DESCRIPTIVE REPORT

Type of Survey: Shoreline (Photogrammetric)

Field No.: Office No.: T-12288

LOCALITY

State: North Carolina
General locality: Long Bay
Locality: Ocean Isle Beach

1963-1965 1962-64

CHIEF OF PARTY

J. K. Wilson, Chief of Field Party
Allen L. Powell, Director, AMC

LIBRARY & ARCHIVES

DATE
PROJECT NO. (III):
Job PH-6217

FIELD OFFICE (III):
Myrtle Beach, South Carolina

CHIEF OF PARTY
Joseph K. Wilson

PHOTOMGRAMMETRIC OFFICE (III):
Atlantic Marine Center, Norfolk, Virginia

OFFICER-IN-CHARGE
J. Bull, Director

INSTRUCTIONS DATED (III) (III):
Field: September 11, 1963
Office: October 14, 1963
Office Amendment: January 10, 1964

METHOD OF COMPILATION (III):
Kelsh plotter

MANUSCRIPT SCALE (III):
1:20,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
1:6,000 pantographed to 1:20,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOPHAGIC DATUM (III):
N.A. 1927

REFERENCE STATION (III):
PIGOTT, 1932

LAT.: 33°54'41.378"N (42.625 m)

LONG.: 78°26'43.636"W (121.171 m)

ADJUSTED

UNADJUSTED

PLANE COORDINATES (IV):

Y = 55,203.75 ft.

X = 2,168,306.02 ft.

STATE: North Carolina

ZONE:
## DESCRIPTIVE REPORT - DATA RECORD

**INSPECTION BY (III):**
- Robert S. Tibbetts
- Ernest W. Hartford
- Matthew A. Stewart
- Harver G. Lucas

**DATE:**
- Feb-Apr 1964
- Jan-Feb 1964
- Feb-Apr 1964
- Nov-Dec 1964

**MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):**

- Air photo compilation from field inspection November 1963 thru April 1964 and photography 21 February 1963

---

**PROJECTION AND GRIDS RULED BY (IV):**
- C. R. Johnson

**DATE:**
- November 1963

**PROJECTION AND GRIDS CHECKED BY (IV):**
- R. S. Kornspan

**DATE:**
- November 1963

**CONTROL PLOTTED BY (III):**
- H. Cordell (sub. points and stereo-bridge points)
- B. Wilson (triangulation)

**DATE:**
- March 1965
- October 1966

**CONTROL CHECKED BY (III):**
- A. Santillan
- R. J. Pate

**DATE:**
- March 1965
- October 1966

**RADIAL-EDER STEREOSCOPIC CONTROL EXTENSION BY (III):**
- W. Heinbaugh (W.O.)

**DATE:**
- November 1964

**STEREOSCOPIC INSTRUMENT COMPILATION (III):**
- PLANIMETRY: B.H. Barnes (checked by L. O. Neterer)
- K.G. Boyle (checked by R. J. Pate)

**DATE:**
- March 1965
- April 1965

**CONTOURS:**
- Inapplicable

**MANUSCRIPT DELINEATED BY (III):**
- K. G. Boyle

**DATE:**
- April 1965

**SCRIBING BY (III):**

**DATE:**

**PHOTOGRAMMETRIC OFFICE REVIEW BY (III):**
- B. Wilson

**DATE:**
- November 1966

**REMARKS:**
- Field Edit - None

---
### DESCRIPTIVE REPORT - DATA RECORD

**Camera (Type or Source) (III):**
S and W cameras

#### PHOTOS (III)

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DATE</th>
<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>62-S-832A thru 836A</td>
<td>24 Aug. 1962</td>
<td>0802</td>
<td>1:30,000</td>
<td>0.6 ft. above MLW*</td>
</tr>
<tr>
<td>62-S-841A thru 847A</td>
<td>24 Aug. 1962</td>
<td>0822</td>
<td>1:30,000</td>
<td>0.5 ft. above MLW*</td>
</tr>
<tr>
<td>62-S-941A thru 916A</td>
<td>29 Aug. 1962</td>
<td>0837</td>
<td>1:30,000</td>
<td>4.3 ft. above MLW*</td>
</tr>
<tr>
<td>63-W-3030 thru 3034</td>
<td>21 Feb. 1963</td>
<td>0950</td>
<td>1:30,000</td>
<td>1.5 ft. above MLW* 0.9 ft. &quot; &quot; **</td>
</tr>
</tbody>
</table>

*Computing from Shallotte Inlet
** " " Tubbs Inlet (This flight only used for shoreline)

#### TIDE (III) Predicted

<table>
<thead>
<tr>
<th></th>
<th>MEAN RANGE</th>
<th>SPRING RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference Station: Charleston, S. C.</td>
<td>5.1</td>
<td>6.0</td>
</tr>
<tr>
<td>Subordinate Station: Shallotte Inlet, (Bowen Pt.) N.C.</td>
<td>Hi. 0.5</td>
<td>0.0</td>
</tr>
<tr>
<td>Subordinate Station: Tubbs Inlet</td>
<td>Hi. = 0.6</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Washing Office Review by (IV): Leo F. Beugnet, AMC

Proof Edit by (IV):

| NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III): | 18 | RECOVERED: 4 | IDENTIFIED: 2 |
| NUMBER OF BM'S SEARCHED FOR (III): | 0 | RECOVERED: 0 | IDENTIFIED 0 |
| NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III): | None |
| NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III): | None |

Remarks:
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alongshore area for hydro</td>
<td>April 1965</td>
<td></td>
</tr>
<tr>
<td>Final Review</td>
<td>May 1971</td>
<td></td>
</tr>
</tbody>
</table>
PROJECT PH-6217
SHORELINE MAPPING
NORTH CAROLINA—CAPE FEAR TO SOUTH CAROLINA—WINYAH BAY

Official Mileage For Cost Accounts

<table>
<thead>
<tr>
<th>Sheet Number</th>
<th>Area (Square Miles)</th>
<th>Shoreline Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>12288</td>
<td>30</td>
<td>38</td>
</tr>
<tr>
<td>12289</td>
<td>30</td>
<td>34</td>
</tr>
<tr>
<td>12290</td>
<td>26</td>
<td>25</td>
</tr>
<tr>
<td>12291</td>
<td>34</td>
<td>35</td>
</tr>
<tr>
<td>12292</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>12293</td>
<td>8</td>
<td>15</td>
</tr>
<tr>
<td>12294</td>
<td>7</td>
<td>22</td>
</tr>
<tr>
<td>12295</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>12296</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>12297</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>12298</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>12299</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>12300</td>
<td>26</td>
<td>25</td>
</tr>
<tr>
<td>12301</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>12302</td>
<td>40</td>
<td>34</td>
</tr>
</tbody>
</table>

TOTALS 278 311
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-12288

Shoreline survey T-12288 is one of fifteen similar surveys in Job PH-6217. Thirteen surveys were at 1:20,000 scale and the remaining two at 1:10,000 scale. This survey covers that area from Shallotte Inlet westward to Tubbs Inlet and includes part of the Intracoastal Waterway. See page 5 of the Descriptive Report for the location of the map within the project.

Field work preceded compilation. This consisted of recovery and identification of horizontal control, shoreline and interior field inspection, location of fixed aids to navigation and selection of landmarks for charts.

The purpose of the survey was to provide shoreline and photo-hydro support for hydrographic surveys to be made in the area. It was not used for this purpose and field edit of the survey was never accomplished. This survey is to be superseded by survey T-12288(2) of Job PH-7019 which will be compiled from photography of 1970.

Compilation of this survey was at 1:20,000 scale by Kelsh Plotter methods using the photography of August 1962 and February 1963. Final review was in the Atlantic Marine Center in May 1971. One cronaflex positive and a negative of the final reviewed survey are forwarded for record and registry.
FIELD INSPECTION REPORT  
Project 21059  
Maps T-12288 thru T-12291  
and T-12293 thru T-12295

This report is submitted for seven maps since there is no great difference in terrain, natural or cultural features which would require special treatment.

2. AREAL FIELD INSPECTION

The area lies between the North portion of Myrtle Beach, South Carolina to the Cape Fear River in North Carolina. It includes the Intracoastal Waterway and is bordered on the Southeast by the Atlantic Ocean. The photograph coverage is not complete for each map, therefore in accordance with Instructions from Washington, field inspection has been completed to the limits of the photographs with the exception of a few places where photograph coverage extends beyond the map limits.

The area along the Atlantic Ocean is a summer resort. The portion from Myrtle Beach to the North Carolina line is built up almost solid while the area from the North Carolina line to the Cape Fear River is more sparsely settled.

There are several small villages along and near U. S. Highway 17. Some of the larger are: Crescent Beach, Little River, Shallotte and Southport.

The photographic quality was good for the entire area. Photographic tones were found to be similar to other areas along the South Atlantic Coast. The photographs used were flown in both 1962 and 1963, therefore, causing some areas to photograph slightly different. The field inspector has used the more recent photography where possible.

Photographs used for field inspection are listed below for individual maps:

<table>
<thead>
<tr>
<th>T-12293</th>
<th>T-12294</th>
<th>T-12295</th>
<th>T-12288</th>
<th>T-12289</th>
<th>T-12290</th>
<th>T-12291</th>
</tr>
</thead>
<tbody>
<tr>
<td>62 S 1063A</td>
<td>63 W 3037</td>
<td>63 W 3035</td>
<td>63 W 3029</td>
<td>62 S 841A</td>
<td>62 S 911A</td>
<td>62 S 903A</td>
</tr>
<tr>
<td>62 S 1064A</td>
<td>63 W 3038</td>
<td>63 W 3030</td>
<td>63 W 3029</td>
<td>62 S 912A</td>
<td>62 S 901A</td>
<td></td>
</tr>
<tr>
<td>62 S 851A</td>
<td>63 W 3031</td>
<td>62 S 913A</td>
<td>62 S 905A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 S 852A</td>
<td>63 W 3032</td>
<td>62 S 914A</td>
<td>62 S 906A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 S 853A</td>
<td>63 W 3033</td>
<td>62 S 827A</td>
<td>62 S 907A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 S 854A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 S 855A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. HORIZONTAL CONTROL

Horizontal control recovery and identification has been completed in accordance with project instructions.
The identification of horizontal control was accomplished on 15 February 1964, and forms 152 and 526 (in duplicate) were forwarded to Washington at that time.

PRICE AZIMUTH MARK, 1962 was moved to a new location by this party. See 1964 description and new G.F.

Horizontal control stations reported "lost", "destroyed", or "not recovered" are listed below by maps:

**T-12293**

SANDY, 1934  
INTRACOASTAL WATERWAY STA. 730/84.60, 1934  
NIXON, 1923

**T-12294**

INTRACOASTAL WATERWAY BEACON NO. 46, 1934  
LITTLE RIVER BEACON NO. 8, 1934

**T-12295**

INTRACOASTAL WATERWAY BEACON NO. 77, 1934  
BIRD, 1962

**T-12298**

SAUCE, 1934  
TUBBS, 1934  
SYLWIA, 1934  
BALD BEACH, 1962  
INTRACOASTAL WATERWAY BEACON NO. 38, 1934  
INTRACOASTAL WATERWAY BEACON NO. 36, 1934  
INTRACOASTAL WATERWAY BEACON NO. 42, 1934  
INTRACOASTAL WATERWAY BEACON NO. 55, 1934  
INTRACOASTAL WATERWAY BEACON NO. 57, 1934  
INTRACOASTAL WATERWAY BEACON NO. 59, 1934  
INTRACOASTAL WATERWAY BEACON NO. 61, 1934  
INTRACOASTAL WATERWAY BEACON NO. 71, 1934  
INTRACOASTAL WATERWAY BEACON NO. 73, 1934  
INTRACOASTAL WATERWAY BEACON NO. 75, 1934

**T-12299**

NEWOTT, 1934  
LOCKWOOD, 1924  
FISH, 1923  
CHADWICK, 1934  
TAR, 1934  
INTRACOASTAL WATERWAY BEACON NO. 29, 1934  
INTRACOASTAL WATERWAY BEACON NO. 30, 1934
INTRA COASTAL WATERWAY BEACON NO. 32, 1934
INTRA COASTAL WATERWAY BEACON NO. 34, 1934
INTRA COASTAL WATERWAY BEACON NO. 35, 1934
INTRA COASTAL WATERWAY BEACON NO. 45, 1934
INTRA COASTAL WATERWAY BEACON NO. 51, 1934

T-12290
WATERWAY, 1934
BIG HILL, 1905
INTRA COASTAL WATERWAY BEACON NO. 23, 1934

T-12291
A. L. (U.S.E.), 1923
CORN CAKE, 1962
FUZZY, 1933
3 (U.S.E.), 1933
BRIDGE, 1933
ROAD, 1933
OAK, 1933
R. B., 1923

4. VERTICAL CONTROL

A search was made for all tidal bench marks within the limits of these maps. Form 685A is submitted for each mark.

5. CONTOURS AND DRAINAGE

Contours are inapplicable.

Drainage is almost entirely composed of tidal streams. Normal drainage is generally by direct run-off into marsh or swamp.

6. WOODLAND COVER

Woodland Cover was classified in accordance with the Topographic Manual.

7. SHORELINE AND ALONGSHORE FEATURES

The high-water line has been indicated on the photographs by symbol in accordance with current instructions. No attempt was made to delineate the low-water line. The delineation of the high-water line was accomplished by several methods: Measurements from identifiable points of detail; by visual inspection from skiff; and by walking the shoreline.

All other shoreline features are adequately covered by field inspection notes on the photographs. There have been few developments since photography. Included with the map data for T-12299 is a tracing of a surveyor's map of a new development along the Intracoastal Waterway. The field inspector has located several common points of detail photogrammetrically.
The field inspector has delineated the shoreline on the 1963 photographs where possible. The compiler will note, along the Intracoastal Waterway, a mud bank where the 1963 photographs were flown at a lower tide than the 1962 ones.

8. OFFSHORE FEATURES

A letter-size section of the chart is submitted with Map T-12291. Several piling, wrecks, etc., were located by sextant or theodolite cuts.

9. LANDMARKS AND AIDS

A thorough inspection of Nautical Landmarks was made. Form 567 is submitted for each. A few have been shown for deletion and a few new ones are recommended.

All fixed aids to navigation are reported on form 567 for charting. There was only a few changes. A few new daybeacons and one rear range light have been added at the Oak Island Entrance in Map T-12291. The aids were located by several photogrammetric methods, namely: direct method, theodolite cuts from triangulation stations and photo points, and by sextant.

10. BOUNDARIES, MONUMENTS AND LINES

There have been no boundary lines shown.

11. OTHER CONTROL

There were no marked topographic stations established.

12. OTHER INTERIOR FEATURES

All roads were classified in accordance with Photogrammetric Instructions No. 56.

Field Inspection of buildings was done in accordance with Photogrammetric Instructions No. 54, revised September 22, 1961.

There were no bridge or cable clearances measured during this survey.

Marsh and swamp limits have been shown on the photographs where coverage was available.

13. GEOGRAPHIC NAMES

See Special Report of Geographic Names, Project 21059, which was submitted to Washington on 5 February 1964.
14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Control Identification to Washington 10-16-63.
Control Identification to Washington 10-21-63.
Map Data T-12300 thru T-12302 to Tampa 1-17-64.
Geographic Names Report to Washington 2-10-64.
Control Identification to Washington 2-13-64.
Map Data T-12298 to Tampa 2-25-64.
Map Data T-12292, T-12296, T-12297 and T-12299 to Tampa 3-4-64.

23 April 1964
Submitted by:

Joseph K. Wilson
Chief, Photo Party 6420
AEROTRIANGULATION REPORT
Project No. 21059
Cape Fear to North Carolina
Winyah Bay to South Carolina

21. Area Covered

This report covers aerotriangulation bridging of the Atlantic Coast from Myrtle Beach, South Carolina to Cape Fear, North Carolina (T-Sheets T-12288 thru T-12295 and T-12297).

22. Method

Three strips were bridged on the stereoplanigraph and adjusted by IBM 1620 methods. All stations held within National Map Accuracy Standards, with the exceptions of Corneake RM #1, 1962 (Strip #3) and Goat, 1934, SS"A". All tie points were averaged. Plotting coordinates are furnished at 1:10,000 scale.

23. Adequacy of Control

Horizontal control provided was adequate in quality and coverage, with the exception of Corneake RM #1, 1962, which could not be held in strip #3. It is believed that the RM #1 has been disturbed (see Form 526 Recovery Note). Another station should be identified in the area to complete T-Sheet No. T-12291, Goat 1934, SSA could not be clearly identified in strip #1 and was eliminated from the bridge.

24. Supplemental Data
None

25. Photography

Photography was adequate as to coverage, overlap, and definition.

Submitted by:

W. Heinbaugh 3/108

Approved by:

J. D. Farrow 3/108
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ( y )-COORDINATE</th>
<th>LONGITUDE OR ( x )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCEAN ISLE, 1962</td>
<td>Figiols G.P. P.1</td>
<td>NA.1927</td>
<td>33 53 29.45</td>
<td>78 25 15.75</td>
<td>907.4 (941.2)</td>
<td></td>
<td>404.7 (1137.0)</td>
<td></td>
</tr>
<tr>
<td>*FISOTT, 1932</td>
<td>G.P. N.C.38</td>
<td>&quot;</td>
<td>33 54 01.378</td>
<td>78 26 43.636</td>
<td>42.5 (1806.1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAUSE, 1934</td>
<td>NC-226 (GP.1-215)</td>
<td>&quot;</td>
<td>70,471.10</td>
<td>2,178,759.47</td>
<td>171 (9529)</td>
<td></td>
<td>8759 (1291)</td>
<td></td>
</tr>
<tr>
<td>SEASIDE, 1934</td>
<td>&quot;</td>
<td>&quot;</td>
<td>53,351.63</td>
<td>2,155,657.68</td>
<td>3357 (6648)</td>
<td></td>
<td>5658 (4342)</td>
<td></td>
</tr>
<tr>
<td>SYLVA, 1934</td>
<td>&quot;</td>
<td>&quot;</td>
<td>64,057.76</td>
<td>2,163,700.11</td>
<td>4058 (5942)</td>
<td></td>
<td>3700 (6300)</td>
<td></td>
</tr>
<tr>
<td>TUBBS, 1934</td>
<td>&quot;</td>
<td>&quot;</td>
<td>50,322.49</td>
<td>2,158,740.70</td>
<td>322 (9678)</td>
<td></td>
<td>8741 (1259)</td>
<td></td>
</tr>
<tr>
<td>BRICK, 1934</td>
<td>&quot;</td>
<td>&quot;</td>
<td>57,294.30</td>
<td>2,183,856.23</td>
<td>7294 (2706)</td>
<td></td>
<td>3656 (6144)</td>
<td></td>
</tr>
<tr>
<td>*FISOTT, 1932</td>
<td>N.C.-37</td>
<td>&quot;</td>
<td>55,203.75</td>
<td>2,168,306.02</td>
<td>5204 (4796)</td>
<td></td>
<td>8306 (1694)</td>
<td></td>
</tr>
<tr>
<td>SHALLOTTE FIRE</td>
<td>N.C.-181</td>
<td>&quot;</td>
<td>88.413.11</td>
<td>2,170,226.05</td>
<td>8413 (1557)</td>
<td></td>
<td>226 (9774)</td>
<td></td>
</tr>
</tbody>
</table>

*same station

1 FT. = 0.3048006 METER
COMPUTED BY: B. Wilson DATE: October 20, 1966
CHECKED BY: B. H. Barnes DATE: October 20, 1966
The aerotriangulation report is submitted with T-12297.

31. **DELINEATION**

The Kelsh plotter was used. Field inspection was adequate. Photography was satisfactory.

32. **CONTROL**

See aerotriangulation report (with T-12297).

33. **SUPPLEMENTAL DATA**

None.

34. **CONTOURS & DRAINAGE**

Contours are inapplicable. Drainage was delineated as inspected or from office interpretation of the photographs.

35. **SHORELINE AND ALONGSHORE DETAILS**

Breaker, shallow and low water lines were delineated from office interpretation.

36. **OFFSHORE DETAILS**

None.

37. **LANDMARKS AND AIDS**

Appropriate copies of Form 567 for Aids to Navigation were forwarded to the Washington Office under date

There are no landmarks.
38. CONTROL FOR FUTURE SURVEYS

None.

39. JUNCTIONS

Junctions are in agreement with T-12295 (1:10,000) to the west, and T-12289 to the east. The Atlantic Ocean is to the south. There is no contemporary survey to the north.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

A comparison has been made with USGS Quadrangle, SHALLotte, N. C. scale 1:24,000 dated 1943. The shoreline of the Intracoastal Waterway and Eastern Channel have undergone considerable changes.

No building now exists at the site of NEW HOPE CHURCH as on the quadrangle.

47. COMPARISON WITH NAUTICAL CHARTS

A comparison has been made with USC&GS Chart 835-SC scale 1:40,000 Third Edition March 1966. The same shoreline differences were noted as listed under Item 46.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

[Signature]
Karl G. Boyle
Cartographic Technician
Approved and forwarded:

Melvin J. Rimbach, CDR, NOAA
Chief, Photogrammetry Division, AMC

Approved:

Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center
May 28, 1971

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-5217 (North Carolina)

T-12288

Apricot Creek
Atlantic Ocean
Brantley Island
Brick Landing
Calvin Point
Clam Creek
Cooter Creek
Copas Branch
Eastern Channel
Gause Landing
Gause Landing Creek
Gold Mine Creek
Goose Creek
Horse Ford Creek
Intracoastal Waterway
Jinks Creek
Jinny's Branch (community)
Jinny's Branch (stream)
Kilbark Slough

Little Saucepan Creek
Long Bay
Middle Dam Creek
Monks Island
Needham Hole Creek
Ocean Isle Beach
Old Mill Creek
Saucepan Creek
Seaside
Shallotte Inlet
Shallotte River
Shallotte Sound
Sols Creek
Sols Island
Spring Branch
Still Creek
The Swash
Tubbs Inlet

Approved by:

A. Joseph Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
49. NOTES FOR THE HYDROGRAPHER

The position of LIGHT 101, from office interpretation of the photos, is about 220 feet to the west of that indicated by the field inspector (where there is nothing visible on the photos). Please verify. If the position shown is in error, then also verify the following, the location of which involved LIGHT 101:

    DAYBEACON 99  
    DAYBEACON 103  
    DAYBEACON 105

Shallow areas and sand bars are from office interpretation of the photographs and are shown to aid the hydrographer in locating hazardous areas. If they are found not to exist, this fact should be noted on the Field Edit Ozalid.
**PHOTOGRAMMETRIC OFFICE REVIEW**

**T-10362 12288**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>PROJECTION AND GRIDS</td>
</tr>
<tr>
<td>2.</td>
<td>TITLE</td>
</tr>
<tr>
<td>3.</td>
<td>MANUSCRIPT NUMBERS</td>
</tr>
<tr>
<td>4.</td>
<td>MANUSCRIPT SIZE</td>
</tr>
<tr>
<td>5.</td>
<td>CONTROL STATIONS</td>
</tr>
<tr>
<td>6.</td>
<td>HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY</td>
</tr>
<tr>
<td>7.</td>
<td>RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations)</td>
</tr>
<tr>
<td>8.</td>
<td>PHOTO HYDRO STATIONS</td>
</tr>
<tr>
<td>9.</td>
<td>BENCH MARKS</td>
</tr>
<tr>
<td>10.</td>
<td>PLOTTING OF SEXTANT FIXES</td>
</tr>
<tr>
<td>11.</td>
<td>PHOTOGRAMMETRIC PLOT REPORT</td>
</tr>
<tr>
<td>12.</td>
<td>DETAIL POINTS</td>
</tr>
<tr>
<td>13.</td>
<td>ALONGSHORE AREAS (Nautical Chart Date)</td>
</tr>
<tr>
<td>14.</td>
<td>SHORELINE</td>
</tr>
<tr>
<td>15.</td>
<td>LOW-WATER LINE</td>
</tr>
<tr>
<td>16.</td>
<td>ROCKS, SHOALS, ETC.</td>
</tr>
<tr>
<td>17.</td>
<td>BRIDGES</td>
</tr>
<tr>
<td>18.</td>
<td>AIDES TO NAVIGATION</td>
</tr>
<tr>
<td>19.</td>
<td>LANDMARKS</td>
</tr>
<tr>
<td>20.</td>
<td>OTHER ALONGSHORE PHYSICAL FEATURES</td>
</tr>
<tr>
<td>21.</td>
<td>OTHER CULTURAL FEATURES</td>
</tr>
<tr>
<td>22.</td>
<td>PHYSICAL FEATURES</td>
</tr>
<tr>
<td>23.</td>
<td>WATER FEATURES</td>
</tr>
<tr>
<td>24.</td>
<td>NATURAL GROUND COVER</td>
</tr>
<tr>
<td>25.</td>
<td>PLANETABLE CONTOURS</td>
</tr>
<tr>
<td>26.</td>
<td>STEREOSCOPIC INSTRUMENT CONTOURS</td>
</tr>
<tr>
<td>27.</td>
<td>CONTOURS IN GENERAL</td>
</tr>
<tr>
<td>28.</td>
<td>SPOT ELEVATIONS</td>
</tr>
<tr>
<td>29.</td>
<td>OTHER PHYSICAL FEATURES</td>
</tr>
<tr>
<td>30.</td>
<td>CULTURAL FEATURES</td>
</tr>
<tr>
<td>31.</td>
<td>ROADS</td>
</tr>
<tr>
<td>32.</td>
<td>BUILDINGS</td>
</tr>
<tr>
<td>33.</td>
<td>RAILROADS</td>
</tr>
<tr>
<td>34.</td>
<td>OTHER CULTURAL FEATURES</td>
</tr>
<tr>
<td>35.</td>
<td>BOUNDARIES</td>
</tr>
<tr>
<td>36.</td>
<td>BOUNDARY LINES</td>
</tr>
<tr>
<td>37.</td>
<td>PUBLIC LAND LINES</td>
</tr>
<tr>
<td>38.</td>
<td>MISCELLANEOUS</td>
</tr>
<tr>
<td>39.</td>
<td>GEOGRAPHIC NAMES</td>
</tr>
<tr>
<td>40.</td>
<td>JUNCTIONS</td>
</tr>
<tr>
<td>41.</td>
<td>LEGIBILITY OF THE MANUSCRIPT</td>
</tr>
<tr>
<td>42.</td>
<td>DISCREPANCY OVERLAY</td>
</tr>
<tr>
<td>43.</td>
<td>DESCRIPTIVE REPORT</td>
</tr>
<tr>
<td>44.</td>
<td>FIELD INSPECTION PHOTOGRAPHS</td>
</tr>
<tr>
<td>45.</td>
<td>FORMS</td>
</tr>
<tr>
<td>46.</td>
<td>REVIEWER</td>
</tr>
</tbody>
</table>

**Bernice Wilson**

**Albert C. Rauck**

**REMARKS (See attached sheet)**

**FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT**

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.

**COMPILED BY**

**SUPERVISOR**
REVIEW REPORT T-12288

SHORELINE

MAY 26, 1971

61. GENERAL STATEMENT

See Summary, which is page 6 of the Descriptive Report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Comparison was made with a copy of survey T-8200. This is a 1:20,000 scale survey made in 1944 as a part of the 7 1/2 minute series of standard topographic quadrangle maps, printed and distributed by the U.S. Geological Survey. All differences noted that exist between this survey and T-12288 will also exist between the USGS SHALLOTTE, N.C. quadrangle and T-12288.

The shoreline in this area has changed since the date of the older survey. The major changes in the vicinity of the inlets have been indicated on the comparison print in blue. Dredging of the Intracoastal Waterway and the resulting spoil deposits on its south side has also changed that area. No attempt to show all of these changes on the comparison print was made.

Registered survey T-8200 is obsolete. It is superseded by T-12288 for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Comparison was made with USGS SHALLOTTE, N.C. 1:24,000 scale quadrangle. See item 62 above.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

There were no contemporary hydrographic surveys available for comparison purposes at the time of final review.
65. **COMPARISON WITH NAUTICAL CHARTS**

Comparison was made with chart 835-SC, 8th edition, January 23, 1971. The differences in the shoreline between the two surveys have been indicated on the comparison print in red.

There is a discrepancy in the position of the following fixed aids to navigation between the chart and this survey. It is possible that some of these aids were moved subsequent to the time of field work.

- Cape Fear - Little River Light 78
- Cape Fear - Little River Daybeacon 80
- Cape Fear - Little River Light 84
- Cape Fear - Little River Daybeacon 87
- Cape Fear - Little River Light 98
- Cape Fear - Little River Light 101

Cape Fear - Little River Light 82, as shown on this survey, has been removed and replaced by Cape Fear - Little River Light 81 as shown on the chart. This is in accordance with the Light List, Volume I.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS**

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

Reviewed by:

Leo F. Beugnet
Cartographer

Approved for forwarding:

Melvin J. Umbach, CBK, NOAA
Chief, Photogrammetry Division, AMC

Approved:

Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center

Approved:

Charles Lourie, Jack E. Luth
Chief, Photogrammetric Branch, Chief, Photogrammetry Division
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

B. Wilson

J. Bull, Director

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>LIGHT 78</td>
<td>CAPE FEAR - LITTLE RIVER</td>
</tr>
</tbody>
</table>

| LIGHT 80   |                             |
| LIGHT 82   |                             |
| LIGHT 84   |                             |
| LIGHT 85   |                             |
| DAYBN 87   |                             |
| DAYBN 89   |                             |
| LIGHT 90   |                             |
| DAYBN 91   |                             |
| LIGHT 93   |                             |
| DAYBN 95   |                             |
| DAYBN 97   |                             |

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
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 B. Wilson

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
<th></th>
<th></th>
<th></th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
<td>SIGNAL NAME</td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
<td>NA 1927</td>
<td>PHOTO T-12286</td>
</tr>
<tr>
<td>INTRACOASTAL WATERWAY</td>
<td></td>
<td></td>
<td></td>
<td>D.M. METERS</td>
<td>0.1</td>
<td>03.89</td>
<td>100</td>
</tr>
<tr>
<td>CAPE FEAR - LITTLE RIVER</td>
<td></td>
<td></td>
<td>33 53</td>
<td>25.28</td>
<td>78 28</td>
<td>815</td>
<td>2-21-63</td>
</tr>
<tr>
<td>LIGHT 90</td>
<td></td>
<td></td>
<td>33 53</td>
<td>19.14</td>
<td>78 28</td>
<td>234</td>
<td>2-27-64</td>
</tr>
<tr>
<td>DAYBN 99</td>
<td></td>
<td></td>
<td>33 53</td>
<td>11.59</td>
<td>78 29</td>
<td>783</td>
<td>2-27-64</td>
</tr>
<tr>
<td>LIGHT 101</td>
<td></td>
<td></td>
<td>33 53</td>
<td>09.38</td>
<td>78 29</td>
<td>458</td>
<td>2-27-64</td>
</tr>
<tr>
<td>DAYBN 103</td>
<td></td>
<td></td>
<td>33 53</td>
<td>02.82</td>
<td>78 29</td>
<td>545</td>
<td>2-27-64</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by survey sheets. Information under each column heading should be given.
# RECORD OF APPLICATION TO CHARTS

**FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. T-12288**

## INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.  
1. Letter all information.  
2. In "Remarks" column cross out words that do not apply.  
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>8335A</td>
<td>10-21-71</td>
<td>L. More</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td>1236</td>
<td>1-11-72</td>
<td>B. Lillie</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td>1236</td>
<td>11-26-74</td>
<td>F. Bolovinn</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Consid. fully appl. 1975 1979 Date</td>
</tr>
</tbody>
</table>

## Chart Details

- **Chart 8335A**: 
  - Date: 10-21-71
  - Cartographer: L. More
  - Remarks: Full Part Before After Verification Review Inspection Signed Via Drawing No.

- **Chart 1236**: 
  - Date: 1-11-72
  - Cartographer: B. Lillie
  - Remarks: Full Part Before After Verification Review Inspection Signed Via Drawing No.

- **Chart 1236**: 
  - Date: 11-26-74
  - Cartographer: F. Bolovinn