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**State:** North Carolina

**Locality:**
- Intracoastal Waterway
- Queen Inlet to Myrtle Sound

**1934**

**Chief of Party:** O.S. Reading
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

PHOTO  TOPOGRAPHIC TITLE SHEET  

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. ......................

REGISTER NO.T-5042.  5042


General locality. Atlantic Coast. Intracoastal Waterway.

Locality. Mason Inlet to Carolina Beach. Myrtle Sound Photographs.

Scale. 1:25,000. Date of Sept. 25, 1933. 19


Vessel. Army Air Corps F-1A Airplane.

Reviewed and recommended for approval.

Chief of Party: Photographs plotted by, Donald K. Albertson.

Inked by: Donald K. Albertson.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated: 19

Remarks: Compilation of aerial photographs No. 625 to 645 incl.

Reduced to scale and printed by photolithographic process.

Polyconic projection by; D.K. Albertson.  Feb. 6, 1934.

Projection verified by; Henry Olsen.  Feb. 6, 1934.


Control verified by; Henry Olsen.  Feb. 9, 1934.
Descriptive report to accompany Air Photo Topographic Sheet No. 5042.
Queen Inlet to Carolina Beach.
North Carolina.

General Information:
This sheet is a compilation of five lens aerial photographs made up of one flight, taken with a T-3 camera No. 31-80 by the U. S. Army Air Corps on Sept. 25, 1933 at 11:30 A.M. Direction of the flight was northeast and a scale factor of .922 was used in making the projection for the finished celluloid plot.

High tide at Wrightsville Inlet on Sept. 25, 1933 occurred at 12:07 P.M.

The area of this sheet covered by one strip of photographs, extending from Queen Inlet on the North to Carolina Beach on the South, embraces the intercoastal waterway with channel facilities as well as all adjacent topography that might prove of specific value. As a whole the area comprises approximately 15.2 statute miles of outer coastline, 16.5 statute miles of intercoastal waterway, 47 square miles of topography, 46.2 statute miles of inside shoreline, and approximately 11 statute miles of rivers and sloughs less than 200 meters wide.

Control:
The control for this sheet consists chiefly of Coast Survey Triangulation by C. D. Meaney, 1932, R. P. Strough, 1914, C. L. Garner, 1918, and J. A. Bond, 1933. At the time of the compilation the control had not been reduced to 1927 Datum. Triangulation, however, was adjusted to the 1927 Datum by correction values supplied by the Division of Geodesy.

In making the radial plot triangulation station "B", U.S.E., Lat. 34°06', and Long. 77°56'; failed to coincide with that spotted by the field inspection party by approximately 500 meters. According to the geographic position this station plots on the southeastern tip of an island in the Cape Fear River, whereas the field inspection locates same at the northwestern extremity of this same island. Due to this decided difference, this station was not used in making the radial plot.

Other than the above mentioned discrepancy, the control was well distributed and accurately spotted by the field inspection party, and enabled a good plot to be made in the minimum time.

Compilation:
The radial plot method was used tying in to the plot of T-5041 on the South, and plot T-5043 on the North.

It might be added that the field inspection notes were incomplete insofar as only the "B" prints were furnished, and covered only the area running the length of the intercoastal waterway, making it necessary to interpret the outer coastline, as well as the inland topography west of the intercoastal waterway from the office photographs and previous sheets.

Controlly:
The field inspection was made on "B" prints numbered from 336 to 375 inclusive. The compilation was made on photographs numbered 625 to 645, inclusive, a refight much clearer than the 336-375 flight.
The Geographic Board has not made a survey on the name of this inlet. The chart is showing the same name as on the chart "Wrightsville Bed."
1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.)

2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)

4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.)

5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

6. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)

7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. The review check also continued that.

8. The span, draw and clearance of bridges are shown. (Par. 16c.)

9. The data furnished by the Field Inspection is adequate.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
7. cont The wrecks shown on chart 1985 in the vicinity 34° 04', 77° 52' are not shown on this chart. There was no rust seen of them by the field inspection and there is not evidence of them on the photographs. T-4785 does not cross the outer coast since there was no rust seen by the field party. Their removal was very partial, still in question and should remain on the chart.

Beacons and U.S.C. stations were transferred to this chart from the air photo control chart T-4785.

Transferred by Douglas H. Benson

Checked by H. Olson

(Cont.)

The names Carvian Creek, Barrett Creek and Pickett Rock were submitted by Mr. John Marshall of Williamsburg, Va. thru C.M. K. Adams. These names have been submitted to Mr. H. Bacon for approval.

Dec. 24, 1936.
Beacon locations and channel width were secured from the topographic survey No. 4785, and accurately plotted from same.

Comparison with other Surveys:

Both North and South junctions agree favorably with the adjoining sheets (T-5041 and T-5043).

However in comparing this sheet with T-4249, made in 1927, considerable discrepancy was found in the coastline at Lat. 34°13' and Long. 77°47'. It is evident that appreciable fill has occurred at this point, (known as Moors' Inlet) since 1927. It was also noted that at Wrightsville Beach, Lat. 34°12', and Long. 77°48' a number of new piers have been constructed in place of numerous old ones that have been removed.

At Masonboro Inlet, Lat. 34°11', Long. 77°49' a comparison with sheet T-4249 made in 1926, shows that the inlet is now considerably wider, and that the outer coastline is now approximately 100 meters further east. This continues to be decidedly apparent between Lat. 34°10' and 34°11' at Long. 77°49'. A slight change was also noted in the remaining coastline which naturally could be expected.

A single lens strip of photographs (N28,884 D-8) to E45) along the outer coast were taken Jan. 14, 1934 at 1:20 P.M.

This strip of the coast was flown because of possible changes due to severe storms after the original photographs were taken. These photographs were used for a slight revision of Masonboro Inlet.

Low tide on Jan. 14, 1934, occurred at 1:09 P.M. at Wrightsville Beach.

Landmarks:

A list of landmarks recommended for this area will be found with Descriptive Report No. 4785.

Recommendation for further surveys:

It is believed that the compilation does not have a probable error of more than ten meters in position of well defined detail of importance for charting, and that no further survey is believed necessary at this time.

Remarks:

The work of the field inspection party over the area covered by them was good.

Respectfully submitted,

(Sgd.) Donald K. Albiston
Donald K. Albertson,
Jr. Cartographic Engineer.
10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

12. The descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 80 and 57.) None submitted.

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 15d, e, 60.) With T-478, five landmarks are shown on chart 12,85 on the area of this sheet (T-5042). Only one is mentioned in the report T-4785. A comparison of the photo replotted to locate the other would be:

14. The geographic datum of the sheet is N.A. 1927 adopted and the reference station is correctly noted. (Par. 34.)

15. Junctions with contemporary surveys are adequate.

16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66c.) From chart 12,85 and field impulsion notes, and T-4785, the names streams "Joand" to from field photo #360 (8 june). See opposite page.

17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

[Signature]
Chief of Party

21. Remarks after review in office:

Reviewed in office by: 

[Signature]

Examinined and approved:

[Signature]
Chief, Division of Charts

[Signature]
Chief, Section of Field Records

[Signature]
Chief, Section of Field Work

[Signature]
Chief, Division of Hydrography and Topography.
ADDITIONAL NOTES

The bridge across the Sound to Wrightsville Beach is an electric railway bridge and does not carry automobile traffic. The highway paralleling the electric line from Wrightsville stops at the Auditorium. T-4249 (1927) shows the highway continuing into Wrightsville Beach. This is incorrect.

In Wrightsville Beach there is a walkway extending the length of the island. It is shown by a single solid line. Upon entering Wrightsville Beach the electric line turns south and parallels this walkway.

Jan 4, 1935

[Signature]
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### Geographic Names

**Survey No.** T 5042  
**Chart No.** 425  
**Diagram No.** 1235  
**Approved by** Harlow Bacon

Names underlined in red approved March 21, 1935.  
Approved by the Division of Geographic Names, Department of Interior.  
Referred to the Division of Geographic Names, Department of Interior.  
Under investigation.  

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T 5042 Supplemented

In 44, light 42 and the U.S. Engineer Stations north of lat 34° 14' have been transferred from graphic control survey T 4761, 1933.

On light 42 on T 5042 Supplemented is shown on T 4761 as D Bn 42. Division of Geodsy cannot furnish a position 7/3/35.

Light House Notes to Maurice #34 1935 states灯 has been sighted but does not indicate any change in position.

O Marconibo to George White No. Cape 30° 10' has been transferred from T 43 48, 1928. This is on landmark which is still in existence as evidenced by examination of photo. Object is shown on T 43 48, 1926 as D station but Geodsy cannot furnish a position 7/3/35.

This information supplied to cartographer prior to filing this supplement and it is purely subject for chart value of this time.

B.G. Jones
12/3/35