHese LONG HOUSE CENTER, 1909</td>
<td>Vol. 2 Pg. 646</td>
<td></td>
<td>x = 35° 51' 03.00&quot;</td>
<td>φ</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>y = 75° 36' 50.13&quot;</td>
<td>λ</td>
<td></td>
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<tr>
<td>WANCHese WHITE HOUSE CHIMNEY, 1909</td>
<td>Vol. 2 Pg. 646</td>
<td></td>
<td>x = 35° 50' 26.28&quot;</td>
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<td></td>
<td></td>
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<td>y = 75° 37' 20.91&quot;</td>
<td>λ</td>
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</tr>
<tr>
<td>WANCHese HOUSE DOUBLE CHIMNEY CENTER, 1909</td>
<td>Vol. 2 Pg. 646</td>
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<td>x = 35° 50' 11.97&quot;</td>
<td>φ</td>
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<td>y = 75° 37' 21.16&quot;</td>
<td>λ</td>
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<tr>
<td>WANCHese WHarf HOUSE CENTER, 1909</td>
<td>Vol. 2 Pg. 645</td>
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<td>x = 35° 50' 05.23&quot;</td>
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<td></td>
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<td></td>
<td>y = 75° 36' 56.35&quot;</td>
<td>λ</td>
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**COMPUTED BY**: L.A. Senasack  
**DATE**: 9/19/62  
**COMPUTATION CHECKED BY**: H.R. Rudolph  
**DATE**: 9/19/62

**LISTED BY**: E.L. Rolle  
**DATE**: 8/20/62  
**LISTING CHECKED BY**: D.M. Breant  
**DATE**: 8/20/62

**HAND PLOTTING BY**: L.A. Senasack  
**DATE**: 9/21/62  
**HAND PLOTTING CHECKED BY**: B. Kutz  
**DATE**: 9/21/62
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>SOURCE OF INFORMATION</th>
<th>AEROTRI-</th>
<th>COORDINATES IN FEET</th>
<th>GEOGRAPHIC POSITION</th>
<th>REMARKS</th>
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<tr>
<td>MILL CREEK, 1909</td>
<td>Vol. 1 Pg. 224</td>
<td>ANGULATION</td>
<td>x = 3,002.681.86</td>
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<td></td>
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<td>ROANOKE SOUND CHANNEL LIGHT 7, 1962</td>
<td>Field Data</td>
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<td>x = 3,007.802.45</td>
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<td>x = 3,010.962.76</td>
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<td></td>
<td></td>
<td>y = 767.095.74</td>
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<td>BODIE ISLAND LIGHTHOUSE, 1875</td>
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<td></td>
<td>x = 3,018.566.91</td>
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<td></td>
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<td>y = 770.398.03</td>
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<tr>
<td>BODIE ISLAND KEEPER'S HOUSE</td>
<td>Vol. 2 Pg. 645</td>
<td></td>
<td>φ 35° 49’ 05.15”</td>
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<tr>
<td>CENTER, 1909</td>
<td></td>
<td></td>
<td>λ 75° 33’ 51.69”</td>
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<td>ROANOKE ISLAND CUT THROUGH LIGHT, 1962</td>
<td>FORM 709</td>
<td></td>
<td>x = 3,002.551.64</td>
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<td>y = 764,555.55</td>
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<td>STEWART, 1962</td>
<td></td>
<td></td>
<td>x = 3,002.612.50</td>
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<td></td>
<td></td>
<td>y = 766.554.72</td>
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</tbody>
</table>

COMPUTED BY L.A. Senasack          DATE 9/19/62
LISTED BY E.L. Rolle               DATE 8/20/76
HAND PLOTTING BY L.A. Senasack     DATE 9/21/62
COMPUTATION CHECKED BY H.R. Rudolph DATE 9/19/62
LISTING CHECKED BY D.M. Brant      DATE 8/20/76
HAND PLOTTING CHECKED BY B. Kurs   DATE 9/21/62
31. **Delineation**

The map was compiled on the Kelsh Plotter using the panchromatic photography. Black-and-white infrared photography was ratioed and used graphically to supplement the stereo compilation.

The delineation of spoil islets along the Roanoke Sound Channel and the classification of a number of short roads emanating from the oceanside highway was by office interpretation.

The black-and-white infrared contact photography was used for field inspection. As a result of tone quality differences between the two types of photography, minor deviation from the field inspection was necessary in a few areas. These differences do not affect the accuracy of the map.

32. **Control**

Refer to the Photogrammetric Plot Reports bound with this Descriptive Report.

The density, identification, and placement of horizontal control was adequate.

Control identification cards (Form 152) were unavailable through the time of photogrammetric office review.

**BODIE ISLAND CLUB HOUSE CHIMNEY, 1909** was believed to be destroyed and the triangulation station was removed from the map.

33. **Supplemental Data**

Prior to the photogrammetric office review, an ozalid copy was made of the map and labeled "Discrepancy Sheet." Notes were made on the sheet where compilation data was questionable and forwarded to the Washington Office for clarification. All areas in question were resolved by notes made onto the sheet by the Washington Office and the map delineated accordingly. The "Discrepancy Sheet" supplements the field inspection and will be retained on file with other job data.

34. **Contours and Drainage**

Contours - None.

All significant drainage was compiled.
35. **Shoreline and Alongshore Details**

The mean high water line along the ocean side of Bodie Island was delineated by office interpretation of the photography and field measured distances between hydro signals and the shoreline. The measurements were recorded by the field party and will be retained as part of the field inspection data. The hydro signals (see item 38) were plotted onto the map using horizontal positions furnished by the field party.

The balance of the shoreline inspection was adequate and the compilation of shoreline and alongshore details is believed to be complete and accurate.

The approximate mean low water line and shoal lines were delineated by analogy with a minimum of field data and by office interpretation of the photography.

36. **Offshore Details**

No comment.

37. **Landmarks and Aids**

The field inspection party did not prepare Forms 567. Field computed positions of all landmarks and fixed aids to navigation were received, making it possible for the compilation office to initiate Forms 567. Copies of these forms were forwarded to the Nautical Chart Division prior to office review.

The field party did not furnish an elevation for landmark BODIE ISLAND NATIONAL PARK SERVICE WATER TANK, 1962.

38. **Control for Future Surveys**

Hydro signal stations, established primarily for hydro support, were plotted onto the map and were used as reference points from which to use field measurements in positioning the mean high water line. These hydro stations are to be omitted from the final registration copy of the map.

No Forms 524 for recoverable topographic stations were received in the Compilation Office.

39. **Junctions**

Refer to Form 76-36B, item #5, submitted with this Descriptive Report.

40. **Horizontal and Vertical Accuracy**

This map complies with National Map Accuracy Standards

41. thru 45. Inapplicable.
46. **Comparison with Existing Maps**

A comparison has been made with USGS quadrangle of Oregon Inlet, N.C., scale 1:24,000, edition of 1953.

47. **Comparison with Nautical Charts**

A comparison has been made with Chart 1229, scale 1:80,000, Aug. 5, 1963.

Items to be Applied to Nautical Charts Immediately - None.

Items to be Carried Forward - None.

Submitted by:

[Signature]

For B. Kurs

Approved and Forwarded:

[Signature]

E. L. Rolle
Quality Control Group
<table>
<thead>
<tr>
<th>CONTROL STATIONS</th>
<th>ALONGSHORE AREAS (Nautical Chart Date)</th>
<th>PHYSICAL FEATURES</th>
<th>CULTURAL FEATURES</th>
<th>BOUNDARIES</th>
<th>MISCELLANEOUS</th>
<th>FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT</th>
<th>USE REVERSE SIDE FOR REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY</td>
<td>12. SHORELINE</td>
<td>20. WATER FEATURES</td>
<td>27. ROADS</td>
<td>31. BOUNDARY LINES</td>
<td>33. GEOGRAPHIC NAMES</td>
<td>1. FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT</td>
<td>USE REVERSE SIDE FOR REMARKS</td>
</tr>
<tr>
<td>6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (TOPOGRAPHIC STATIONS)</td>
<td>7. PHOTO HYDRO STATIONS</td>
<td>13. LOW-WATER LINE</td>
<td>22. PLANETARY CONTOURS</td>
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<td></td>
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<tr>
<td></td>
<td>8. BENCH MARKS</td>
<td>14. ROCKS, SHOALS, ETC.</td>
<td>23. STEREOSCOPIC INSTRUMENT CONTOURS</td>
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<td></td>
<td>9. PLOTTING OF SEXTANT FIXES</td>
<td>15. BRIDGES</td>
<td>24. CONTOURS IN GENERAL</td>
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<tr>
<td>10. PHOTOGRAMMETRIC PLOT REPORT</td>
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<td>11. DETAIL POINTS</td>
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</tbody>
</table>
61. General

The map was reviewed in its Class II (field inspected) stage by the Quality Control Group. The review consisted of an examination of the map, the field inspection data and its application, the reproduction negative and the Descriptive Report. The Descriptive Report contains all of the pertinent information which may be required by users of this map.

62. Comparison with Registered Topographic Surveys - None.

63. Comparison with Maps of Other Agencies

A comparison has been made with USGS quadrangle of Oregon Inlet, N.C., scale 1:24,000, edition of 1953. No significant changes were noted.

64. Comparison with Contemporary Hydrographic Surveys - None.

65. Comparison with Nautical Charts

A comparison has been made with the following nautical charts:


66. Adequacy of Results and Future Surveys

This map meets the National Standards of Map Accuracy and complies with compilation instructions and Bureau requirements.

Submitted by:

E. L. Rolle

Approved and Forwarded:

Chief, Photogrammetric Branch

Chief, Coastal Mapping Division
48. Geographic Name List

The following names are from "Final Name Sheet" annotated by the Geographic Names Section on USGS quadrangle of Oregon Inlet, North Carolina:

Atlantic Ocean
Billys Woods
Bodie Island
Cedar Island
Cedar Point
Clubhouse Creek
Cutthrough
Dare County
Duck Island
Georges
Georges Creek
Hatteras Road
Hog Island
Lighthouse
Lighthouse Bay
North Carolina
N.C. 1001 (Hwy)
Oyster Creeks
Off Island
Roanoke Sound
Smith Creek
Smith Island
Theoff Point
Tommys Hammock
TO BE CHARTED

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

The positions given have been checked after listing by Leroy A. Senasack

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE °</th>
<th>LONGITUDE °</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
<tbody>
<tr>
<td>LIGHT</td>
<td>BODIE ISLAND LIGHT (BODIE ISLAND LIGHTHOUSE 1875)</td>
<td>35 49</td>
<td>06 17.8</td>
<td>75 33</td>
<td>1227.5</td>
<td>N.A.</td>
<td>Triang.</td>
<td>July</td>
<td>1000,1109,</td>
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<td>LIGHT</td>
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<td>35 51</td>
<td>123 3.6</td>
<td>75 37</td>
<td>111.4</td>
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<td>LIGHT</td>
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<td>35 51</td>
<td>24 0</td>
<td>75 36</td>
<td>1010.8</td>
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<td>35 50</td>
<td>1117 3</td>
<td>75 36</td>
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<td>DAYBN</td>
<td>Wanchese Channel Daybeacon 1</td>
<td>35 50</td>
<td>901.2</td>
<td>75 36</td>
<td>1010.9</td>
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<td>27.6</td>
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<td>DAYBN</td>
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<td>157.9</td>
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<td>DAYBN</td>
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<td>75 35</td>
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<td>253.2</td>
<td>75 35</td>
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<td>LIGHT</td>
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<td>35 48</td>
<td>1112.5</td>
<td>75 35</td>
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<td>LIGHT</td>
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<td>74.7</td>
<td>75 37</td>
<td>118.3</td>
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</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 6-36, Fig. 79. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by the individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by R. Glaser

M. J. Tonkel
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE **</th>
<th>LONGITUDE **</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
<tbody>
<tr>
<td>North Carolina</td>
<td>Water</td>
<td>Bodie Island National Park *</td>
<td>35 50</td>
<td>09.667</td>
<td>29.080</td>
<td>N.A. Triang.</td>
<td>F-11665</td>
<td>5/24/62 x</td>
<td>1229</td>
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<td></td>
<td>Tank</td>
<td>Service Water Tank, 1962</td>
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</tbody>
</table>

* Elevations not furnished

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 6-36, Fig. 79. Positions of charted landmarks and non-floating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* Tabulate seconds and meters
T-11665
National Archives Data

1 Discrepancy Sheet (Refer to item 33 of the Compilation Report)

8 Form 152 - Control Station Identification

Listings of Mean High Water Distances (Refer to item 35 of the Compilation Report)

Field inspection photography: 62L2989 & 2990 - 62L3024 thru 3029 (All contacts)