DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Peattie
Director

State: North Carolina

DESCRIPTIVE REPORT

Localities:
Alligator River
Deep Point to Cherry Ridge Landing

1935

Chief of Party
Raymond P. Emman
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. T6371

REGISTER NO.

State. North Carolina
General locality. Alligator River
Locality. Deep Pt. to Cherry Ridge Landing

Scale. 1/10,000 Date of survey. July 1935
Vessel. M.V. Natoma
Chief of Party. R. P. Eyman
Surveyed by. E. L. Jones and John C. Bull
Inked by. E. L. Jones

Heights in feet above to ground to tops of trees
Contour, Approximate contour, Form line interval feet
Instructions dated. August 31 1934

Remarks:

GRO
Descriptive Report to accompany
Topographic Sheet "T", Alligator River, N.C.

Instructions
The work on this sheet was done in accordance with instructions
dATED Aug. 31, 1934 for Project HP-169 M.V. Natoma.

Limits and Scale
Surveyed on a scale of 1-10,000 the sheet covers portions of the
Alligator River from Deep Pt. to Cherry Ridge Landing.
It is joined on the east by sheet "S" and is the last sheet of
this project up the Alligator River.

Control and Survey Method
The control consisted of 13 triangulation stations adeqately spaced
to give rigid control over the larger part of the area.
Hydrographic signals were all cut in from triangulation stations except
those to the north and west of A Knee, which were located by traverse by
Ensign John C. Bull. This traverse was run from A Knee to A Sawyer, a
distance of 1.3 miles with a closure of 1 meter.
There seems to be a small discrepancy between the magnetic meridians.

General Description of Topographic Features
The shoreline on this sheet is extremely foul with stumps, cypress
knees, and fallen trees. The waterline at A Moss is very indefinite due to
the cypress trees growing out into the water. Station Knee is on a
3 meter islet.
Fish stakes extending out into the river at the entrance to the
Alligator River-Pungo River Canal are dangerous for small craft operating
at night. The stakes enclosed by small black circles were rodded in.
The wrecked barge at Deep Pt. is partly on the shoreline. The piling
in the old wharf at Deep Pt. enclosed by a small black circle were rodded.
The land area on this sheet is thickly covered with juniper, black
gum, laurel, cypress, and southern pine except the area immediately
adjacent to the canal which is covered with marsh grass and briers.

Statistics
Shoreline - - - - - 2.3 mi. stat.
Area surveyed - - - - 0.2 sq. mi.
Traverse - - - - - 1.3 mi.

New Names
The only new name appearing in this area is "Cherry Ridge Landing"
in the vicinity of 0 Sal.

Signals
A list of positions of signals is attached.

Landmarks
The beacons are the only landmarks and they are listed on form 567.

Respectfully submitted,

Approved and forwarded,

Raymond J. Epperson

Edward L. Jones
<table>
<thead>
<tr>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tid</td>
<td>35 40 984 (865)</td>
<td>- 76 04 653 (856)</td>
<td>Bn. #18 (Location of tide gage)</td>
</tr>
<tr>
<td>Mis</td>
<td>39 1786 (83)</td>
<td>03 1507 (02)</td>
<td></td>
</tr>
<tr>
<td>Bow</td>
<td>39 1857 (252)</td>
<td>06 1308 (201)</td>
<td></td>
</tr>
<tr>
<td>Aft</td>
<td>39 1865 (344)</td>
<td>06 885 (224)</td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td>40 1467 (382)</td>
<td>05 320 (1189)</td>
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</tr>
<tr>
<td>Mol</td>
<td>40 1569 (280)</td>
<td>05 1410 (99)</td>
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</tr>
<tr>
<td>Lit</td>
<td>40 42 (1807)</td>
<td>06 363 (1145)</td>
<td>Beacon #20</td>
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<tr>
<td>Cut</td>
<td>39 1425 (224)</td>
<td>06 637 (672)</td>
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<tr>
<td>War</td>
<td>40 937 (912)</td>
<td>06 642 (867)</td>
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<tr>
<td>Gin</td>
<td>40 1665 (134)</td>
<td>07 38 (1471)</td>
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<tr>
<td>Cop</td>
<td>40 1682 (167)</td>
<td>07 787 (722)</td>
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<tr>
<td>Sub</td>
<td>41 390 (1459)</td>
<td>06 1416 (93)</td>
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<tr>
<td>Pal</td>
<td>41 1052 (797)</td>
<td>07 1185 (325)</td>
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<tr>
<td>Hot</td>
<td>41 902 (947)</td>
<td>08 120 (1589)</td>
<td></td>
</tr>
<tr>
<td>Dog</td>
<td>41 1324 (525)</td>
<td>07 1464 (44)</td>
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<tr>
<td>Bus</td>
<td>41 1305 (544)</td>
<td>08 353 (1186)</td>
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<tr>
<td>Car</td>
<td>41 1670 (179)</td>
<td>08 51 (1486)</td>
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<tr>
<td>Sed</td>
<td>42 55 (1753)</td>
<td>08 222 (1287)</td>
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<tr>
<td>Sea</td>
<td>41 1698 (151)</td>
<td>08 453 (1028)</td>
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<tr>
<td>Ty</td>
<td>42 191 (1558)</td>
<td>08 457 (1042)</td>
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<tr>
<td>Sal</td>
<td>42 357 (1402)</td>
<td>08 725 (-785)</td>
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<tr>
<td>Sev</td>
<td>42 348 (1501)</td>
<td>08 924 (585)</td>
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<tr>
<td>En</td>
<td>42 257 (1522)</td>
<td>08 924 (-585)</td>
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</tbody>
</table>
LANDMARKS FOR CHARTS

M.V. Netoma, Elizabeth City, N.C.,

October 16, 1935

Director, U.S. Coast and Geodetic Survey:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Raymond P. Eynon
Chief of Party

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>Lighted Bu. #18</td>
<td>35° 40' 984&quot;</td>
<td>75° 06' 653&quot;</td>
<td>N.A.1927 Topo.</td>
<td>1228, 1229, 3253</td>
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<tr>
<td>&quot; &quot; #20</td>
<td>35° 40' 42&quot;</td>
<td>75° 06' 353&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
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</table>

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it: for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
GEOGRAPHIC NAMES

Date: Nov. 20, 1935

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
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<td></td>
<td>Alligator River</td>
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<tr>
<td></td>
<td>Cherry Ridge Landing</td>
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<tr>
<td></td>
<td>Deep Point</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Cypress Point</td>
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<td></td>
<td>Alligator R. - Pungo R. Canal</td>
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Names approved Dec. 14, 1935

[Signature]

[Diagram No. 1228-2]
REVIEW OF GRAPHIC CONTROL SURVEY T-6371, SCALE 1/10,000.

Date of Review Apr. 2, 1936.

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5373, with particular attention to the following details:

   (a) Projection has been checked in the Field.

   (b) Accuracy of location of plane table control points.

   (c) Discrepancies between detail on this survey and the air photo compilations listed above.

   (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5373, for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

Leonard C. McNamee

April 2, 1936.