Original

8198

8198

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. ..... Office No. T-8198

LOCALITY

State North Carolina

General locality Brunswick County

Locality Lookwoods Folly Inlet

1943

CHIEF OF PARTY

F.L. Crowder and

Fred. K. Peacock

LIBRARY & ARCHIVES

DATE June 6, 1946

8-1870-1 (1)

1236

applied to Chl. ~~8198~~ 7/7/44 R
Examined for aids, rocks 835 12/18/47 JFR
& bridges, pipe

Fully applied ch. 835 8/29/50 Bunsen

Form T-1

DATA RECORD

T-8198

Quadrangle (II):
Lockwoods Folly 7½ minute Quadrangle

Project No. (II):
CS-275

Field Office:
Myrtle Beach, S. C.

Chief of Party:
F. L. Gallen

Compilation Office:
Baltimore, Maryland

Chief of Party:
Fred. L. Peacock

Instructions dated (II III):
Jan. 23, July 15, Oct. 19, 23, 27) 1942

Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office: 7/43

Reported to Nautical Chart Section: 1/45

Reviewed: 10/43 Applied to chart No. Date:

Redrafting Completed: 1/44

Registered: 5/46 Published: 4/44

Compilation Scale: 1:20,000 Published Scale: 1:31680

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): HOWELL, 1932

Lat.: 33°57' 04.158" 128.1(1720.5)m. Long.: 78°12' 30.887 793.1(747.6)m. Adjusted ✓ ~~Unadjusted~~

State Plane Coordinates (VI): No. Carolina (Single Zone)

X = 2,240,049.48 ft. Y = 74,169.23 ft.

Military Grid Zone (VI)

Zone "B" ✓

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
8132	4-1-42	12:52 P.M.	1:20,000	0.48' Below M.L.W.
8133	4-1-42	12:52 P.M.	1:20,000	0.48' Below M.L.W.
8134	4-1-42	12:52 P.M.	1:20,000	0.48' Below M.L.W.
8118	4-1-42	12:33 P.M.	1:20,000	0.3' Below M.L.W.
8119	4-1-42	12:33 P.M.	1:20,000	0.3' Below M.L.W.
8120	4-1-42	12:33 P.M.	1:20,000	0.3' Below M.L.W.

Tide from (III): Predicted tables, Reference Station, Charleston, S.C., with time corrections for Lockwoods Folly Inlet

Mean Range: 4.2' Spring Range: 4.8'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera ($8\frac{1}{4}$" focal length)

Field Inspection and contouring by: Arnold M. Jylha date: April, 1943

Field Edit by: L Levin date: Aug 1942

Date of Mean High-Water Line Location (III):

Same as date of photographs

Projection and Grids ruled by (III) Washington Office date: Jan. 1943

" " " checked by: Washington Office date: Jan. 1943

Control plotted by: J. Edward Deal, Jr. date: April 10, 1943

Control checked by: Henry P. Eichert date: April 12, 1943

Radial Plot by: J. Edward Deal, Jr. & Joseph Steinberg date: May, 1943

Detailed by: Raymond Glaser date: June 15,1943,to July 23,1943

Reviewed in compilation office by: Wm. Van Loon date: July 23,1943,to July 29,1943

Elevations on Field Edit Sheet checked by: L Levin date: Aug 3 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 38½

Shoreline (More than 200 meters to opposite shore): 16.5 Statute Miles

(Center line of streams only)
Shoreline (Less than 200 meters to opposite shore): 17.7 Statute Miles

Number of Recoverable Topographic Stations established: 14
13 Non-floating aids to navigation established by plane table survey.
1 Azimuth reference monument
Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: Unknown — 34 mi

Roman numberals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.275 , was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templets) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore ~~Tampa~~ Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blueline" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

FIELD INSPECTION REPORT
QUADRANGLE T-8198
PROJECT CS-~~884~~ 275
F. L. Gallen, Chief of Party

1. The area consists of irregular rolling land indented by a pattern of streams and ravines. The highlands are sparcely timbered, and is fairly open with loose and sandy soil. The lowlands are very brushy and more heavily timbered. Only a small portion is farmed as most of the area is waste land unsuited for agriculture. All streams have U bottoms and slopes are gentle excepting in the upper portions, which tend to be cut up and steep.

2. Field inspection is complete

3. The photographs are typical of the area

4. See Report for T-8200

5. All elevations were found to be correct. There is no large closing error and the usual closure was about 0.5 feet.

6. Standard equipment was used. A great deal of sketching, and the fullest use of the stereoscope was used on this quadrangle.

11. All beacons and lights have been located on the photographs, and numbers have been changed, as found when locating them.

Approved and Forwarded

F. L. Gallen
Chief of Party

Submitted by:

Armold M. Jylha
Sr. Photo. Aid

26 CONTROL:

There are five U. S. Coast & Geodetic Survey Triangulation Stations which lie within the limits of this map manuscript and which were used to control the photographs within this area. These triangulation stations were established in 1932 and 1934 and were recovered in 1942. These stations are as follows:

BONHAM, 1934
HOWELL, 1932
SOUTHPORT WEST BASE, 1932
WATERWAY, 1934
FOLLY, 1934

Field Inspection Stations were established by the field inspection party at well-defined points near four of the above mentioned triangulation stations. This assured accurate picking of these horizontal control stations on the office photographs. These F. I. Station are shown with small circles in orange ink on the reverse side of the map manuscript. They are:

F. I. S. BONHAM, 1934
F. I. S. HOWELL, 1932
F. I. S. SOUTHPORT WEST BASE, 1932
F. I. S. WATERWAY, 1934

In addition to the control mentioned above, there are two other triangulation stations within the limits of this map manuscript. This compilation office has no data regarding their recovery or use as control. These stations were presumably used as control at the time of the 1935 survey and compilation. These stations are:

LOCK R. M. "2" 1923
I. W. Bn. "14" 1934 (Lighted)

Intracoastal Waterway Beacon "14" 1934 has been relocated and renamed 'Light "34"'. It is obviously non-existent as a triangulation station and the symbol has been removed from the map manuscript to show more clearly other pertinent detail.

5/27/46 added in geodetic records ADV.

27 RADIAL PLOT:

~~three~~ four The radial plot for this map manuscript is described in section of the descriptive report of the radial plots for Projects CS-275 and CS-284, which has been submitted to the Washington Office.

28 DETAILING:

Disagreement between field inspection photographs on shoreline data of the same area has been carefully noted on the overlay. Disagreement between interpretation of detail on field inspection photographs and stereoscopic interpretation by the compilation office has likewise been noted. In all cases interpretation was made by careful stereoscopic examination and detailed accordingly.

The compilation office was furnished a red-line print on celluloid, of a reproduction, on a scale of 1:20,000 of a survey made in 1935 covering approximately three fifths of the land area of this map manuscript. After numerous well-defined points had been located on the map manuscript by radial intersections, it was found necessary to relocate most of the detail shown on this red-line print.

New roads were added, and roads relocated since 1935, were corrected. Tree lines were changed due to additional growth or cleared areas. Buildings were added or deleted according to the field inspection and visual examination of the office photographs.

Low ground and swamp areas were detailed after careful stereoscopic examination of the office photographs in conjunction with the field inspection. Areas designated as swamp or wet weather swamp by the field inspection party, or determined by stereoscopic examination, were shown by the conventional swamp symbol. The oval shaped low ground areas designated by the field inspection party, or delineated by stereoscopic examination, were shown with the conventional swamp symbol omitting the grass tufting, as was recommended in the supplemental instructions for Projects CS-275, CS-284 and CS-285 dated October 27th, 1942. These areas were labeled with the letters "L. G. "

Drainage, as provided by the field inspection party, was carefully checked by stereoscopic examination, and found to be in good agreement.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys, by the U. S. Coast & Geodetic Survey, cover portions of this map manuscript:

Survey No.	Dated	Scale
T-672	1857	1:10,000
T-673	1856	1:10,000
T-674	1852	1:10,000
T-4096	1924	1:20,000

Copies of the above surveys, were not available to the compilation office.

29 SUPPLEMENTAL DATA: (Cont'd)

A copy of a map of Brunswick County, Third Division, N. C., Scale 1 inch = 1 mile, published by the North Carolina State Highway and Public Works Commission, was furnished the compilation office by the field inspection party.

30 HIGH WATER LINE:

The stage of tide of all the photographs used in the process of detailing this map manuscript, was computed and found to be below mean low water.

The high water line was delineated from data provided by the field inspection party plus careful stereoscopic examination of the office photographs. Some changes were made in the high water line of the 1935 compilation.

31 LOW WATER AND SHOAL LINES:

Low water and shoal lines were interpreted by stereoscopic examination of the office photographs with the aid of the field inspection data, and detailed accordingly.

32 DETAIL OFFSHORE FROM THE HIGH WATER LINE:

An iron wreck, exposed 3 feet at low tide appears on the red-line 1935 compilation at Lockwoods Folly Inlet. As noted on the discrepancy overlay, this wreck is not visible on the office photographs in this area.

33 WHARVES AND SHORELINE STRUCTURES:

Two piers, one along the shore of the Instrcoastal Waterway, and one along the shore of Lockwoods Folly River near the Intracoastal Waterway, were noted on the field inspection and were visible on the office photographs. These piers were detailed and labeled on the map manuscript.

34 LANDMARKS AND AIDS TO NAVIGATION:

Thirteen non-floating aids to navigation appear on this map manuscript along the Intracoastal Waterway. These lights and beacons were located by plane table by the field inspection party, and were shown on field inspection photographs 8118 and 8133. These aids to navigation were transferred from the field inspection photographs to this map manuscript by orienting the field inspection photographs to numerous well-defined detail points in the vicinity of the aids to navigation.

In addition to the thirteen aids to navigation which the field party recovered, two aids to navigation shown on the 1935 compilation as Beacon 18 and Beacon 26 which were renumbered Beacon 38 and Beacon 46 respectively on the Intracoastal Waterway Chart number 835, (Published January, 1943-issued April 15, 1943) have not been located by the field inspection party and are not visible on the photographs. The approximate positions of these beacons have been called to the attention of the field edit part on the discrepancy overly for this map manuscript. Located by field edit party of F.L. Gallen, reported on form 567 Aug 16, 1943.

One other aid to navigation shown on the 1935 compilation as Beacon 10, does not appear on the Intracoastal Waterway Charts nor in the Intracoastal Waterway 1942 Light List and has not been recovered by the field party. It is therefore assumed that this aid to navigation is now non-existent.

The thirteen non-floating aids to navigation shown along the Intracoastal Waterway on this map manuscript are:

CAPE FEAR-LITTLE RIVER LIGHT 24 (Double Fl. R., 4 sec.)
" " " " BEACON 26 (Red Daymark-Red reflector)
" " " " BEACON 28 (Red Daymark-Red reflector)
" " " " LIGHT 29 (Fl. W., 4 sec.)
" " " " BEACON 32 (Red Daymark-Red reflector)
" " " " LIGHT 34 (Double Fl. R., 4 sec.)
" " " " BEACON 36 (Red daymark-Red reflector)
" " " " BEACON 38 (Black daymark-Green reflector)
" " " " LIGHT 40 (Double Fl. R., 4 sec.)
" " " " BEACON 41 (Black daymark-Green reflector)
" " " " BEACON 42 (Red daymark-Red reflector)
" " " " LIGHT 44 (Double Fl. R., 4 sec.)
" " " " * BEACON 48 (Red daymark-Red reflector)

Beacon 46

* new location reported on form 567 by F.L. Gallen, 8/16/43. Chart Letters {468, 1943 / 672, 1943

The geographic positions of these 13 non-floating aids to navigation have been scaled by the compilation office and are herewith submitted, with descriptions, on Form No. 524 and Form No. 567.

Chart letter # 468-'43 filed in Nautical Chart Division.

35 HYDROGRAPHIC CONTROL:

The thirteen non-floating aids to navigation, listed in paragraph 34, may be used as partial control for future hydrographic surveys as long as they remain in their present positions.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There is no data concerning landing fields or aeronautical aids available to the compilation office for the area covered by this map manuscript.

37 AZIMUTH REFERENCE MARKS:

There is one azimuth reference mark appearing within the limits of this map manuscript, namely

WATERWAY, R. M. NO. 3 (AZIMUTH)

Form 524 for this azimuth reference mark is being submitted with this descriptive report.

38 DISCREPANCY OVERLAY:

A discrepancy overly has been prepared to accompany this map manuscript. On it are noted discrepancies between field inspection photographs covering field inspection of the same area. Notes concerning interpretation of detail and such notes as are deemed likely to be of assistance during the field edit are shown. Also shown, are the names or numbers of all bench marks, for the use of the Baltimore Compilation Office in scaling the geographic position of these bench marks from the red-line print. In addition, a set of general notes has been included to aid in the interpretation of symbols and abbreviations shown on the map manuscript.

39 GEOGRAPHIC NAMES:

A list of undisputed, disputed and recommended geographic names is attached to this descriptive report. The names on this list include only that portion of the map manuscript which falls outside the limits

39 GEOGRAPHIC NAMES: (cont'd)

of the 1935 compilation. These names were furnished to the compilation office by the field party on a copy of the Highway and Public Works Commission map of Brunswick County, North Carolina.

The geographic names which fall in the area of the 1935 compilation were field inspected in April, 1942, and the name data forwarded to the Washington office in May, 1942.

40 HORIZONTAL ACCURACY:

Because of difficulties encountered in the running of main radial plots for Projects CS-275 and CS-284 the test traverse points for Horizontal Accuracy Test No. 4 which fell within the limits of Survey No. T-8198 were resected on this map manuscript before any detailing was started.

The positions of these test traverse points were scaled from the map manuscript and sent to the Washington office for comparison with the computed geographic positions submitted by the field inspection party.

A tabulation of the results of Horizontal Accuracy Test No. 4, as furnished to the compilation office by the Washington office, is attached to this descriptive report.

Test traverse points T-19 to T-32, inclusive, fall within the limits of this map manuscript.

41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry as presented on this map manuscript is believed to be complete, but is subject to field edit for corrections, additions and deletions.

42 JUNCTIONS:

Complete and satisfactory junctions have been made with the following map manuscripts:

To the North with Map Manuscript for Survey No. T-8191
To the East with Map Manuscript for Survey No. T-8197
To the West with Map Manuscript for Survey No. T-8199

42 JUNCTIONS (cont'd)

The Atlantic Ocean lies to the South of this map manuscript.

43 REMARKS:

The field inspection report for this quadrangle is adequate and correct with the exception of the statement that "all beacons and lights" have been located on the photographs, and numbers have been changed, as found when locating them". The compilation office has no information regarding the deletion of Cape Fear-Little River Beacon 38 or Cape Fear-Little River Beacon 46. Since both of these aids to navigation appear in the Intracoastal Waterway 1942 Light List and on the Intracoastal Waterway Chart number 835, (Published Jan. 1943-reissued April 15, 1943) their probable locations have been indicated on the discrepancy overlay for investigation during field edit. These lights located by field edit party.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

No existing topographic quadrangles of this area were available to this compilation office, therefore no comparisons could be made with this map manuscript. Comparison was made with the copy of a map of Brunswick County, North Carolina, scale 1 inch = 1 mile. This map reproduction was published by the N. C. State Highway and Public Works Commission, and was furnished to the compilation office by the field inspection party. Lack of minute detail made accurate comparison difficult, however, common roads were in fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast and Geodetic Survey Chart No. 1236 (Published Sept. 1941 - issue of Dec. 5, 1942) Scale, 1:80,000, and Chart No. 835 (Published Jan. 1943 - issue of April 15, 1943). Scale, 1:40,000.

This comparison revealed that the shoreline at Lockwoods Folly Inlet has changed since these nautical charts were published.

The shoreline at this inlet is probably subject to constant change.

In the marsh and water area between the Atlantic Ocean shoreline and the Intracoastal Waterway; some changes of shoreline have occurred since these nautical charts have been compiled.

45 COMPARISON WITH NAUTICAL CHARTS (cont'd)

In general, the remaining areas of the map manuscript are in agreement with the nautical charts.

Respectfully submitted,
July 29, 1943

Raymond Glaser
Raymond Glaser
Sr. Engineering Draftsman

Map Manuscript, Discrepancy Overlay and Descriptive Report Reviewed by:

William H. Van Loon
William H. Van Loon
Pr. Photogrammetric Aid

Compilation of Map Manuscript Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved & Forwarded:
July 31, 1943

Fred. L. Peacock
Fred. L. Peacock
Commander, C & G Survey
Officer-in-Charge
Baltimore Field Office

GEOGRAPHIC NAMES FOR COMPILATION T-8198

Undisputed Geographic Names

Half Hell Road

Howells Point Road

Lennon Crossroads

Lennon Road

Midway Branch

Sandy Branch

Sandy Hill

Sandy Hill Road

GEOGRAPHIC NAMES FOR COMPILATION T-8198

Disputed Geographic Names

Disputed	Recommended
Beaverdam Creek	Scotts Branch
Lockwood Folly River	Lockwoods Folly River
Mercers Mill Pond	Mill Creek
Smiths (Smith)	Midway

POST-OFFICE ADDRESS: 601-611 Gorsuch Avenue, Baltimore, Maryland

TELEGRAPH ADDRESS:

RESS ADDRESS:

KTA

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

June 4, 1943

FROM BALTIMORE PHOTOGRAMMETRIC OFFICE

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

From: Chief, Air Photographic Compilation Party No. 2
U. S. Coast & Geodetic Survey
Baltimore, Maryland

Subject: Horizontal Accuracy Test Number 4 in the Area of Radial Plot Section Number 4 - Project CS 284

The scaled radial plot positions of the traverse points of horizontal accuracy test traverse No. 5 in the area of sectional radial plot No. 4, Project CS 284, were furnished you on May 26th, 1943. Similar data with respect to the scaled radial plot positions of the traverse points for horizontal accuracy test traverse No. 4 are embodied in this letter.

It will be noted that of the thirty-two traverse points involved, nine were not "well defined points" on the photographs.

It is respectfully requested that we be advised as to the results of horizontal accuracy test No. 4 as soon as practicable.

Field photograph No. 8132 showing the pricking of the thirty-two traverse points by the field party is being forwarded herewith. It will be noted that traverse points T-28 to T-32, inclusive, are not readily identifiable on this photograph but could have been readily identified by the field party on either photograph No. 8119 or photograph No. 8120.

RESULTS OF PLOTTING HORIZONTAL ACCURACY TEST TRAVERSE NO. 4

Traverse points T-1 to T-4, inclusive, fall within the limits of Survey T-8191.

T-1

Latitude 34° 02' 439.3 439.0 m. (1409.7 m.) Longitude 78° 13' 1294.7 1295.1 m. (244.0 m.)
Center of Mt. Clive Church, well defined.

T-2

Latitude 34° 02' 366.1 m. (1482.6 m.) Longitude 78° 14' 141.8 m. (1397.3 m.)
Intersection of center line main highway and center line "T" Road to southeast, well defined.

T-3

Latitude 34° 02' 430.6 m. (1418.1 m.) Longitude 78° 14' 741.6 m. (797.5 m.)
Intersection of center line main highway and center line "T" Road to northwest, well defined.

*T-4

Latitude 34° 02' 448.4 m. (1400.3 m.) Longitude 78° 14' 791.7 m. (747.4 m.)
Bench Mark N-236 (See special note on bench marks)

Traverse points T-5 to T-18, inclusive, fall within the limits of Survey T-8192.

T-5

Latitude 34° 02' 366.4 m. (1482.3 m.) Longitude 78° 15' 43.0 m. (1496.1 m.)
Intersection of center line main highway and center line private road to southeast, well defined.

T-6

Latitude 34° 01' 1374.4 m. (474.3 m.) Longitude 78° 15' 836.0 m. (703.3 m.)
Center of house, well defined.

T-7

Latitude 34° 01' 1254.6 m. (594.1 m.) Longitude 78° 15' 923.4 m. (615.9 m.)
Center of store, well defined.

T-8

Latitude 34° 01' 1062.2 m. (786.5 m.) Longitude 78° 15' 1056.0 m. (483.3 m.)
Intersection of center line main highway and center line "T" Road to east, well defined.

T-9

Latitude 34° 01' 704.9 m. (1143.8 m.) Longitude 78° 15' 1277.0 m. (262.4 m.)
Intersection of center line main highway and center of bridge, well defined.

*T-10

Latitude 34° 00' 1594.7 m. (254.0 m.) Longitude 78° 16' 201.7 m. (1337.8 m.)
Intersection of the center lines of cross roads. The pricking of this point on the photographs could vary a few meters with individual interpretation. It is probably on the border line of a well defined point.

T-11 ✓

1508.1 145.2
Latitude 34° 00' 1513.7 m. (335.0 m.) Longitude 78° 16' 137.8 m. (1401.8 m.)
Center of Concord Church, well defined.

T-12 ✓

1365.2 1436.9
Latitude 34° 00' 1373.0 m. (475.7 m.) Longitude 78° 15' 1436.6 m. (103.0 m.)
Center of office building, well defined.

T-13 ✓

1211.9 1260.1
Latitude 34° 00' 1215.0 m. (633.7 m.) Longitude 78° 15' 1255.7 m. (283.9 m.)
Intersection of center line main highway and center of bridge, well defined.

*T-14 ✓

902.3 1125.9
Latitude 34° 00' 912.7 m. (936.0 m.) Longitude 78° 15' 1125.6 m. (414.0 m.)
Bench Mark Y-227 (See special note on bench marks)

T-15 ✓

264.7 856.8
Latitude 34° 00' 266.7 m. (1582.0 m.) Longitude 78° 15' 855.9 m. (683.8 m.)
Center of house, well defined.

T-16 ✓

199.2 609.6
Latitude 34° 00' 204.0 m. (1644.7 m.) Longitude 78° 15' 614.4 m. (925.4 m.)
Intersection of center line main highway and center line private road to North, well defined.

T-17 ✓

53.0 96.4
Latitude 34° 00' 56.0 m. (1792.7 m.) Longitude 78° 15' 100.0 m. (1439.8 m.)
Intersection of center line main highway and center line private road to northeast, well defined.

*T-18 ✓

42.4 30.9
Latitude 34° 00' 49.0 m. (1799.7 m.) Longitude 78° 15' 32.0 m. (1507.8 m.)
Bench Mark N-64 (See special note on bench marks)

Traverse points T-19 to T-32, inclusive, fall within the limits of Survey T-8198.

T-19 ✓ A

1484.6 175.9 14 mm.*
Latitude 33° 59' 1485.2 m. (363.5 m.) Longitude 78° 14' 178.6 m. (1361.3 m.)
Intersection of the center lines of cross roads, well defined.

*T-20 X very close

1415.5 1438.0 .54 mm T-8198
Latitude 33° 59' 1415.3 m. (433.4 m.) Longitude 78° 13' 1448.8 m. (91.1 m.)
Bench Mark Z-227 (See special note on bench marks)

* displacement in mm shown in white ink at side

* All positions found to be outside the allowable error, were corrected during review.

*T-21 ✓ .24 mm

1184.3 662.5

Latitude 33° 59' 1179.6 m. (669.1 m.) Longitude 78° 13' 662.7 m. (877.2 m.)
Intersection of center line main highway and center line culvert. This point cannot be picked on any photograph with any confidence. It should be considered a less well defined point.

*T-22 ✓ .31 mm.

991.5 1497.4

Latitude 33° 59' 994.4 m. (854.3 m.) Longitude 78° 12' 1502.9 m. (37.0 m.)
Bench Mark P-64 (See special note on bench marks)

T-23 ✓ .31 mm.

981.8 1493.1

Latitude 33° 59' 976.5 m. (872.2 m.) Longitude 78° 12' 1496.3 m. (43.6 m.)
Intersection of center line main highway and center line private road to North, well defined.

*T-24 X 0.7 MM .72 mm.

678.2 425.9

Latitude 33° 59' 672.0 m. (1176.7 m.) Longitude 78° 12' 438.8 m. (1161.2 m.)
Intersection of center line main highway and center line culvert. This point cannot be picked on any photograph with any confidence. It should be considered a less well defined point.

T-25 ✓ .55 mm.

485.8 1289.0

Latitude 33° 59' 481.2 m. (1367.5 m.) Longitude 78° 11' 1293.4 m. (241.6 m.)
Intersection of center line main highway and center line "T" road to North, well defined.

T-26 ✓ .53 mm.

265.4 519.4

Latitude 33° 59' 260.9 m. (1587.8 m.) Longitude 78° 11' 528.0 m. (1012.1 m.)
Intersection of center line main highway and center line Private Road to North, well defined.

T-27 ✓ .30 mm.

173.9 256.6

Latitude 33° 59' 168.6 m. (1680.1 m.) Longitude 78° 11' 259.4 m. (1380.7 m.)
Center of "T" shaped house 50' south of highway, well defined.

111.9 T-28 ✓ .24 mm.

1524.7

Latitude 33° 59' 108.2 m. (1740.5 m.) Longitude 78° 10' 1530.5 m. (9.6 m.)
Intersection of center line main highway and center line private road to south, well defined.

T-29 ✓ .46 mm.

60.1 1342.7

Latitude 33° 59' 53.8 m. (1794.9 m.) Longitude 78° 10' 1349.3 m. (190.8 m.)
Intersection of center line of main highway and center line private road to north, well defined.

T-30 ✓ .47 mm.

1750.5 849.2

Latitude 33° 58' 175.0 m. (103.8 m.) Longitude 78° 10' 856.8 m. (683.3 m.)
Center of store, 54' south of highway, well defined.

*T-31 ✓ .26 m.m.

1632.9 379.4

Latitude 33° 58' 1627.7 m. (221.0 m.) Longitude 78° 10' 378.9 m. (1161.2 m.) Intersection of center line main highway and center line culvert. This point cannot be picked on any photograph with any confidence. It should be considered a less well defined point.

T-32 ✓ .21mm.

1403.3 1118.0

Latitude 33° 58' 1407.0 m. (441.7 m.) Longitude 78° 09' 1120.0 m. (420.2 m.) Intersection of center line of main highway and center line private drive to north, well defined.

T-8198 ↓

* Points not well defined have been indicated by an asterisk.

Scaled by: Joseph Steinberg

Checked by: J. Edward Beal, Jr.

Note: The field party submitted the picking of all bench marks on Projects CS 275 and CS 284 directly on the control field photographs, omitting picking cards. This compilation office has radially plotted all bench marks as they have been picked on these field control photographs and it is believed a good geographic position is being submitted of the location of each of these bench marks. A note on the accuracy test field photograph No. 8132 indicates the bench marks as picked on this photograph to be approximate. This compilation office believes that a bench mark on which a good recovery has been made could be called a well defined point. Bench marks that are not natural objects and are picked direct on a field print should be considered less well defined points in this accuracy test.

It is believed that accurate field identification of bench marks should be furnished the compilation office by the field party or that bench marks should not be included, for test purposes, in horizontal accuracy test traverses."

Fred. L. Peacock

Fred. L. Peacock
Chief, Air Photographic
Compilation Party No. 2

FIELD EDIT REPORT
T-8198
PROJECT CS-275

34. Positions of Beacons Nos. 38, 46, and 48 are submitted herewith on Form 567. The positions of Beacons Nos. 38 and 46 were not obtained by the field inspection party and Beacon 48 has been moved since the time of location during the field inspection. See chart letter 672, 1943

46. The field edit was accomplished by visual inspection making all additions and corrections on the map manuscript in the field and transferring all detail to a smooth copy while inking.

The following color scheme was used:

FEATURES	COLORS
Additions, bench marks, wye level elevations and crosses	RED
Deletions	GREEN
Drainage features	BLUE
Contours and plane table elevations	BROWN
Political boundaries	VIOLET

47. The position and amount of detail on this map manuscript is believed to be complete and adequate.

48. A horizontal accuracy test was run in this quadrangle.*

Vertical accuracy tests are the subject of a special report for Projects CS-275 and 284.

There is a vertical accuracy test on T-8198. There were noticeable differences with the manuscript, both in spot elevations and in position of portions of contours. The manuscript was changed during review as to location of parts of contours, but elevations have not been changed.

Submitted by

Louis Levin by FLG.

Louis Levin
Photogrammetric Aid

Approved and Forwarded

F. L. Gallen

F. L. Gallen
Chief of Party

* This traverse test indicated an accuracy of 1/5 except for a few isolated points, which were corrected during review.

Form 567
(Rev. April 1942)

PERMANENT AIDS TO NAVIGATION
~~DEPARTMENT OF COMMERCE~~
U. S. COAST AND GEODETIC SURVEY

Chart letter #672-'43 QUAD NO. T-8198

LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED } STRIKE OUT ONE

Myrtle Beach, S. C. August 16, 1943

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.

L. Levin for - Lieut. Comdr. P.L. Gallen
Chief of Party.

GENERAL LOCALITY: Intracoastal Waterway, Cape Fear River to Little River NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM							
	° ′	D. M. METERS	° ′	D. P. METERS								
Beacon 38	33 55	843	78 13	98	N. A. 1927	Plane table	1943					856
Beacon 46	33 55	474	78 14	276	1927	"	"					"
Beacon 48	33 55	414	78 14	624	1927	"	"					"
The position of Bn. 48 has been changed since the time of location by the field inspection party.												

468-43

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

U. S. GOVERNMENT PRINTING OFFICE 16—27860-1

T-8198

No. 1

	Remarks	Decisions
1		
2		
3		
4		U.S.G.B.
5		Road Maps
6		
7		
8		339782 U.S.G.B.
9		" "
10		339781
11		"
12	Joins Eastern channel at long. 78° 12' 50"	" U.S.G.B.
13		"
14		"
15		340781
16		"
17	These two names were eliminated by U.S.G.B. in view of changes by dredging for I.W.W., etc,	339782
18	sothat Montgomery Slue and Eastern Channel are considered as connecting.	"
19		"
20		"
21		" U.S.G.B.
22		"
23		" U.S.G.B.
24		"
25		"
26		"
27		"

M 234

GEOGRAPHIC NAMES

Survey No. T-9198

1 Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Brunswick County	✓									1
Smithville Twp	✓									2
Lockwoods Folly Twp	✓									3
Intracoastal Waterway	✓									4
State Highway No. 130	✓									5
Long Bay	(near coast, Winyah Bay to Cape Fear)									6
										7
Lockwoods Folly Inlet	✓									8
Lockwoods Folly River	✓									9
Ash Swamp	✓									10
Long Beach	✓									11
Montgomery Slough	✓									12
Pinner Point	✓									13
Midway	✓									14
Half Hell Road	✓									15
Midway Branch	✓									16
~~Davis Creek~~										17
~~Little Davis Creek~~										18
Horse Island	✓									19
Sheep Island	✓									20
Eastern Channel	✓									21
Gores Landing	✓									22
Howells Point	✓									23
Lockwoods Creek	✓									24
Eastern Bend	✓									25
Mullet Creek	✓									26
Sandys Landing	✓									27

M 234

	Remarks	No. 2 Decisions
1		339782
2		"
3		"
4		"
5		340782
6		339782
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

M 234

GEOGRAPHIC NAMES

Survey No. T-8198

2 Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Mill Creek	✓									1
Howells Point Road	✓									2
Sandy Hill	✓	(scattered settlement)								3
Sandy Hill Road	✓									4
Scotts Branch	✓									5
Lennon Crossroads	✓									6
Sandy Branch	✓									7
Mercers Landing	✓									8
Mercers Cut	✓									9
Wildcat Landing	✓									10
Dixons Landing	✓									11
Myrtle Point	✓									12
Genoes Point	✓									13
Spring Creek	✓									14
Varnum Town	✓	(scattered settlement)								15
Holden Beach	✓									16
Lennon Road										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

L Heck 11/27/43

M 234

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20,000 scale
Black and white cloth-mounted copy of the/map ~~manuscript~~. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries~~, woodland, ~~marsh, and swamp limits~~, refer to the published quadrangle for the finally adopted positions.

Descriptive Report.

Division
Filed in the Photogrammetric ~~Section---Surveys Branch~~

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review~~ing Unit~~. Section

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8198

LOCKWOODS FOLLY QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

Horizontal accuracy test No.4 covers the area of this quadrangle. A photostat copy of the report on this test is enclosed in this descriptive report.

For information on the vertical accuracy test in this area see No.48 in the field edit report enclosed in this descriptive report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-673	1:10,000	1856
T-672	1:10,000	1857
T-4096	1:20,000	1924
T-6211a&b	1:10,000	1934
T-6494	1:20,000	1936

Comparison with Nautical Charts Nos.1236, 835

The manuscript had not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

Charts No.1236 and 835 are in good agreement with the manuscript, and are complete and adequate for chart correction.

(Chart No. 1236 has been applied since review)

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Sept 24 1943 By Jack N. Stewart per W.M.
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 5/46

Examined and approved:

K.T. Adams
Chief, ~~Surveys Branch~~ Division of Photogrammetry

Robert W. Knox
Chief, Div. of Charts
Robert W. Knox
Chief, Nautical Chart Branch

~~Chief, Topography Section~~

Raymond P. Egman
Chief, Div. of Coastal Surveys